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Part I

(Part II begins on page 6679)

Agencies in this issue—

Agricultural Research Service
Agricultural Stabilization and Conservation Service
Civil Aeronautics Board
Civil Service Commission
Commerce Department
Commodity Credit Corporation
Consumer and Marketing Service
Economic Opportunity Office
Engineers Corps
Environmental Protection Agency
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Food and Drug Administration
Interim Compliance Panel (Coal Mine Health and Safety)
Interstate Commerce Commission
Interstate Land Sales Registration Office
Maritime Administration
National Oceanic and Atmospheric Administration
Packers and Stockyards Administration
Public Health Service
Securities and Exchange Commission
Small Business Administration
Soil Conservation Service
Transportation Department

Detailed list of Contents appears inside.





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1949–1963

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Reference to this list will enable the user to find the precise text of CFR provisions which were in force and effect on any given date during the period covered.

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Contents

AGRICULTURAL RESEARCH SERVICE

Rules and Regulations

Hog cholera and other communicable swine diseases; areas quarantined (2 documents) ---- 6561
Overtime services relating to imports and exports; commuted travel time allowances ---- 6559

AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

Notices

Hawaiian sugarcane; hearing on prices and designation of presiding officers ---- 6599

AGRICULTURE DEPARTMENT

See Agricultural Research Service; Agricultural Stabilization and Conservation Service; Commodity Credit Corporation; Consumer and Marketing Service; Packers and Stockyards Administration; Soil Conservation Service.

ARMY DEPARTMENT

See Engineers Corps.

CIVIL AERONAUTICS BOARD

Rules and Regulations

Fees and charges for special services; fees for certain documents ---- 6591
Study group charters (5 documents) ---- 6574–6577
Tour operators; modification of surety bond requirements ---- 6586

Notices

Hearings, etc.:

Flying Tiger Line, Inc ---- 6611
Piedmont Aviation, Inc. (2 documents) ---- 6611

CIVIL SERVICE COMMISSION

Rules and Regulations

Excepted service; National Foundation on the Arts and the Humanities ---- 6573
Federal employees health benefits program; open season policy ---- 6573

COMMERCE DEPARTMENT

See also Maritime Administration; National Oceanic and Atmospheric Administration.

Notices

Duty-free entry of scientific articles; applications and decisions (13 documents) ---- 6600–6607
Ombudsman for Business; establishment and functions ---- 6607

COMMODITY CREDIT CORPORATION

Rules and Regulations

Mohair; payment and deduction rates for 1970 marketing year ---- 6560
Wool; payment programs for shorn wool and unshorn lambs (pulled wool) (2 documents) ---- 6560

CONSUMER AND MARKETING SERVICE

Rules and Regulations

Onions grown in south Texas; limitation of shipments ---- 6559

Proposed Rule Making

Milk handling in Quad Cities-Dubuque and certain other marketing areas; hearing ---- 6593
Oranges, Valencia, grown in Arizona and California; expenses and rate of assessment and carryover of unexpended funds ---- 6592
Shell eggs; grading, standards, and weight classes ---- 6592

DEFENSE DEPARTMENT

See Engineers Corps.

ECONOMIC OPPORTUNITY OFFICE

Notices

Reported findings:

Enhancing opportunities in job markets ---- 6663
Job-related adult basic education ---- 6663
Mexican-American industrial migrants ---- 6663

ENGINEERS CORPS

Rules and Regulations

Permits for discharges or deposits into navigable waters; administrative procedure ---- 6564

ENVIRONMENTAL PROTECTION AGENCY

Proposed Rule Making

National ambient air quality standards; preparation, adoption, and submittal of implementation plans ---- 6680

FEDERAL COMMUNICATIONS COMMISSION

Notices

Hearings, etc.:

Crain, Albert L., et al ---- 6612
Heart of Texas TV ---- 6615
Portland Marine Radio and Communications Company of Maine ---- 6618

FEDERAL MARITIME COMMISSION

Proposed Rule Making

Informal procedure for adjudication of small claims ---- 6594

Notices

American Export Isbrandtsen Lines, Inc.; stay of proceedings regarding publication of discriminatory rates ---- 6660
American Mail Line et al.; enlargement of time regarding violations ---- 6660
Financial responsibility (oil pollution); certificates issued ---- 6618
Gulf-Puerto Rico Lines, U.S.A., Inc., et al.; investigation, hearing, and interim approval of agreement ---- 6660

FEDERAL POWER COMMISSION

Rules and Regulations

Filing of rate schedules; testimony and exhibits ---- 6563

Proposed Rule Making

Uniform systems of accounts and annual and monthly report forms ---- 6596

Notices

Virginia Electric Power Co.; proposed rate schedule changes ---- 6661

FEDERAL RESERVE SYSTEM

Notices

Approvals of acquisition of bank stock by bank holding companies:

BancOhio Corp ---- 6661
Exchange Bancorporation, Inc. ---- 6661
Valley Bancorporation ---- 6662

FEDERAL TRADE COMMISSION

Proposed Rule Making

Preservation of buyers' claims and defenses in consumer installment sales; additional public hearing dates and extension of time ---- 6592

(Continued on next page)

FOOD AND DRUG ADMINISTRATION

Notices

Drugs for human use; efficacy study implementation:
- Fludrocortisone hemisuccinate ophthalmic solution ... 6608
- Preparation containing bismuth hydroxide, kaolin, and bentonite ... 6609
- Sodium thiopental rectal suspension ... 6609

Wilson & Co., Inc., et al.; withdrawal of approval of new animal drug applications regarding certain additional veterinary products containing rumen bacteria ... 6610

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See Food and Drug Administration; Public Health Service.

HOUSING AND URBAN DEVELOPMENT DEPARTMENT

See Interstate Land Sales Registration Office.

INTERIM COMPLIANCE PANEL (COAL MINE HEALTH AND SAFETY)

Notices

Opportunity for public hearing regarding applications for renewal permits:
- Mountaineer Coal Co ... 6662
- Westmoreland Coal Co ... 6663

INTERSTATE COMMERCE COMMISSION

Rules and Regulations

Car service:
- Railroad operating regulations for freight car movement ... 6571
- St. Louis-San Francisco Railway Co. authorized to operate over certain tracks ... 6573

Proposed Rule Making

Issuance of securities, assumption of obligations, and filing of certificates and reports; expanded definition of term "securities" ... 6595

Notices

Fourth section applications for relief ... 6669

Intrastate freight rates and charges:
- Oklahoma; 1971 ... 6676
- Virginia; 1970 ... 6677

Motor carriers:
- Alternate route deviation notices ... 6669
- Applications and certain other proceedings ... 6670
- Temporary authority applications ... 6674
- Transfer proceedings (3 documents) ... 6675, 6676

INTERSTATE LAND SALES REGISTRATION OFFICE

Proposed Rule Making

Land registration; extension of time ... 6594

MARITIME ADMINISTRATION

Notices

Bulk carrying services; proposed operating-differential subsidy ... 6599

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

Notices

Yellowfin tuna; closure of season ... 6600

PACKERS AND STOCKYARDS ADMINISTRATION

Notices

W. H. Hodges & Co., Inc., et al.; changes in names of posted stockyards ... 6599

PUBLIC HEALTH SERVICE

Notices

Food and Drug Administration; statement of organization, functions, and delegations of authority ... 6610

SECURITIES AND EXCHANGE COMMISSION

Proposed Rule Making

Election by registered open-end investment companies to make cash redemptions only and waive redemption in kind ... 6595

Notices

Hearings, etc.:
- Alger Fund, Inc ... 6663
- Continental Vending Machine Corp ... 6664
- General International Corp ... 6664
- Illinois Power Co ... 6665
- Israel Fund, Inc ... 6665
- Sixth Presidential Fund, Inc ... 6665
- Spectrum, Ltd ... 6666
- Vermont Yankee Nuclear Power Corp. (2 documents) ... 6666, 6667

SMALL BUSINESS ADMINISTRATION

Notices

Declaration of disaster loan areas:
- Iowa ... 6667
- North Carolina ... 6668

Small business investment companies:
- Investment Corp.: application for transfer of control of licensed company ... 6668
- Boston Capital Small Business Corp.; application for transfer of control of licensed company ... 6668

Delta Capital, Inc.; approval of transfer of control of company ... 6669

Foster Capital Corp.; surrender of license ... 6669

SOIL CONSERVATION SERVICE

Rules and Regulations

Great Plains conservation program; eligible practices ... 6559

TRANSPORTATION DEPARTMENT

Rules and Regulations

Organization and delegation of powers and duties; delegations to Federal Highway Administrator and National Highway Traffic Safety Administrator ... 6570

List of CFR Parts Affected

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears following the Notices section of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1971, and specifies how they are affected.

5 CFR

213 6573
890 6573

7 CFR

354 6559
601 6559
959 6559
1468 6560
1472 (2 documents) 6560, 6561

PROPOSED RULES:

56 6592
908 6592
1063 6593
1070 6593
1078 6593
1079 6593

9 CFR

76 (2 documents) 6561–6563

14 CFR

207 6574
208 6575
212 6576
214 6577
373 6577
378 6586
389 6591

16 CFR

PROPOSED RULES:

433 6592

17 CFR

PROPOSED RULES:

270 6595
274 6595

18 CFR

35 6563

PROPOSED RULES:

4 6596
101 6596
141 6596
154 6596
156 6596
157 6596
201 6596
260 6596

24 CFR

PROPOSED RULES:

1710 6594

33 CFR

209 6564

42 CFR

PROPOSED RULES:

420 6680

46 CFR

PROPOSED RULES:

502 6594

49 CFR

1 6570
1033 (2 documents) 6571–6573

PROPOSED RULES:

1115 6595

Rules and Regulations

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 354—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS

Commuted Traveltime Allowances

Pursuant to the authority conferred upon the Director of the Agricultural Quarantine Inspection Division by § 354.1 of the regulations concerning overtime services relating to imports and exports (7 CFR 354.1), effective January 26, 1971 (36 F.R. 1190), administrative instructions (7 CFR 354.2), effective May 19, 1970, as amended October 28, 1970, and January 19, 1971 (35 F.R. 7689, 16678, 36 F.R. 823), prescribing the commuted traveltime that shall be included in each period of overtime or holiday duty, are hereby amended by deleting from and adding to the "lists" therein as follows:

§ 354.2 **Administrative instructions prescribing commuted traveltime.**

* * * * *

OUTSIDE METROPOLITAN AREA

FOUR HOURS

Delete: Greenville, Miss. (served from Memphis, Tenn.).
Delete: Nashville, Tenn. (served from Memphis, Tenn.).

FIVE HOURS

Add: Greenville, Miss. (served from Memphis, Tenn.).

SIX HOURS

Add: Nashville, Tenn. (served from Memphis, Tenn.).

* * * * *

These commuted traveltime periods have been established as nearly as may be practicable to cover the time necessarily spent in reporting to and returning from the place at which the employee performs such overtime or holiday duty when such travel is performed solely on account of such overtime or holiday duty. Such establishment depends upon facts within the knowledge of the Agricultural Quarantine Inspection Division. It is to the benefit of the public that this amendment be made effective at the earliest practicable date. Accordingly, pursuant to the provisions of 5 U.S.C. 553, it is found upon good cause that notice and public procedure on this amendment are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making this amendment effective less than 30 days after publication in the FEDERAL REGISTER.

(64 Stat. 561; 7 U.S.C. 2260)

This amendment shall become effective upon publication in the FEDERAL REGISTER (4-7-71).

Done at Hyattsville, Md., this 1st day of April 1971.

[SEAL] F. A. JOHNSTON,
Director, Agricultural Quarantine Inspection Division.

[FR Doc.71-4791 Filed 4-6-71;8:47 am]

Chapter VI—Soil Conservation Service, Department of Agriculture

PART 601—GREAT PLAINS CONSERVATION PROGRAM

Subpart—General Program Provisions

ELIGIBLE CONSERVATION PRACTICES

The regulations governing the Great Plains Conservation Program, 22 F.R. 6851, as amended, are further amended as provided herein.

Section 601.11, *Eligible conservation practices,* is amended by the revision of paragraph (a)(32) and the addition of paragraph (a)(33), as follows:

§ 601.11 **Eligible conservation practices.**

(a) * * *

(32) *GP-32: Holding ponds and tanks.* Contructing or installing animal waste storage facilities such as holding ponds, pits, liquid manure tanks, collection basins, bins, or similar facilities. Cost sharing may be authorized for permanently installed equipment needed as an integral part of the system. No federal cost sharing will be allowed for portable pumps or for spreading equipment.

(33) *Special conservation practices.* Consistent with the principles set forth in this program, any conservation practice not included in the subparagraphs of this paragraph but which is needed to meet particular conservation problems in a designated county must be approved by the Administrator, SCS. Such approval may be given only upon the recommendation of the state conservationist and the Chairman of the State ASC Committee, and upon their finding (i) that the conservation problem exists on a substantial number of operating units in the designated county or counties, (ii) that the conservation practices listed in this program will not provide adequate treatment of the problem, (iii) that the proposed conservation practice would not be performed to the extent needed without federal cost sharing, (iv) that the proposed conservation practice will provide the most enduring solution to the problem practicably attainable under existing circumstances, and (v) that the proposed conservation practice is one on which the offering of financial assistance is fully justified as being appropriate and in the public interest. Costs will not be shared under this conservation practice for elements of performance for which cost sharing is specifically precluded by the wording of a similar conservation practice or elsewhere in this program.

* * * * *

(Sec. 4, 49 Stat. 164, as amended, 16 U.S.C. 590d)

Done at Washington, D.C., this 30th day of March 1971.

KENNETH E. GRANT,
Administrator.

[FR Doc.71-4841 Filed 4-6-71;8:52 am]

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture

[959.311, Amdt. 1]

PART 959—ONIONS GROWN IN SOUTH TEXAS

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 143 and Order No. 959, both as amended (7 CFR Part 959), regulating the handling of onions grown in designated counties in South Texas, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and upon the basis of the recommendations and information submitted by the South Texas Onion Committee, established pursuant to said marketing agreement and order, and upon other available information, it is hereby found that the amendment to the limitation of shipments regulation, hereinafter set forth, will tend to effectuate the declared policy of the act. This amendment would encourage the export of South Texas onions, particularly to Japan, by allowing containers required by the importers which are not permitted by the present regulation. Any South Texas onions that are exported would reduce the supplies available for domestic markets which should tend to improve returns to producers.

(b) It is hereby found that it is impractical and contrary to the public interest to give preliminary notice, or engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) since the current shipping season is already in progress and is of approximately 2 months duration, delaying the effective date of this amendment 30 days will tend to prevent producers from obtaining much of the benefit that would otherwise have been obtained from such amendment, (2) compliance with this amendment will not require any special preparation on the

part of handlers, and (3) this amendment relieves restrictions on the handling of onions grown in the production area.

Regulations, as amended. Section 959.311 *Limitation of shipments* (36 F.R. 1523) is hereby amended as follows: To paragraph (c) an additional subparagraph (4) is added and a new sentence is added at the end of paragraph (g) to read:

§ 959.311 **Limitation of shipments.**

* * * * *

(c) *Container requirements.* * * *

(4) Bags having a capacity of 20 kilograms may be used for export.

* * * * *

(g) *Definitions.* * * * For the purposes of subparagraph (4) of paragraph (c) in this section, the term "export" means shipment to any point outside of the 48 contiguous States of the United States, the District of Columbia, Canada, or Mexico.

* * * * *

(Secs. 1–9, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Effective date: Issued April 1, 1971, to become effective upon issuance.

PAUL A. NICHOLSON,
Acting Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[FR Doc.71-4792 Filed 4-6-71;8:48 am]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[Amdt. 9]

PART 1468—MOHAIR

Subpart—Payment Program for Mohair (1966–70)

PAYMENT AND DEDUCTION RATES FOR 1970 MARKETING YEAR

It is necessary to include the payment rate for the 1970 marketing year in the regulations issued by Commodity Credit Corporation containing the requirements with respect to the payment program for mohair, as amended 31 F.R. 5817, 15234; 32 F.R. 4568, 16391; F.R. 5208, 18009; 34 F.R. 6328, 17803, 35 F.R. 5996). Accordingly, 7 CFR Part 1468 is further amended as follows:

1. The subpart heading for §§ 1468.250 through 1468.276 is revised to read as set forth above.

2. Section 1468.257 is amended by adding the following new paragraph (d) for the purpose of clarifying what constitutes a marketing on which price support payments may be made:

§ 1468.257 **Marketing within a specified marketing year.**

* * * * *

(d) Payments under this subpart shall only be made on bona fide marketings in a specified marketing year, A sale by one producer to another shall not constitute such a marketing unless (1) the selling producer usually markets his mohair in that way, or (2) the buying producer is also engaged in the business of buying and selling mohair and buys the mohair in the course of that business. An exchange of mohair between the producers thereof or a sale of mohair conditioned on the acquisition by the selling producer from the buyer of the same mohair or other mohair shall not constitute a bona fide marketing. A sale of mohair by a producer to a person not previously engaged in the business of buying mohair also shall not constitute such a marketing unless evidence is submitted to the satisfaction of CCC that there was a bona fide sale. Any document representing a sale, transfer, or other arrangement with respect to the mohair which is fictitious or not legally binding or solely a scheme or device for obtaining a price support payment shall not constitute such evidence.

3. Section 1468.258 is amended by adding the following new paragraph (f):

§ 1468.258 **Rate of payment.**

* * * * *

(f) The national average price received by producers for mohair marketed during the 1970 marketing year was 39.1 cents a pound, grease basis, which was 41.1 cents a pound below the price support level of 80.2 cents announced for that year. Therefore, the rate of payment for the 1970 marketing year is 105.1 percent.

§ 1468.260 [Amended]

4. Section 1468.260(a) is amended by deleting the first two sentences and substituting the following language therefor: "The application for payment on the sale of mohair shall be prepared on Form CCC–1155, 'Application for Payment (National Wool Act)'."

5. Section 1468.267 is amended by adding the following new paragraph (f):

§ 1468.267 **Deductions for promotion.**

* * * * *

(f) For the 1970 marketing year, a deduction will be made from each payment at the rate of 1.5 cents a pound of mohair, grease basis. Those funds will be used to finance advertising and sales promotion programs approved by the Department of Agriculture pursuant to section 708 of the National Wool Act of 1954, as amended.

§ 1468.268 [Amended]

5. Section 1468.268 is amended by substituting the words "Part 13 of this title" for the words "Part 1408 of this chapter".

(Sec. 4, 62 Stat. 1070, sec. 5, 62 Stat. 1072, secs. 702–708, 68 Stat. 910–912, as amended, secs. 401–403, 72 Stat. 994–995, sec. 151, 75 Stat. 306, sec. 201, 79 Stat. 1188, 82 Stat. 996; 15 U.S.C. 714b, 714c, 7 U.S.C. 1781–1787, as amended)

Effective date. This amendment shall become effective upon publication in the FEDERAL REGISTER (4–7–71).

Signed at Washington, D.C., on April 1, 1971.

KENNETH E. FRICK,
Executive Vice President, Commodity Credit Corporation.

[FR Doc.71-4838 Filed 4-6-71;8:52 am]

[Amdt. 10]

PART 1472—WOOL

Subpart—Payment Program for Shorn Wool and Unshorn Lambs (Pulled Wool) (1966–70)

PAYMENT RATES FOR 1970 MARKETING YEAR

It is necessary to include the payment rates for the 1970 marketing year in the regulations issued by Commodity Credit Corporation containing the requirements with respect to the payment program for shorn wool and unshorn lambs (pulled wool), as amended (31 F.R. 4582, 15234; 32 F.R. 4568, 16391; 33 F.R. 5208, 18009; 34 F.R. 6327, 17768; 35 F.R. 5997, 17321). Accordingly, 7 CFR Part 1472 is further amended as follows:

1. The subpart heading for §§ 1472.1201 through 1472.1255 is revised to read as set forth above.

2. Section 1472.1207 is amended by adding the following new paragraph (e) for the purpose of clarifying what constitutes a marketing on which price support payments may be made:

§ 1472.1207 **Marketing within a specified marketing year.**

* * * * *

(e) Payments under this subpart shall only be made on bona fide marketings in a specified marketing year. A sale by one producer to another shall not constitute such a marketing unless (1) the selling producer usually markets his wool in that way, or (2) the buying producer is also engaged in the business of buying and selling wool and buys the wool in the course of that business. An exchange of wool between the producers thereof or a sale of wool conditioned on the acquisition by the selling producer from the buyer of the same wool or other wool shall not constitute a bona fide marketing. A sale of wool by a producer to a person not previously engaged in the business of buying wool also shall not constitute such a marketing unless evidence is submitted to the satisfaction of CCC that there was a bona fide sale. Any document representing a sale, transfer, or other arrangement with respect to the wool which is fictitious or not legally binding or solely a scheme or device for obtaining a price support payment shall not constitute such evidence.

3. Section 1472.1208 is amended by adding the following new paragraph (f):

§ 1472.1208 **Rate of payment.**

* * * * *

(f) The national average price received by producers for shorn wool marketed during the 1970 marketing year was 35.5 cents a pound, grease basis, which was 36.5 cents a pound below the price support level of 72 cents announced for that year. Therefore, the rate of payment for the 1970 marketing year is 102.8 percent.

4. Section 1472.1221 is amended by adding the following new paragraph (g):

§ 1472.1221 **Price support payments.**

* * * * *

(g) *1970 Marketing year.* The rate of payment on unshorn lambs sold during

the 1970 marketing year is $1.46 per hundredweight of live lambs based on a difference of 36.5 cents a pound between the announced price support level of 72 cents and the national average price of 35.5 cents a pound received by producers for shorn wool during the 1970 marketing year (§ 1472.1208(f)).

5. Section 1472.1246 is amended by adding the following new paragraph (f):

§ 1472.1246 Deductions for promotion.

* * * * *

(f) For the 1970 marketing year, a deduction will be made from each shorn wool payment at the rate of 1.5 cents a pound of wool, grease basis, and from each unshorn lamb payment at the rate of 7.5 cents per hundredweight of live lambs. Those funds will be used to finance advertising and sales promotion programs approved by the Department of Agriculture pursuant to section 708 of the National Wool Act of 1954, as amended.

§ 1472.1247 [Amended]

6. Section 1472.1247 is amended by substituting the words "Part 13 of this title" for the words "Part 1408 of this title".

(Sec. 4, 62 Stat. 1070, sec. 5, 62 Stat. 1072, secs. 702–708, 68 Stat. 910–912, as amended, secs. 401–403, 72 Stat. 994–995, sec. 151, 75 Stat. 306, sec. 201, 79 Stat. 1188, 82 Stat. 996; 15 U.S.C. 714b, 714c, 7 U.S.C. 1781–1787, as amended)

Effective date. This amendment shall become effective upon publication in the FEDERAL REGISTER (4–7–71).

Signed at Washington, D.C., on April 1, 1971.

KENNETH E. FRICK,
Executive Vice President,
Commodity Credit Corporation.

[FR Doc.71–4839 Filed 4–6–71;8:52 am]

[Amdt. 1]

PART 1472—WOOL

Subpart—Payment Program for Shorn Wool and Unshorn Lambs (Pulled Wool) (1971–73)

CLARIFICATION OF MARKETING

The regulations issued by Commodity Credit Corporation containing the requirements with respect to the payment program for shorn wool and unshorn lambs (pulled wool) for the 1971, 1972, and 1973 marketing years (36 F.R. 3884) are amended as follows:

1. The subpart heading for §§ 1472.1301 through 1472.1355 is revised to read as set forth above.

2. Section 1472.1307 is amended by revising paragraph (b) to read as follows for the purpose of clarifying what constitutes a marketing on which price support payments may be made:

§ 1472.1307 Marketing within a specified marketing year.

* * * * *

(b) Payments under this subpart shall only be made on bona fide marketings in a specified marketing year. A sale by one producer to another shall not constitute such a marketing unless (1) the selling producer usually markets his wool in that way, or (2) the buying producer is also engaged in the business of buying and selling wool and buys the wool in the course of that business. An exchange of wool between the producers thereof or a sale of wool conditioned on the acquisition by the selling producer from the buyer of the same wool or other wool shall not constitute a bona fide marketing. A sale of wool by a producer to a person not previously engaged in the business of buying wool also shall not constitute such a marketing unless evidence is submitted to the satisfaction of CCC that there was a bona fide sale. Any document representing a sale, transfer, or other arrangement with respect to the wool which is fictitious or not legally binding or solely a scheme or device for obtaining a price support payment shall not constitute such evidence.

2. Section 1472.1307 is amended by substituting "Part 13 of this title" for "Part 1408 of this chapter".

(Sec. 4, 62 Stat. 1070, sec. 5, 62 Stat. 1072, secs. 702–708, 68 Stat. 910–912, as amended, secs. 401–403, 72 Stat. 994–995, sec. 151, 75 Stat. 306, sec. 201, 79 Stat. 1188, 82 Stat. 996, sec. 301, 84 Stat. 1362; 15 U.S.C. 714b, 714c, 7 U.S.C. 1781–1787, as amended)

Effective date: Date of publication (4–7–71).

Signed at Washington, D.C., on March 31, 1971.

KENNETH E. FRICK,
Executive Vice President,
Commodity Credit Corporation.

[FR Doc.71–4837 Filed 4–6–71;8:52 am]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

[Docket No. 71–536]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111–113, 114g, 115, 117, 120, 121, 123–126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, paragraph (e)(10) relating to the State of Texas is amended to read:

(10) *Texas.* (i) All of Bexar and El Paso Counties.

(ii) That portion of the State of Texas comprised of all of Bosque, Callahan, Collin, Comanche, Eastland, Ellis, Erath, Hill, Hood, Johnson, McLennan, Somervell, and Tarrant Counties and portions of Bell, Brown, Coleman, Coryell, Denton, Falls, Freestone, Hamilton, Limestone, Mills, Navarro, Palo Pinto, Parker, Shackelford, Stephens, Taylor, and Wise Counties, and bounded by a line beginning at the junction of the Tarrant-Dallas-Ellis County lines; thence, following the Dallas-Ellis County line in an easterly direction to the Dallas-Ellis-Kaufman County lines; thence, following the Kaufman-Ellis County line in a southeasterly direction to the Kaufman-Ellis-Henderson County lines; thence, following the Ellis-Henderson County line in a southeasterly direction to the Ellis-Henderson-Navarro County lines; thence, following the Ellis-Navarro County line in a southwesterly direction to Interstate Highway 45 in Ellis County; thence, following Interstate Highway 45 in a southeasterly direction to State Highway 14 in Navarro County; thence, following State Highway 14 in a southwesterly direction to State Highway 7 in Limestone County; thence, following State Highway 7 in a southwesterly direction to State Highway 320 in Falls County; thence, following State Highway 320 in a southwesterly direction to State Highway 53 in Bell County; thence, following State Highway 53 in a northwesterly direction to State Highway 36 in Bell County; thence, following State Highway 36 in a northwesterly direction to U.S. Highway 84 in Coryell County; thence, following U.S. Highway 84 in a generally northwesterly direction to State Highway 351 in Taylor County; thence, following State Highway 351 in a northeasterly direction to U.S. Highway 180 in Shackelford County; thence, following U.S. Highway 180 in an easterly direction to State Highway 67 in Stephens County; thence, following State Highway 67 in a northeasterly direction to Farm-to-Market Road 717 in Stephens County; thence, following Farm-to-Market Road 717 in a southeasterly direction to U.S. Highway 180 in Stephens County; thence, following U.S. Highway 180 in an easterly direction to Farm-to-Market Road 920 in Parker County; thence, following Farm-to-Market Road 920 in a northwesterly direction to Farm-to-Market Road 1885 in Parker County; thence, following Farm-to-Market Road 1885 in a northwesterly direction to the Parker-Palo Pinto County line; thence, following the Parker-Palo Pinto County line in a northerly direction to the Parker-Palo Pinto-Jack County lines; thence, following the Parker-Jack County line in an easterly direction to Farm-to-Market Road 51 in Wise County; thence, following Farm-to-Market Road 51 in a northeasterly direction to U.S. Highway 81, 287 in Wise County; thence, following U.S. Highway 81, 287 in a southeasterly direction to Farm-to-Market Road 730 in Wise

County; thence, following Farm-to-Market Road 730 in a southeasterly direction to the Wise-Parker-Tarrant County lines; thence, following the Wise-Tarrant County line in an easterly direction to the Tarrant-Denton County line; thence, following the Tarrant-Denton County line in an easterly direction to U.S. Highway 377 in Denton County; thence, following U.S. Highway 377 in a northeasterly direction to State Highway 24 in Denton County; thence, following State Highway 24 in an easterly direction to Farm-to-Market Road 720 in Denton County; thence, following Farm-to-Market Road 720 in a southeasterly direction to the Denton-Collin County line; thence, following the Denton-Collin County line in a northerly direction to the Denton-Collin-Grayson County lines; thence, following the Collin-Grayson County line in an easterly direction to the Collin-Grayson-Fannin County lines; thence, following the Collin-Fannin County line in a southerly and then easterly direction to the Collin-Fannin-Hunt County lines; thence, following the Collin-Hunt County lines in a southerly direction to the Collin-Hunt-Rockwall County lines; thence, following the Collin-Rockwall County line in a westerly direction to the Collin-Dallas-Rockwall County lines; thence, following the Collin-Dallas County line in a westerly direction to the Dallas-Denton-Collin County lines; thence, following the Denton-Dallas County line in a westerly direction to the Denton-Dallas-Tarrant County lines; thence, following the Tarrant-Dallas County line in a southerly direction to the junction of the Tarrant-Dallas-Ellis County lines.

2. In § 76.2, paragraph (e) (7) relating to the State of North Carolina is amended to read:

(7) *North Carolina.* (i) That portion of Forsyth County bounded by a line beginning at the junction of State Highway 66 and Secondary Road 1920; thence, following State Highway 66 in a southeasterly direction to Secondary Road 2211; thence, following Secondary Road 2211 in a southerly direction to Secondary Road 1733; thence, following Secondary Road 1733 in a westerly then southwesterly direction to Secondary Road 1763; thence, following Secondary Road 1763 in a northwesterly direction to Secondary Road 1707; thence, following Secondary Road 1707 in a generally westerly direction to Secondary Road 1681; thence, following Secondary Road 1681 in a northwesterly direction to Secondary Road 1690; thence, following Secondary Road 1690 in a northeasterly direction to Secondary Road 1672; thence, following Secondary Road 1672 in a northeasterly direction to Secondary Road 2465; thence, following Secondary Road 2465 in a northwesterly direction to Secondary Road 1920; thence, following Secondary Road 1920 in a northeasterly direction to its junction with State Highway 66.

(ii) That portion of Sampson County bounded by a line beginning at the junction of the east bank of the South River and U.S. Highway 701; thence, following U.S. Highway 701 in a northeasterly direction to Secondary Road 1157; thence, following Secondary Road 1157 in a northeasterly direction to Secondary Road 1004; thence, following Secondary Road 1004 in a generally northeasterly direction to Secondary Road 1130; thence, following Secondary Road 1130 in a generally southeasterly direction to State Highway 411; thence, following State Highway 411 in a southwesterly direction to Secondary Road 1126; thence, following Secondary Road 1126 in a southwesterly direction to State Highway 41; thence, following State Highway 41 in a southwesterly direction to the South River; thence, following the east bank of the South River in a generally northwesterly direction to its junction with U.S. Highway 701.

(iii) That portion of Sampson County bounded by a line beginning at the junction of Secondary Roads 1425 and 1414; thence, following Secondary Road 1425 in a northeasterly direction to Secondary Road 1006; thence, following Secondary Road 1006 in a northeasterly direction to Secondary Road 1446; thence, following Secondary Road 1446 in a northeasterly direction to Secondary Road 1449; thence, following Secondary Road 1449 in an easterly direction to Secondary Road 1450; thence, following Secondary Road 1450 in a northeasterly direction to Secondary Road 1451; thence, following Secondary Road 1451 in an easterly direction to Secondary Road 1452; thence, following Secondary Road 1452 in a northerly direction to Secondary Road 1453; thence, following Secondary Road 1453 in a northeasterly direction to Secondary Road 1454; thence, following Secondary Road 1454 in a southeasterly direction to Secondary Road 1471; thence, following Secondary Road 1471 in an easterly direction to Secondary Road 1002; thence, following Secondary Road 1002 in a southeasterly direction to Secondary Road 1470; thence, following Secondary Road 1470 in a southeasterly direction to Secondary Road 1456; thence, following Secondary Road 1456 in a southeasterly direction to Secondary Road 1338; thence, following Secondary Road 1338 in a southwesterly direction to Secondary Road 1006; thence, following Secondary Road 1006 in a westerly direction to Secondary Road 1434; thence, following Secondary Road 1434 in a southerly direction to Secondary Road 1326; thence, following Secondary Road 1326 in a southwesterly direction to Secondary Road 1414; thence, following Secondary Road 1414 in a southwesterly direction to its junction with Secondary Road 1425.

3. In § 76.2, paragraph (f) is amended to read as follows:

(f) Notice is hereby given that there is no clinical evidence that the virus of hog cholera exists in swine in the following States, that systematic procedures are in effect to detect and eradicate the disease should it appear within any of such States, and that such States are designated as hog cholera eradication States:

Alabama.	Mississippi.
Connecticut.	New Jersey.
Delaware.	New York.
Florida.	Oklahoma.
Georgia.	Pennsylvania.
Hawaii.	Tennessee.
Illinois.	The Commonwealth of Puerto Rico.
Kansas.	
Maryland.	

(As used in this paragraph, the term "States" includes any other jurisdiction listed.)

(Secs. 4–7, 23 Stat. 32, as amended, secs 1, 2, 32 Stat. 791–792, as amended, secs. 1–4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123–126, 134b, 134f; 29 F.R. 16210, as amended)

Effective date. The foregoing amendments shall become effective upon issuance.

The amendments quarantine Ellis and Johnson Counties in Texas, and a portion of Sampson County, N.C., because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to Ellis and Johnson Counties, Tex., and the quarantined portion of Sampson County, N.C.

The amendments add Hawaii and The Commonwealth of Puerto Rico to the list of hog cholera eradication States and other jurisdictions in § 76.2(f), and the special provisions pertaining to the interstate movement of swine and swine products from or to such eradication States and other jurisdictions are applicable to Hawaii and The Commonwealth of Puerto Rico.

The amendments impose certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish their purpose in the public interest. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and contrary to the public interest, and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 2d day of April 1971.

F. J. MULHERN,
Acting Administrator,
Agricultural Research Service.

[FR Doc.71-4835 Filed 4-6-71;8:51 am]

[Docket No. 71-537]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111–113, 114g, 115, 117,

120, 121, 123–126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, in paragraph (e) (7) relating to the State of North Carolina, a new subdivision (iv) relating to Bertie County is added to read:

(7) *North Carolina.* * * *

(iv) That portion of Bertie County bounded by a line beginning at the junction of U.S. Highway 17 and the west bank of the Cashie River; thence, following the west bank of the Cashie River in a generally southeasterly direction to the north bank of the Roanoke River; thence, following the north bank of the Roanoke River in a southwesterly then northwesterly and then southwesterly direction to U.S. Highway 17, 13; thence, following U.S. Highway 17, 13 in a northeasterly direction to the St. Francis Church Road; thence, following the St. Francis Church Road in a generally northwesterly direction to Secondary Road 1100; thence, following Secondary Road 1100 in a generally northeasterly direction to U.S. Highway Bypass 13; thence, following U.S. Highway Bypass 13 in a southeasterly direction to U.S. Highway Bypass 17; thence, following U.S. Highway Bypass 17 in a northeasterly direction to U.S. Highway 17; thence, following U.S. Highway 17 in a southeasterly direction to its junction with the west bank of the Cashie River.

2. In § 76.2, in paragraph (e) (10) relating to the State of Texas, a new subdivision (iii) relating to Harris County is added to read:

(10) *Texas.* * * *

(iii) Harris County.

3. In § 76.2, paragraph (f) is amended by adding thereto the name of the State of South Carolina.

(Secs. 4–7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791–792, as amended, secs. 1–4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123–126, 134b, 134f; 29 F.R. 16210, as amended)

Effective date. The foregoing amendments shall become effective upon issuance.

The amendments quarantine a portion of Bertie County, N.C., and all of Harris County, Tex., because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to the quarantined portion of Bertie County, N.C., and all of Harris County, Tex.

The amendments add South Carolina to the list of hog cholera eradication States in § 76.2(f), and the special provisions pertaining to the interstate movement of swine and swine products from or to such eradication States are applicable to South Carolina.

The amendments impose certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish their purpose in the public interest. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and contrary to the public interest, and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 2d day of April 1971.

F. J. MULHERN,
Acting Administrator,
Agricultural Research Service.

[FR Doc.71-4836 Filed 4-6-71;8:51 am]

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter I—Federal Power Commission

SUBCHAPTER B—REGULATIONS UNDER THE FEDERAL POWER ACT

[Docket No. R-248; Order 429]

PART 35—FILING OF RATE SCHEDULES

Testimony and Exhibits

APRIL 1, 1971.

The Commission, by notice issued October 17, 1963 (28 F.R. 11415, Oct. 24, 1963), proposed to amend Part 35 of the regulations under the Federal Power Act to prescribe revised regulations governing the filing of certain rate increases by public utilities and licensees. The proposed rulemaking was intended to expedite the processing of major rate increase filings by providing that rate increase filings exceeding $100,000 include testimony and exhibits that could serve as the Company's case-in-chief in the event the matter was set for hearing.

The proposal in Docket No. R–248 to require the reporting of detailed cost of service information should be updated to provide for the submission of data tailored to meet current needs. This can best be accomplished by a future rulemaking proceeding. Accordingly, we are not pursuing this proposal further at this time. The other proposal in Docket No. R–248 concerning the submission of all rate schedule filings to a Commission regional office is no longer necessary in light of present review and processing practices of our technical staff.

Thirteen comments were received responding to that portion of the notice which would require that testimony and exhibits be filed as part of the rate increase filing; [1] two support the proposed rule, while 11 oppose it.

[1] American Electric Power Service Corp., American Public Power Association, Berlack, Israels and Liberman, Illinois Power Co., LeBoeuf, Lamb and Leiby, New England Power Service Co., Otter Tail Power Co., Pacific Power and Light Co., Public Service Electric and Gas Co., Southern Services, Inc., Southwestern Public Service Co., State Corporation Commission of Kansas, and Union Electric Co.

A number of the comments assert that the proposed rule is unnecessary, unreasonable, and burdensome. We do not agree with these contentions. Under present procedures, testimony and exhibits are not served until several months after the rate increase is filed. This practice results in the delay of all subsequent steps in the administrative process, i.e., service of Staff's and Intervenor's evidence, service of applicant's rebuttal evidence, hearing, briefs, intermediate decision, and final Commission decision. Such delay in the disposition of rate increase filings is clearly not in the public interest. As to the alleged burden, the material contained in testimony and exhibits is information which should be available or prepared by applicants before filing a rate increase since they presumably stand ready to bear the burden of proof at the time of filing.

Several respondents allege that the proposed rule will operate as a deterrent to settlement. Our experience indicates, however, that settlements are not usually reached before an applicant's direct case-in-chief is served. Under the proposed rule Staff and other parties will be apprised of the evidence upon which the applicant relies at the time of filing, thus making it possible to ascertain and delineate the noncontroverted issues much earlier in the proceeding thereby increasing the prospects for settlement of any or all of the issues.

Several respondents suggest raising the $100,000 limitation. One respondent points out that if the $100,000 limitation is established, there will be three categories of rate increase filings provided for in the regulations, i.e., increases less than $50,000 where cost of service data is not required to be filed (§ 35.13(b)(4)(ii)) $50,000 to $100,000 increases where cost of service data is required to be filed but testimony and exhibits would not be required (§ 35.13(b)(4)(i)) and increases over $100,000 where testimony, exhibits and cost of service data would be required (Proposed Rule). In the interest of consistency with the existing regulations (§ 35.13(b)(4)(i) and (ii)) and in order to avoid the establishment of three different filing requirements for three categories of rate increases, the proposed rulemaking should be amended to provide for the filing of testimony and exhibits with rate increases of $50,000 and more. Since cost of service data is presently required to be filed to support rate increases of $50,000 and more, the requirement to serve testimony and exhibits at the time of filing will not impose any undue burden on applicants.

Several comments questioned the Commission's authority to require the submission of testimony and exhibits. The Commission's authority is clearly set forth in the Federal Power Act. Section 309 of the Act (16 U.S.C. 825h) provides in pertinent part that, "The Commission shall have power * * * to prescribe * * * such orders, rules, and regulations as it may find necessary or appropriate to carry out the provisions of this Act. Among other things, such rules and regulation * * * may prescribe the forms of all statements, declarations,

applications, and reports to be filed with the Commission, the information which they shall contain, and the time within which they shall be filed." It is under similar delegated authority (section 16, 15 U.S.C. 717o) that natural gas companies have been required to file testimony and exhibits in support of rate increases. (See § 154.63 of the regulations under the Natural Gas Act, 18 CFR 154.63.)

One respondent suggested that some provision be made for amending and supplementing testimony and exhibits after filing and before hearing to cover current changes. We do not believe that the proposed revision would prevent such amending and supplementing of testimony and exhibits so long as they are confined to interim changes. Several comments suggest that the proposed requirement should not apply to changes in fuel adjustment clauses, coordination and interchange arrangements, and short-term sales of temporary excess generating capability. We are unable to find any good reason for excluding these types of service from the requirements of the proposed rule.

The Commission finds:

(1) The notice and opportunity to participate in this rulemaking proceeding with respect to the matters presently before this Commission through the submission, in writing, of data, views, comments, and suggestions in the manner described above, are consistent and in accordance with the procedural requirements prescribed by 5 U.S.C. 553.

(2) The amendments to Part 35 of the regulations under the Federal Power Act in Chapter I, Title 18 of the Code of Federal Regulations, herein prescribed, are necessary and appropriate for the administration of the Federal Power Act.

(3) Since the amendment prescribed herein with respect to the $50,000 minimum amount, is of a minor nature consistent with the prime purpose of the proposed rulemaking, further compliance with the notice provisions of 5 U.S.C. 553 is unnecessary.

The Commission, acting pursuant to the provisions of the Federal Power Act, as amended, particularly section 309 (49 Stat. 858, 16 U.S.C. 825h), orders:

(A) Paragraph (b) of § 35.13, in Part 35, Chapter I, Title 18, of the Code of Federal Regulations is hereby amended by adding the following new provisions:

§ 35.13 Filing of changes in rate schedules.

* * * * *

(b) * * *

(4) * * *

(v) To the extent that testimony and exhibits required to be filed pursuant to subparagraph (5) of this paragraph duplicate information required to be submitted pursuant to this subparagraph, such information need only be submitted with the testimony and exhibits filed pursuant to subparagraph (5) of this paragraph.

(5) (i) A utility filing for an increase in rates and charges shall be prepared to go forward at a hearing on reasonable notice on the data which have been submitted and sustain the burden of proof, imposed by the Federal Power Act, of establishing that its proposed charges are just and reasonable and not unduly discriminatory or preferential or otherwise unlawful within the meaning of the Act. The Commission is desirous of avoiding delay in processing rate filings. To this end, if the rate schedule provides for an increase in rate which exceeds $50,000 in revenues for the test period, the filing utility shall submit with its rate increase filing 60 days prior to the proposed effective date of such increased rates, testimony and exhibits of such composition, scope and format that they would serve as the company's case-in-chief in the event the matter is set for hearing. In addition to whatever material the utility chooses to submit as part of its case, except for increases resulting from changes made in fuel clauses and increases of rates comprising an integral part of coordination and interchange arrangements in the nature of power pooling transactions, the exhibits shall include full cost of service data, as identified in subparagraph (4) (iv) of this paragraph, statements A through O, and the accompanying testimony should include an explanation of these exhibits.

* * * * *

(B) The amendments herein adopted shall become effective 30 days from the date of issuance of this order.

(C) The Acting Secretary shall cause prompt publication of this order be made in the FEDERAL REGISTER.

By the Commission.

[SEAL] KENNETH F. PLUMB, *Acting Secretary.*

[FR Doc.71-4805 Filed 4-6-71;8:49 am]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 209—ADMINISTRATIVE PROCEDURE

Permits for Discharges or Deposits Into Navigable Waters

On December 31, 1970, notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 20005) which set forth the text of regulations proposed as § 209.131 relating to the policy, practice and procedure in connection with applications for permits authorizing discharges or deposits into navigable waters of the United States or into any tributary from which discharged matter shall float or be washed into a navigable water (33 U.S.C. 407).

Pursuant to the above notice, a number of comments have been received from interested persons, and due consideration has been given to all relevant matter presented. In light of the preceding, a number of revisions have been made in the rules as proposed.

In accordance with the statement in the notice of proposed rule making, § 209.131, as set forth below, is hereby adopted effective on publication (4-7-71).

§ 209.131 Permits for discharges or deposits into navigable waters.

(a) *Purpose and scope.* This section prescribes the policy, practice, and procedure to be followed by all Corps of Engineers installations and activities in connection with applications for permits authorizing discharges or deposits into navigable waters of the United States or into any tributary from which discharged or deposited matter shall float or be washed into a navigable water.

(b) *Law and Executive order authorizing permits.* (1) Section 13 of the Act approved March 3, 1899 (33 U.S.C. 407), hereafter referred to as the "Refuse Act," provides in part that it is unlawful "to throw, discharge, or deposit, or cause, suffer, or procure to be thrown, discharged, or deposited either from or out of any ship, barge, or other floating craft of any kind, or from the shore, wharf, manufacturing establishment, or mill of any kind, any refuse matter of any kind or description whatever other than that flowing from streets and sewers and passing therefrom in a liquid state, into any navigable water of the United States, or into any tributary of any navigable water from which the same shall float or be washed into such navigable water; and it shall not be lawful to deposit, or cause, suffer, or procure to be deposited material of any kind in any place on the bank of any navigable water, or on the bank of any tributary of any navigable water, where the same shall be liable to be washed into such navigable water * * * whereby navigation shall or may be impeded or obstructed: *Provided,* That nothing herein contained shall extend to, apply to, or prohibit the operations in connection with the improvement of navigable waters or construction of public works, considered necessary and proper by the U.S. officers supervising such improvement or public work: *And provided further,* That the Secretary of the Army, whenever in the judgment of the Chief of Engineers anchorage and navigation will not be injured thereby, may permit the deposit of any material above-mentioned in navigable waters, within limits to be defined and under conditions to be prescribed by him, provided application is made to him prior to depositing such material; and whenever any permit is so granted the conditions thereof shall be strictly complied with, and any violation thereof shall be unlawful."

(2) Executive Order No. 11574 (dated December 23, 1970) directs the implementation of a permit program under the authority of the Refuse Act and provides for the cooperation of affected Federal agencies in the administration of the program.

(c) *Related legislation.* (1) Section 21(b) of the Federal Water Pollution Control Act, as amended (33 U.S.C. 1151 et seq.) (see particularly the Water Quality Improvement Act of 1970, Public Law 91-224, 84 Stat. 108), reflects the concern of the Congress with maintenance of applicable water quality standards and, subject to certain exceptions, requires any applicant for a Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities which may result in a discharge into the navigable waters of the United States to provide an appropriate certification that there is reasonable assurance that such activity will be conducted in a manner which will not violate applicable water quality standards.

(2) The concern of the Congress with the need to encourage the productive and enjoyable harmony between man and his environment and the need to promote efforts which will prevent or eliminate damage to the environment was manifested in the enactment of the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347). Section 102 of that Act directs that

> To the fullest extent possible: (1) The policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with the policies set forth in this Act, and (2) all agencies of the Federal Government shall—
>
> * * * * *
>
> (B) Identify and develop methods and procedures, in consultation with the Council on Environmental Quality established by title II of this Act, which will insure that presently unquantified environmental amenities and values may be given appropriate consideration in decisionmaking along with economic and technical considerations * * *.

(3) The concern of Congress with the quality of the aquatic environment as it affects the conservation, improvement and enjoyment of fish and wildlife resources is indicated in the Fish and Wildlife Act of 1956 (16 U.S.C. 742a et seq.), the Migratory Marine Game-Fish Act (16 U.S.C. 760c-760g) and the Fish and Wildlife Coordination Act (16 U.S.C. 661-666c). The latter Act provides in part that:

> [W]henever the waters of any stream or other body of water are proposed or authorized to be impounded, diverted, the channel deepened, or the stream or other body of water otherwise controlled or modified for any purpose whatever, including navigation and drainage, by any department or agency of the United States, or by any public or private agency under Federal permit or license, such department or agency first shall consult with the U.S. Fish and Wildlife Service, Department of the Interior, and with the head of the agency exercising administration over the wildlife resources of the particular State wherein the impoundment, diversion, or other control facility is to be constructed, with a view to the conservation of wildlife resources * * *. (16 U.S.C. 662(a))

(See also Reorganization Plan No. 4 of 1970 which transferred certain functions from the Secretary of the Interior to the Secretary of Commerce.) As provided in paragraph (d)(6) of this section, advice as to the impact which a proposed discharge or deposit may or is likely to have on fish and wildlife resources is to be soliciated from the appropriate Regional Coordinator or Field Representative of the Department of the Interior and the appropriate Regional Director of the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.

(4) As amended, the Act of June 29, 1888 (33 U.S.C. 441 et seq.) authorizes Corps of Engineers' officers supervising the harbors of New York, Hampton Roads, and Baltimore to enforce provisions making unlawful unauthorized discharges or deposits. Section 421 of Title 33 of the United States Code makes unlawful certain discharges or deposits into Lake Michigan.

(d) *General policy.* (1) The Refuse Act is considered to apply to all direct and indirect discharges or deposits (except those flowing from streets and sewers and passing therefrom in a liquid state) by any person, firm or other entity, including discharges or deposits from municipal, State, or Federal facilities or installations, into a navigable waterway or tributary or into a waste treatment system from which the same will flow into a navigable waterway or tributary. Discharges or deposits of water at a temperature different from that of the navigable waterway or tributary into which the same will flow are considered to be discharges or deposits to which the Refuse Act is applicable.

(2) The Refuse Act Permit Program is applicable to all discharges or deposits identified in subparagraph (1) of this paragraph except that the permit program is not applicable to:

(i) Discharges or deposits into a municipal or other public sewage treatment system;

(ii) Discharges or deposits from a municipal or other public sewage treatment system;

(iii) Discharges or deposits of storm water runoff flowing from public or private streets;

(iv) Discharges or deposits into a waste treatment system. (This exception does not apply to discharges or deposits from such a waste treatment system into a navigable waterway or tributary. Thus, for example, the operator (including, if applicable, agencies or instrumentalities of the Federal, State, or local governments) of a waste treatment system which receives industrial discharges and is not tied in with a municipal or other public sewage treatment system must apply for and receive a permit if the system discharges or deposits into a navigable waterway or tributary.)

(v) Discharges or deposits which are placed on the banks of a navigable waterway or tributary where the same shall be liable to be washed into such navigable water either by ordinary or high tides, or by storms or floods whereby navigation shall or may be impeded or obstructed; (This exception does not apply to discharges or deposits placed on banks which, because of gravity or the slope of the ground on which the discharge or deposit is placed, will flow into a navigable waterway or tributary. Such discharges or deposits will require a permit under the Refuse Act Permit Program.)

(vi) Discharges or deposits from ships or other watercraft into a navigable waterway or tributary.

The foregoing exceptions from the permit program shall not be deemed to affect the applicability of the Refuse Act itself to such discharges or deposits unless such discharges or deposits fall within the statutory exception for "that flowing from the streets and sewers and passing therefrom in a liquid state." In addition to these exceptions, the Refuse Act Permit Program is not applicable to public or private dredging or filling which shall continue to be subject to the permit program instituted pursuant to 33 U.S.C. 403.

(3) Except as provided for in subparagraph (2) of this paragraph, all persons, firms, or other entities wishing to discharge or deposit into waters covered by the Refuse Act must apply to the District Engineer in charge of the District where the proposed discharge or deposit is to occur for a permit under the Refuse Act Permit Program. Permits covering discharges from facilities which are now in existence but which were not in existence or lawfully under construction prior to April 3, 1970, must be applied for as soon as possible following the publication of this section in the FEDERAL REGISTER, but in no event later than July 1, 1971. All other persons, firms, or other entities wishing to discharge or deposit into waters covered by the Refuse Act are obligated to apply for a permit prior to July 1, 1971, except that persons, firms, or other entities wishing to commence discharges or deposits into waters covered by the Refuse Act on or after November 1, 1971, must file a completed application for a permit no less than 120 days in advance of the date on which it is desired to commence discharges or deposits.

(4) All discharges or deposits to which the Refuse Act is applicable (see subparagraph (1) of this paragraph) are unlawful unless authorized by an appropriate permit issued under the authority of the Secretary of the Army. The fact that official objection may not have been raised with respect to past or continuing discharges or deposits does not constitute authority to discharge or deposit or to continue to discharge or deposit in the absence of an appropriate permit. Any such discharges or deposits not authorized by an appropriate permit may result in the institution of legal proceedings in appropriate cases for violation of the provisions of the Refuse Act. Similarly, the mere filing of an application requesting permission to discharge or deposit into navigable waters or tributaries thereof will not preclude legal action in appropriate cases for Refuse Act violations. The institution of either a civil or criminal action by the Department of

Justice under the Refuse Act will not preclude the acceptance or continued processing of a permit application. Where a civil action to restrain a discharge or deposit which is the subject of the permit application that has been filed, and that action is disposed of other than by the dismissal of the case by the court, any permit which is issued shall include any requirements embodied in the resolution of the case.

(5) The decision as to whether or on what conditions a permit authorizing a deposit which is the subject of the permit issued under the Refuse Act will be based on an evaluation of the impact which the discharge or deposit may have on (i) anchorage and navigation, (ii) applicable water quality standards and related water quality considerations, including environmental values reflected in water quality standards, and (iii) fish and wildlife values not reflected in or adequately protected by applicable water quality standards, if any.

(6) Recognizing that, at the Federal level, responsibility for the protection of fish and wildlife resources lies primarily with the Department of the Interior and with the National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce, the appropriate Regional Director of the National Marine Fisheries Service of NOAA and the appropriate Regional Coordinator or Field Representative of the Department of the Interior will advise the appropriate District Engineer and the appropriate Regional Representative of EPA of the impact, if any, which a proposed discharge or deposit may or is likely to have on fish and wildlife resources and will, in appropriate cases, recommend conditions considered necessary to afford reasonable protection to such resources.

(7) Although the Refuse Act vests in the Secretary of the Army authority to determine whether or not a permit should or should not issue, it is recognized that responsibility for water quality improvement lies primarily with the States or, in particular instances, with appropriate interstate agencies or river basin commissions, and, at the Federal level, with the Environmental Protection Agency (EPA). Accordingly, EPA shall advise the Corps with respect to the meaning, content and application of water quality standards applicable to a proposed discharge or deposit and as to the impact which the proposed discharge or deposit may or is likely to have on applicable water quality standards and related water quality considerations, including environmental values reflected in water quality standards. Specifically, the Regional Representative of EPA will, as appropriate, identify and advise the District Engineer with respect to the following:

(i) The meaning and content of applicable water quality standards;

(ii) The application of water quality standards to the proposed discharge or deposit, including the likely impact of the proposed discharge or deposit on such water quality standards and related water quality considerations;

(iii) The permit conditions required to comply with applicable water quality standards;

(iv) The permit conditions required to carry out the purposes of the Federal Water Pollution Control Act where water quality standards are not applicable in whole or in part;

(v) The protection afforded fish and wildlife resources by water quality standards, if any;

(vi) The interstate water quality effect of the proposed discharge or deposit;

(vii) The recommended duration of a permit.

Regional Representatives will also provide District Engineers with a recommendation as to whether or not the permit applied for should or should not issue and the basis for that recommendation.

(8) Recognizing the expertise of EPA in matters related to water quality, District Engineers shall, except as provided in subparagraph (10) of this paragraph, accept such findings, determinations and interpretations as the Regional Representative of EPA may make respecting the applicability of water quality standards (including compliance with those standards in particular circumstances) and related water quality considerations, and shall deny a permit application in accordance with the recommendation of a Regional Representative if that recommendation is supported by a finding that the proposed discharge or deposit will not be consistent with applicable water quality standards or related water quality considerations.

(9) If the Regional Representative of EPA finds that the proposed discharge or deposit will meet applicable water quality standards or that a permit can be conditioned so as to ensure compliance with applicable water quality standards, District Engineers shall accept the finding and shall include in any permit issued such conditions as the Regional Representative may have recommended respecting water quality standards and related water quality considerations. In any case the District Engineer may deny the requested permit if it appears that anchorage and navigation will be injured or that the proposed discharge or deposit will have a significant and unreasonable adverse impact on fish and wildlife resources.

(10) In any case where the District Engineer and the Regional Representative of EPA differ with respect to applicable water quality standards or related water quality considerations and are unable to reconcile their views as to whether or not a permit should be issued, or the terms and conditions of a permit, the District Engineer shall promptly forward the matter through channels to the Secretary of the Army to provide the Secretary with the opportunity to consult with the Administrator of EPA. Such consultation shall take place within 30 days of the date on which the Secretary receives the file from the District Engineer or within such additional period of time as the Secretary and the Administrator may agree upon. Following such consultation, the Secretary shall accept the findings, determinations, and interpretations of the Administrator as to water quality standards and related water quality considerations, shall direct that the permit be denied if the Administrator found or determined that the proposed discharge or deposit would violate applicable water quality standards, and shall otherwise give careful consideration to the recommendations of the Administrator before forwarding the case to the District Engineer with instructions as to its disposition.

(11) No permit will be issued:

(i) In cases where the applicant, pursuant to section 21(b)(1) of the Federal Water Pollution Control Act, as amended, is required to obtain a State or other appropriate certification that the discharge or deposit will not violate applicable water quality standards and such certification was denied;

(ii) For discharges or deposits of harmful quantities of oil, as defined pursuant to section 11 of the Federal Water Pollution Control Act;

(iii) If its issuance would be inconsistent with any finding, or determination, or interpretation of the Administrator pertaining to applicable water quality standards and related water quality considerations;

(iv) For materials designated as hazardous substances under regulations to be promulgated by the Administrator of EPA under section 12 of the Federal Water Pollution Control Act, as amended, except with the approval of the Administrator;

(v) If the proposed discharge or deposit will contain a toxic or other substance (other than materials designated as hazardous under regulations to be promulgated by the Administrator of EPA under section 12 of the Federal Water Pollution Control Act, as amended) and if, on the advice of the Regional Representative of EPA, it appears that a permit cannot be conditioned to ensure that the proposed discharge or deposit will not pose any significant risk to health or safety. District Engineers are precluded from issuing permits in such cases. The listing is not intended to identify all of the cases or circumstances in which the denial of a permit may be appropriate.

(e) *Authority to issue permits.* The Refuse Act provides that, "the Secretary of the Army, whenever in the judgment of the Chief of Engineers anchorage and navigation will not be injured thereby, may permit the deposit of any material * * * in navigable waters, within limits to be defined and under conditions to be prescribed by him * * *." The Chief of Engineers, in the exercise of his judgment under the Act, has made the general determination that anchorage and navigation will not be injured when the discharge or deposit permitted will cause no significant displacement of water or reduction in the navigable capacity of a waterway. Except as otherwise provided in this section, the Secretary of the Army

has authorized the Chief of Engineers and his authorized representatives to issue permits allowing discharges or deposits into navigable waters or tributaries thereof, if evaluation leads to the conclusion that (1) as determined by the Chief of Engineers, anchorage and navigation will not be injured thereby, and (2) issuance of a permit will not be inconsistent with the policy guidance prescribed in paragraph (d) of this section. Accordingly, within these limitations, District Engineers are authorized, except in cases which are to be referred to higher authority for decision (see paragraphs (d)(10) and (i)(7) of this section), to issue permits or to deny permit applications for discharges or deposits covered by the Refuse Act Permit Program.

(f) *Relationship to other corps permits.* (1) Operators of facilities constructed in navigable waters under a valid construction or other permit issued pursuant to section 10 or pursuant to sections 10 (33 U.S.C. 403) and 13 (33 U.S.C. 407) of the Rivers and Harbors Act approved March 3, 1899, must apply for and receive a new permit under the Refuse Act Permit Program in order to lawfully discharge into or place deposits in a navigable waterway or tributary.

(2) Any person wishing to undertake work in navigable waters which may also result in a discharge or deposit into such navigable waters or tributaries thereof must apply for a permit under section 403 for such work and for a permit under section 407 to cover any proposed discharge or deposit. However, if the work proposed to be undertaken in navigable waters is limited to the construction of a minor outfall structure (one which will not involve any significant amount of work, either construction or dredging and filling, in the navigable waterway) from which the proposed discharge or deposit will flow, District Engineers may in their discretion issue a single permit under this regulation (ER 1145-2-321). If a single permit is issued authorizing both work in navigable waters and a discharge or deposit, the permit should cite both sections 403 and 407 as authority for its issuance.

(g) *Information required with an application.* (1) An applicant for a permit involving a discharge or deposit into a navigable waterway or tributary thereof must file the required application form(s) with the District Engineer. A plant, facility, or other establishment which has multiple outlets from which discharges or deposits may flow may use a single application form to apply for a permit covering all proposed discharge(s) or deposit(s): *Provided, however,* That the discharge or deposit from each outlet shall be separately described and the outlet specifically identified. The form will also require information which will fully identify the character of the discharge(s) or deposit(s) and describe the monitoring devices and procedures which will be used to gather information and maintain records on discharges and deposits. Such information shall include, but need not be limited to, data pertaining to chemical content, water temperature differentials, toxins, sewage, amount and frequency of discharge or deposit and the type and quantity of solids involved, if any. If the discharge(s) or deposit(s) will include solids of any type, applicants will be required to (i) identify the proposed method of instrumentation to determine the effect of the deposit of solids on the waterway, and (ii) either assume responsibility for the periodic removal of such solids by dredging or agree to reimburse the United States for costs associated with such dredging.

(2) An application submitted by a corporation must be signed by the principal executive officer of that corporation or by an official of the rank of corporate vice president or above who reports directly to such principal executive officer and who has been designated by the principal executive officer to make such applications on behalf of the corporation. In the case of a partnership or a sole proprietorship, the application must be signed by a general partner or the proprietor. Each application must contain a certification by the person signing the application that he is familiar with the information provided and that to the best of his knowledge and belief such information is complete and accurate. Attention is directed to the provisions of 18 U.S.C. 1001 which provides for possible fines and imprisonment in the case of false statements.

(3) A fee of one hundred dollars ($100) will be charged in connection with each application for a permit under the Refuse Act Permit Program which involves no more than one outlet from which a discharge or deposit will flow. If there is more than one outlet from which a discharge or deposit will flow, an additional fifty dollars ($50) will be charged for each additional outlet. Such fee shall be used to help defray the cost of administering the program. Agencies or instrumentalities of Federal, State, or local governments will not be required to pay any fee in connection with the filing of an application for a permit required under the Refuse Act Permit Program. This fee structure will be reviewed from time to time as experience with the program is developed.

(h) *State certification.* (1) Section 21(b)(1) of the Federal Water Pollution Control Act, as amended, provides that "Any applicant for a Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters of the United States, shall provide the licensing or permitting agency a certification from the State in which the discharge originates or will originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the navigable waters at the point where the discharge originates or will originate, that there is reasonable assurance, as determined by the State or interstate agency that such activity will be conducted in a manner which will not violate applicable water quality standards * * *. No license or permit shall be granted until the certification required by this section has been obtained or has been waived * * *." i.e., "if the [certifying agency] * * * fails or refuses to act on a request for certification, within a reasonable period of time (which shall not exceed 1 year) after receipt of such request * * *." Six months shall generally be considered to be a reasonable period of time. If, however, special circumstances identified by either the District Engineer or the Regional Representative of EPA require that action on a permit application under the Refuse Act be taken within a more limited period of time, the District Engineer shall determine a reasonable lesser period of time, advise the Regional Representative and the certifying agency of the need for action by a particular date and that, if certification is not received by the date established, it will be considered that the requirement for certification has been waived. Similarly, if it appears that circumstances may reasonably require a period of time longer than 6 months, the District Engineer may afford the certifying agency up to 1 year to provide the required certification before determining what a waiver has occurred. District Engineers shall check with the certifying agency at the end of the allotted period of time before determining that a waiver has occurred. Sections 21(b)(7) and (b)(8) of the Federal Water Pollution Control Act, as amended, identify circumstances in which permits of limited duration may issue without the certification required by section 21(b)(1). See paragraph (n) of this section.

(2) Except as provided in subparagraph (3) of this paragraph, discharges or deposits into navigable waters require certification pursuant to 21(b)(1). District Engineers will accept but will not fully process a permit application until the applicant has provided the required certification. If the application is not accompanied by the required certification the applicant shall (i) provide the appropriate certifying agency with a completed copy of the application form required to be filed by paragraph (g)(1) of this section, and (ii) file a copy of the certification application with the District Engineer. These steps will enable the District Engineer to determine if the certification required is being waived by inaction on the part of the certifying authority.

(3) In cases involving a discharge or deposit into a nonnavigable tributary, certification pursuant to 21(b) is not required. In cases involving a discharge or deposit into a navigable waterway from a facility which existed or was lawfully under construction prior to April 3, 1970, certification is not required until April 3, 1973. In either case, it will be the policy of the Corps of Engineers not to fully process a permit application until the applicant or the State has provided a written communication from the State describing the impact of the proposed

discharge or deposit and indicating the views of the State on the desirability of granting a permit. If such a written communication is not provided within a reasonable period of time this requirement shall be waived. Six months shall generally be considered to be a reasonable period of time. If, however, special circumstances identified by either the District Engineer or the Regional Representative of EPA require that action on a permit application be taken within a more limited period of time, the District Engineer shall determine a lesser reasonable period of time, advise the Regional Representative and the appropriate State agency that the written communication should be received by a particular date and that, if it is not received by the date established, action may be taken on the permit application without the written communication. Similarly, if it appears that circumstances may reasonably require a period of time longer than 6 months, the District Engineer may afford the State up to 1 year to provide the written communication before determining that a waiver has occurred. District Engineers shall check with the State at the end of the allotted period of time before determining that a waiver has occurred.

(4) As provided in subsection 21(b)(6) of the Federal Water Pollution Control Act, as amended, agencies or instrumentalities of the Federal Government will not be required to apply to the State or other certifying agency for a certification relating to the proposed discharge or deposit. Similarly, agencies or instrumentalities of the Federal Government will not be required to apply for the written communication described in subparagraph (3) of this paragraph.

(i) *Processing of permit applications.* (1) When an application for a permit is received, care should be taken to assure that the applicant has provided all of the information required by the application form and by this section. Copies of applications received and all other information received relating thereto will be promptly forwarded by the District Engineer to the Regional Representative of EPA for subsequent transmittal to the appropriate certifying or commenting agency.

(2) When all of the required information has been provided, including the required certification or written communication discussed in paragraph (h) of this section, the applicant shall be advised that his application is in order and that it will be processed as expeditiously as possible.

(3) When the application is found to be in order the District Engineer shall promptly forward a complete copy of the application or such additional information as has not already been furnished to the Regional Representative of EPA. Copies of the completed application should also be furnished to the appropriate Regional Director of the National Marine Fisheries Service of NOAA and to the appropriate Regional Coordinator or Field Representative of the Department of the Interior and, in cases involving a facility which has or will require a license from the Federal Power Commission (FPC) or the Atomic Energy Commission (AEC), to the FPC or the AEC. The Regional Representative of EPA will be asked to review the application and to (i) advise the District Engineer within 30 days whether the proposed discharge or deposit may affect the quality of waters of another State (as required by section 21(b)(2) of the Federal Water Pollution Control Act, as amended), and (ii) provide the other information identified in paragraph (d)(7) of this section within 45 days. If, however, additional time beyond said 45 days (or any extension thereof) is required to respond, the Regional Representative shall notify the District Engineer and shall advise him as to the additional period of time which will be required to provide such information. In cases where a Regional Representative does not provide such information and advice to a District Engineer within the time period specified herein (including any extensions of time required by the Regional Representative) the written advice furnished by a State or other certifying authority shall be considered by the District Engineer to be the advice of the Regional Representative, provided, however, that if the State or other certifying authority has waived its opportunity to certify or to otherwise comment on the permit application, the District Engineer may not take action on the permit application in the absence of an expression of views by the Regional Representative of EPA. In the event that the Regional Representative determines that the proposed discharge or deposit may affect the quality of the waters of another State and that other State determines that the proposed discharge will affect the quality of its waters so as to violate water quality standards, objects to the issuance of a permit, and requests a public hearing, the matter should be reported to the Chief of Engineers, Attention: ENGGC-K.

(4) When copies of the permit application are furnished to the representatives of EPA, NOAA and Interior, a public notice, as described in paragraph (j) of this section, will be posted in post offices and other public places in the vicinity of the site of the proposed discharge or deposit. A copy of the public notice shall also be sent to the applicant, to State, county, or municipal authorities, to the heads of State agencies having responsibility for water quality improvement and wildlife resources, and to the Chief of Engineers, Attention: ENGCW-ON. In addition, copies of the public notice shall be sent to all other parties known to be interested in the application, including navigation interests, adjacent property owners and conservation organizations. However, if, in the judgment of the District Engineer, sending individual notice to all other parties known to be interested in the application is considered to be impracticable because of the number of individual mailings that would be required, the public notice shall be published for 5 consecutive days in the local newspaper. If the local newspaper is not a daily, the public notice should be published in the local newspaper and for 5 consecutive days in a newspaper of general circulation in the area where the proposed discharge or deposit is to occur. If the notice is published in the newspaper(s), the applicant shall reimburse the District Engineer for the costs of publication.

(5) Water quality certifications pursuant to section 21(b) of the Federal Water Pollution Control Act, the comments of all governmental agencies on a permit application, and all information and data provided by an applicant or a permittee identifying the nature and frequency of a discharge or deposit shall be available for examination by the public in the Office of the District Engineer. All other information or data which may be submitted by an applicant in connection with a permit application or which may be furnished by a permittee in connection with required periodic reports shall also be available to the public unless the applicant or permittee specifically identifies and is able to demonstrate to the satisfaction of the Secretary of the Army or his authorized representative that the disclosure of such information or data to the general public would divulge methods or processes entitled to protection as trade secrets.

(6) If notice of the permit application evokes substantial public interest a public hearing may be held. Policy with respect to the holding and conduct of public hearings is discussed in paragraph (k) of this section.

(7) District Engineers may, consistent with the policy guidance contained in paragraph (d) of this section, and, after considering all of the information developed with respect to the permit application, including written or oral information presented in response to a public notice or at a public hearing, issue a permit with or without conditions, or deny it, provided, however, that if a District Engineer determines that issuance of a permit with or without conditions is appropriate but there is objection to the issuance of the proposed permit by the Regional Representative of EPA on grounds related to water quality, the matter must be forwarded to higher authority for resolution by the Secretary and the Administrator as provided for in paragraph (d)(10) of this section. If the Regional Representative of EPA does not object to the issuance of a permit and the District Engineer determines that issuance of a permit with or without conditions is appropriate but there is continuing objection to the issuance of a permit by either the Regional Coordinator or Field Representative of the Department of the Interior or the Regional Director of the National Marine Fisheries Service of NOAA on the grounds that the discharge or deposit will have a significant and unreasonable adverse impact on fish and wildlife resources, the District Engineer shall not proceed with the issuance of a permit if, immediately upon

receipt of notice from the District Engineer that he intends to issue a permit, such Regional Coordinator, Field Representative or Regional Director indicates to the District Engineer in writing that he wishes to bring his concerns to the attention of higher officials in Washington. In such cases, the proposed permit may be issued at the expiration of 30 days from the date of receipt of the letter from the Regional Coordinator, Field Representative or Regional Director unless, prior to that time, as a result of consultations in Washington, it is directed that the matter be forwarded to higher authority for resolution by the Secretary of the Army, the Administrator of EPA and, as appropriate, the Secretary of Commerce or the Secretary of Interior. Thereafter, a permit will be issued only pursuant to and in accordance with instructions from such higher authority. Every effort should be made to resolve differences at the District Engineer level before referring the matter to higher authority.

(j) *Public notice.* (1) As required by paragraph (i)(4) of this section, a public notice will be issued after a permit application is determined to be in proper order. In cases where the permit applied for pertains to a discharge or deposit and does not involve construction or other work in navigable waters, the notice shall (i) state the name and address of the applicant, (ii) identify the waterway involved and provide a sketch showing the location of the proposed discharge or deposit, (iii) fully identify the character and frequency of the discharge or deposit (iv) include any other information (such as the views of the State on the permit application) which may assist interested parties in evaluating the likely impact of the proposed discharge or deposit, if any, (v) provide 30 days within which interested parties may express their views concerning the permit application. All public notices involving a proposed discharge or deposit shall contain the following statement:

The decision as to whether or on what conditions a permit authorizing a discharge or deposit will or will not be issued under the Refuse Act will be based on an evaluation of the impact which the proposed discharge or deposit may have on (i) anchorage and navigation, (ii) applicable water quality standards and related water quality considerations, including environmental values reflected in water quality standard, and (iii) fish and wildlife values not reflected in or adequately protected by applicable water quality standards, if any.

In the event that individual states may, in connection with applications for certifications required by subsection 21(b)(1) of the Federal Water Pollution Control Act, as amended, wish to enter into arrangements for joint public notice concerning proposed discharges or deposits, the Chief of Engineers may, after consulting with the Environmental Protection Agency, approved mutually satisfactory arrangements.

(2) Comments received from interested parties within the period provided for in the public notice or within such extensions of time for filing such comments as may be granted by the District Engineer will be retained and will be considered in determining whether the permit applied for should be issued.

(3) In addition to advising the applicant in writing of the final action taken on his application, including the reasons therefor if the application is denied, the District or Division Engineer will provide a copy to any member of Congress who has expressed an interest in the particular permit application. Other persons interested in the final action taken on an application may contact the District Engineer.

(4) When objections to the issuance of a permit are received in response to a public notice, the Division or District Engineer will furnish the applicant with copies of the objections and afford him the opportunity to rebut or resolve the objections.

(k) *Public hearings.* (1) It is the policy of the Corps of Engineers to conduct the civil works program in an atmosphere of public understanding, trust, and mutual cooperation and in a manner responsive to the public interest. To this end, a public hearing may be helpful and will be held in connection with an application for a permit involving a discharge or deposit in navigable waters or tributaries thereof whenever, in the opinion of the District Engineer, such a hearing is advisable. In considering whether or not a public hearing is advisable, consideration will be given to the degree of interest by the public in the permit application, requests by the applicant or responsible Federal, State, or local authorities, including Members of the Congress, that a hearing be held, and the likelihood that information will be presented at the hearing that will be of assistance in determining whether the permit applied for should be issued. In this connection, a public hearing will not generally be held if there has been a prior hearing (local, State, or Federal) addressing the proposed discharge unless it clearly appears likely that the holding of a new hearing may result in the presentation of significant new information concerning the impact of the proposed discharge or deposit. The need for a hearing will be reported to the Division Engineer and his concurrence obtained. In certain circumstances a public hearing may be mandatory (see subparagraph (5) of this paragraph).

(2) In cases where it is determined that a public hearing should be held and it appears that the impact of the proposed discharge or deposit on applicable water quality standards or related water quality considerations will be an issue which will be raised at the hearing, the hearing shall be jointly held by both the District Engineer and the Regional Representative of EPA.

(3) The success of a public hearing depends upon the degree to which all interests are aware of the hearing and understand the issues involved. The following steps will be taken for each hearing:

(i) A public notice will be prepared and issued in clear, concise, objective style. The notice shall state the purpose of the hearing, provide details of time and place, and fully identify the location, character, and frequency of the proposed discharge or deposit.

(ii) The public notice will be given at least 30 days in advance of the hearing in the same manner as the public notice required under paragraph (i)(4) of this section. In addition, copies of the public notice will be provided to news media within the geographical area, and appropriate specialized news media for reaching interested groups and organizations.

(iii) As appropriate, supplementary informational matter, fact sheets, or more detailed news releases, will be distributed to the general or specialized news media.

(iv) Notice will be given to interested members of the Congress and Governors of the States involved.

(4) The hearing will be conducted in a manner that permits open and full discussion of any issues involved. A transcript of the hearing, together with copies of relevant documents, will become a part of the permit application record.

(5) In addition to the hearings which may be required by the policy specified in the preceding paragraphs, hearings are required under sections 21(b)(2) and 21(b)(4) of the Federal Water Pollution Control Act when (i) a State, other than the State of origin, objects to the issuance of a permit and requests a hearing on its objections or (ii) the Secretary of the Army proposes to suspend a Department of the Army permit upon notification by the certifying authority that applicable water quality standards will be violated. When a hearing is required pursuant to the Federal Water Pollution Control Act the matter should be reported to the Chief of Engineers, Attention: ENGGC-K. The Chief of Engineers will provide additional guidance with respect to holding of such hearings.

(6) In any case, when a District Engineer intends to schedule a public hearing he shall notify the Regional Representative of EPA not less than 10 days in advance of the deadline for the filing of comments by such Representative upon the permit application.

(l) *Environmental impact statement.* (1) Section 102(2)(C) of the National Environmental Policy Act of 1969 requires all Federal agencies, wtih respect to major Federal actions significantly affecting the quality of the human environment, to submit to the Council on Environmental Quality a detailed statement on:

(i) The environmental impact of the proposed action,

(ii) Any adverse environmental effects which cannot be avoided should the proposal be implemented,

(iii) Alternatives to the proposed action,

(iv) The relationship between local short-term uses of man's environment

and the maintenance and enhancement of long-term productivity, and

(v) Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

(2) Section 102(2)(C) statements will not be required in permit cases where it is likely that the proposed discharge will not have any significant impact on the human environment. Moreover, the Council on Environmental Quality has advised that such statements will not be required where the only impact of proposed discharge or deposit will be on water quality and related water quality considerations because these matters are specifically addressed under subsections 21 (b) and (c), the Federal Water Pollution Control Act, as amended. However, such statements shall be required in connection with proposed discharges or deposits which may have a significant environmental impact unrelated to water quality. In cases in which a section 102(2)(C) statement may be required, the report of the District Engineer accompanying any case referred to higher authority (see paragraphs (d)(10) and (i)(7) of this section) will contain a separate section addressing the environmental impact of the proposed discharge or deposit, if any, and, if issuance of a permit is recommended, a draft section 102(2)(C) statement should be attached. In all other cases in which a section 102(2)(C) statement is required the District Engineer shall draft, consult with, and obtain the comments of any Federal, State, and local agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. In cases where the preparation of a 102(2)(C) statement is necessary, the District Engineer may require the applicant to furnish such information as he may consider necessary to prepare the required statement.

(m) *Publicity.* District Engineers will, in consultation with Regional Representatives, establish and maintain a program to assure that potential applicants for permits are informed of the requirements of this regulation and of the steps required to obtain permits for discharges into navigable waters. Whenever the District Engineer becomes aware of plans being developed by either private or public entities who will require permits in order to implement the plans, a letter will be sent to the potential permittee advising him of statutory requirements and the need to apply for a permit under this section.

(n) *Duration of permits issued.* (1) In cases where (i) certification pursuant to section 21(b) is required and has been received, (ii) certification is not required but the State has otherwise indicated that it has no objection to the issuance of a permit, or (iii) where certification or State views have not been received and the requirement for such certification or State views has been waived, but the Regional Representative of EPA has indicated that EPA has no objection to the issuance of a permit and issuance of such a permit is otherwise considered appropriate, a permit subject to revalidation at the expiration of 5 years may be issued: *Provided, however,* That a permit of longer duration and subject to such revalidation provisions as the District Engineer may consider appropriate may issue with the approval of the Administrator of EPA or his authorized representative.

(2) In cases involving a facility which was in existence or lawfully under construction prior to April 3, 1970, and it appears after evaluation that issuance of a Federal permit would be appropriate although certification pursuant to section 21(b) has not been provided, a permit may be issued, provided (i) that the permit will expire on April 2, 1973, and (ii) that it is conditioned so as to require annual demonstration by the permittee that the discharge or deposit is in compliance with applicable water quality implementation schedules.

(3) Permits of less than 5 years' duration may issue in appropriate cases and District Engineers shall give great weight to the advice of Regional Representatives of EPA on the appropriate duration for particular permits.

(o) (1) [Reserved]

(2) Permits shall include such special conditions as the Regional Representative of EPA may consider necessary or appropriate to insure compliance with applicable water quality standards and the purposes of the Federal Water Pollution Control Act. Permits shall also be subject to such special conditions as the District Engineer may, after consultation with State and local agencies, Interior, NOAA, and other appropriate Federal agencies, consider to be necessary or appropriate to insure that navigation and anchorage will not be injured, and to insure that the discharge or deposit will not have a significant and unreasonable adverse impact on fish and wildlife resources.

(p) *Violations of the Refuse Act or permit conditions.* Discharges or deposits which are not authorized by an appropriate permit issued under the authority of the Secretary of the Army are unlawful and may result in the institution of legal proceedings under the Refuse Act. When a permit has been issued discharges or deposits must be consistent with the terms and conditions of such permit. Discharges or deposits in violation of permit terms or conditions shall result in the institution of legal proceedings under the Refuse Act and/or the initiation of administrative proceedings to suspend or revoke the permit.

[Regs., Apr. 1, 1971, ENGCW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1; sec. 3012, 70A Stat. 157; 10 U.S.C. 3012)

For the Adjutant General.

EDWIN A. DAYTON,
LTC, AGC, Chief, Plans Office, TAGO.

[FR Doc.71-4808 Filed 4-6-71;8:49 am]

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 1; Amdt. 1-47]

PART 1—ORGANIZATION AND DELEGATION OF POWERS AND DUTIES

Delegations of Authority

The purpose of this amendment is to delegate certain of the Secretary's functions under the Federal-Aid Highway and Highway Safety Acts of 1970 (Public Law 91-605) and the Federal Railroad Safety Act of 1970 (Public Law 91-458) to the Federal Highway Administrator and the National Highway Traffic Safety Administrator.

Since this amendment relates to Departmental management, procedures, and practices, notice and public procedure thereon is unnecessary and it may be made effective in less than 30 days after publication in the FEDERAL REGISTER.

In consideration of the foregoing, effective March 30, 1971, Part 1 of Title 49, Code of Federal Regulations, is amended as follows:

a. Paragraph (b) of § 1.48 is amended and new paragraphs (n) and (o) are added to read as follows:

§ 1.48 **Delegations to Federal Highway Administrator.**

The Federal Highway Administrator is delegated authority to—

* * * * *

(b) Administer the following laws related generally to highways:

(1) Chapters 1 (except sec. 134(b) and 138), 2, 3, and 5 of title 23, United States Code, including the apportionment of funds for Federal-Aid Highways once Congress approves estimates submitted by the Secretary;

(2) The Federal-Aid Highway Act of 1970 (except sec. 118) (84 Stat. 1713);

(3) The Federal-Aid Highway Act of 1968, as amended (82 Stat. 815);

(4) The Federal-Aid Highway Act of 1966, as amended (80 Stat. 766);

(5) The Federal-Aid Highway Act of 1962, as amended (76 Stat. 1145, 23 U.S.C. 307 note);

(6) The Federal-Aid Highway Act of 1954, as amended (68 Stat. 70);

(7) The Act of September 26, 1961, as amended (75 Stat. 670);

(8) The Highway Revenue Act of 1956, as amended (70 Stat. 387, 23 U.S.C. 120 note);

(9) The Highway Beautification Act of 1965, as amended (79 Stat. 1028, 23 U.S.C. 131 et seq. notes);

(10) The Alaska Omnibus Act, as amended (73 Stat. 141, 48 U.S.C. 21, note prec.);

(11) The Joint Resolution of August 28, 1965, as amended (79 Stat. 578, 23 U.S.C. 101 et seq., notes);

(12) Section 502(c) of the General Bridge Act of 1946, as amended (60 Stat. 847, 33 U.S.C. 525(c));

(13) The Act of April 27, 1962 (76 Stat. 59); and

(14) Reorganization Plan No. 7 of 1949 (63 Stat. 1070).

* * * * *

(n) Carry out the Highway Safety Act of 1966, as amended (80 Stat. 731) (including chapter 4 of title 23, United States Code) for highway safety programs, research, and development relating to highway design, construction, and maintenance, traffic control devices, identification and surveillance of accident locations, and highway-related aspects of pedestrian safety.

(o) Exercise the authority vested in the Secretary by section 204(b) of the Federal Railroad Safety Act of 1970 (84 Stat. 972; 45 U.S.C. 433(b)) with respect to the laws administered by the Federal Highway Administrator pertaining to highway safety and highway construction.

b. Section 1.51 is amended to read as follows:

§ 1.51 Delegations to National Highway Traffic Safety Administrator.

The National Highway Traffic Safety Administrator is delegated authority to—

(a) Carry out the National Traffic and Motor Vehicle Safety Act of 1966, as amended (80 Stat. 718; 15 U.S.C. 1381 et seq.).

(b) Carry out the Highway Safety Act of 1966, as amended (80 Stat. 731) (including chapter 4 of title 23, United States Code) except for highway safety programs, research, and development relating to highway design, construction, and maintenance, traffic control devices, identification and surveillance of accident locations, and highway-related aspects of pedestrian safety.

(c) Exercise the authority vested in the Secretary by section 210(2) of the Clean Air Act, as amended by section 10(b) of Public Law 91-604 (84 Stat. 1700).

(d) Exercise the authority vested in the Secretary by section 204(b) of the Federal Railroad Safety Act of 1970 (84 Stat. 972; 45 U.S.C. 433(b)) with respect to the laws administered by the National Traffic Safety Administrator pertaining to highway, traffic, and motor vehicle safety.

(e) Carry out the Act of July 14, 1960, as amended (74 Stat. 526, 23 U.S.C. 313 note).

(Sec. 9, Department of Transportation Act (49 U.S.C. 1657))

Issued in Washington, D.C., on March 30, 1971.

JOHN A. VOLPE,
Secretary of Transportation.

[FR Doc.71-4787 Filed 4-6-71;8:47 am]

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Rev. S.O. 1063]

PART 1033—CAR SERVICE

Railroad Operating Regulations for Freight Car Movement

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of March 1971.

It appearing, that there are acute shortages of freight cars throughout the country; that certain carriers are unable to furnish an adequate supply of freight cars to shippers located on their lines; that these shortages of freight cars are impeding the movement of agricultural, mineral, forest, and manufactured products, and other commodities; and that the existing car service rules, regulations, and practices of the railroads are ineffective with respect to the use, supply, control, movement, distribution, exchange, interchange, and return of freight cars to meet the requirements of shippers. It is the opinion of the Commission that an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people. Accordingly, the Commission finds that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this order effective upon less than 30 days notice.

It is ordered, That:

§ 1033.1063 Service Order No. 1063.

(a) *Railroad operating regulations for freight car movement.* Each common carrier by railroad subject to the Interstate Commerce Act shall observe, enforce, and obey the following rules, regulations, and practices with respect to its car service:

(1) *Application.* (i) The provisions of this order shall apply to intrastate, interstate, and foreign commerce.

(ii) This order shall apply to all loaded cars.

(iii) This order shall apply to all empty cars listed in the Official Railway Equipment Register, I.C.C. R.E.R. No. 378, issued by E. J. McFarland, or reissues thereof, as having mechanical designations XL, XM, XP, RB, RBL, RP, RPL, RS, RSB, GA, GB, GD, GE, GH, GRA, GS, GT, HD, HE, HF, HFA, HFB, HK, HM, HMA, HT, HTA, FM, LC, LO, or LP, including all such cars to which the suffix H, I, R, or S has been added to the mechanical designation to denote the addition of heaters, insulation, roofs, or other special modifications. Exception: cars described in subdivisions (iv), (v), and (vi) of this subparagraph.

(iv) Any empty car with inside length 69 feet and over, and empty flatcars having mechanical designation FM, with a carrying capacity of 200,000 pounds or more, are exempt from the provisions of this order.

(v) Empty cars of private ownership held pursuant to instructions of the car owner or lessee, or held awaiting instructions from the car owner or lessee, are exempt from the provisions of this order.

(vi) Empty cars, described in subdivision (iii) of this subparagraph, which are in general service and are not assigned to the exclusive use of a specified shipper, owned by and bearing the registered reporting marks assigned to the line holding the car, are exempt from the provisions of this order.

(vii) This order shall apply to all empty cars described in subdivision (iii) of this subparagraph, which are assigned to the exclusive use of a specified shipper; except as provided in subdivision (iv) of this subparagraph.

(viii) Freight cars assigned to the exclusive use of a specified shipper may be removed from the provisions of subdivision (iii) of subparagraph (2) of this paragraph, provided that assignee notifies, in writing, the originating railroad and the car owner (if different from originating railroad) 1 day in advance of his desire to release such cars from assignment on a permanent or temporary basis of not less than 15 days' duration. The carrier must remove cars from assignment in accordance with assignee's request.

(ix) Cars assigned to the exclusive use of specified shipper must be listed on assignment lists posted in the office of the Chief Transportation Officer of the car owner, and in the office designated to issue waybills and other shipping documents for loaded movements from the points of assignment. Assignment lists must specify initial and number of each assigned car, the shipper to whom assigned, and the date car assignment became effective. Requests for assignments of cars must be secured in writing, or confirmed in writing, by the carrier on whose lines the cars are assigned, not less than 10 days before the effective date of the car assignment. Freight cars in assigned service on February 28, 1971, shall be considered as having been in such assignments for 10 days or longer, provided that the assignment lists are prepared and posted, as required herein, not later than March 21, 1971.

(x) The mechanical designations of existing freight cars in subdivision (iii) of this subparagraph may not be changed to any mechanical designation

other than those listed in subdivision (iii) of this subparagraph during the period this order is in effect.

(xi) Actual placement means placing a car in an accessible position for loading or unloading, or placing on an industrial interchange track serving the consignor or consignee. If such placing is prevented by any cause attributable to consignor or consignee and car is placed on the private or other-than-public-delivery tracks serving the consignor or consignee, it shall be considered constructively placed without notice.

(xii) Holidays shall be those listed in Item 25 of Agent B. B. Maurer's Tariff ICC H–36, naming Car Demurrage Rules and Charges, supplements thereto, or successive issues thereof.

(2) *Placing of cars.* (i) Loaded cars shall be actually or constructively placed within 24 hours, exclusive of Saturdays, Sundays, and holidays, following arrival at destination.

(ii) Empty cars which are in general service and are not assigned to the exclusive use of a specified shipper, which after placement will be subject to demurrage or detention rules applicable to cars for loading, shall be actually or constructively placed within 48 hours, exclusive of Saturdays, Sundays, and holidays, after arrival at the point where held.

(iii) Empty cars described in subparagraph (1)(vii) of this paragraph which are assigned to the exclusive use of a specified shipper shall be subject to a storage charge of $5 per car per day or fraction thereof until ordered placed for loading or appropriated for loading, without free time allowance and without allowance for Saturdays, Sundays, and holidays. In computing storage charges on cars subject to this part, such charges shall begin at the second 7 a.m., exclusive of Saturdays, Sundays, and holidays following the sending or giving of notice that the cars are being held awaiting orders for actual placement or appropriation for loading. When empty assigned cars are held at any point awaiting orders from assignee for placement for loading or awaiting appropriation by assignee for loading, a written notice of arrival (see note) shall be sent or given assignee within 24 hours of arrival of the empty car at the point where held, exclusive of Saturdays, Sundays, and holidays. Such notice shall contain the initials and numbers of each car held and shall state that each car is being held subject to a storage charge of $5 per car per day or fraction of a day, until ordered placed for loading or ordered released, in writing, from assignment.

NOTE: When the assignee notifies the railroad, in writing, that it will accept verbal or telephone notice of the arrival of empty assigned cars, verbal or telephone notice may be substituted for written notice of arrival. The carriers will maintain a written record of all such verbal or telephone notices, such records to show car initials and numbers, date, and hour of notice, name of assignee, name of railroad employee giving the notice, and name of employee of assignee receiving the notice.

Empty cars released from storage status by order or appropriation for loading shall be subject to all demurrage or detention rules and charges published in tariffs applicable to cars held for loading, from time released from storage charges.

(iv) When delivery of a car, either empty or loaded, consigned or ordered to an industrial interchange track or to an other-than-public-delivery track, cannot be made because of any condition attributable to the consignor or consignee, such car will be held at destination or, if it cannot reasonably be accommodated there, at an available hold point; and constructive placement notice, in writing or as otherwise agreed to in writing, shall be sent or given the consignor or consignee within 24 hours, exclusive of Saturdays, Sundays, and holidays, after arrival of car at destination or hold point.

(v) Proper notice for cars placed on public delivery tracks shall be sent or given within 24 hours after placement, exclusive of Saturdays, Sundays, and holidays.

(vi) Cars held at destination for accessorial terminal services described in the applicable tariffs, such as holding for orders or inspection, shall be placed on unloading, hold, or inspection tracks; and proper notice shall be given within 24 hours, exclusive of Saturdays, Sundays, and holidays, at the hold point. Time and charges shall be computed following such notice and demurrage or detention charges assessed in accordance with provisions of governing tariffs.

(3) *Removal of cars.* (i) Empty cars must be removed from point of unloading or interchange tracks of industrial plants within 24 hours, exclusive of Sundays and holidays, following unloading or release by consignee or shipper, unless such empty cars are ordered or appropriated by the shipper for reloading within such 24-hour period. Empty cars not ordered for loading at point where made empty must be forwarded or set aside for cleaning or repairs within 24 hours following removal of empty cars.

(ii) Outbound loaded freight cars must be removed from point of loading or interchange tracks of industrial plants within 24 hours, exclusive of Sundays and holidays, following acceptance by carrier of the shipping instructions covering the cars. Such cars must be forwarded or set aside for repairs within 24 hours, following release and removal.

(iii) Cars subject to subdivisions (i) and (ii) of this subparagraph, not made accessible to the carrier, shall be subject to demurrage until such time as they become, and remain, accessible to the carrier.

(4) *Forwarding of cars.* (i) Loaded cars and empty cars shall be forwarded within 24 hours, except cars described in subdivision (ii), (iii), or (iv) of this subparagraph, or cars described in subdivision (ii) of subparagraph (2) of this paragraph.

(ii) Loaded cars held subject to instructions of consignee, consignor, or other qualified owner of the freight contained therein, while subject to applicable tariffs.

(iii) Cars held for repairs or cleaning. (See subparagraph (5) of this paragraph.)

(iv) Cars held because no train or switch engine service is available between hold point and destination.

(5) *Cars held for repairs or cleaning.* (i) Cars of system, foreign, or private ownership which are held for light repairs or cleaning shall be placed on repair or cleaning tracks not later than the first 7 a.m., exclusive of Sundays and holidays, after time carded for repairs or cleaning, or after arrival at point where repairs or cleaning are performed. Light repairs or cleaning shall be accomplished within 24 hours, exclusive of Sundays and holidays, after placement on repair or cleaning tracks; except that when necessary to order material from car owner to make the repairs to foreign or private cars, repairs to foreign or private cars held awaiting such material shall be completed within 24 hours, exclusive of Sundays and holidays, after receipt of such material at the station at which the repair point is located.

(ii) Light repairs are defined as repairs requiring less than 20 man-hours by repair track forces to complete.

(6) *Movement of freight cars.* (i) No common carrier by railroad subject to the Interstate Commerce Act shall delay the movement of cars by holding such cars in yards, terminals, or sidings for the purpose of increasing the time in transit of such cars.

(ii) Cars shall not be set out between terminals except in cases of emergency.

(iii) Back-hauling cars for the purpose of increasing the time in transit is prohibited.

(iv) Through cars shall not be handled on local or way freight trains for the purpose of increasing the time in transit of such cars.

(v) The use by any common carrier by railroad, for the movement of cars over its line, of any route other than its shortest available route or its usual and customary fast freight route from point of receipt of the car from consignor, or connecting line, to point of delivery to consignee, or to next connecting line, except for the purpose of according a lawfully established transit privilege (not including a diversion or reconsignment privilege) is hereby prohibited.

(b) *Rules and regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this order, is hereby suspended.

(c) *Effective date.* This order shall become effective at 12:01 a.m., April 1, 1971.

(d) *Expiration date.* This order shall expire at 11:59 p.m., December 31, 1971, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies secs. 1(10–17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4), and 17(2))

It is further ordered, That a copy of this order and direction shall 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 upon the American Short Line Railroad Association; 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, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4845 Filed 4-6-71;8:52 am]

[S.O. 1069]

PART 1033—CAR SERVICE

St. Louis-San Francisco Railway Co. Authorized To Operate Over Tracks of Texas and Pacific Railway Co., and To Operate Over Tracks of Missouri-Kansas Texas Railroad Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 2d day of April 1971.

It appearing, that extensive rehabilitation of the line of the St. Louis-San Francisco Railway Co. between Henryetta, Okla., and its crossing of the Red River between Oklahoma and Texas at Staley, Okla., located just north of Denison, Tex., is necessary; that operation of St. Louis-San Francisco Railway Co. trains over this line during reconstruction periods is impractical; that operation of St. Louis-San Francisco Railway Co. trains over tracks of the Texas and Pacific Railway Co. between T&P milepost 173.5 at Henryetta, Okla., and T&P milepost 298 at Durant, Okla., thence over tracks of the Missouri-Kansas-Texas Railroad Co. between MKT milepost 641.5 at Durant, Okla., and MKT milepost 655.9 at Staley, Okla., a total distance of 138.9 miles, will enable the St. Louis-San Francisco Railway Co. to continue to provide through service between Henryetta, Okla., and Staley, Okla., and points beyond; that the St. Louis-San Francisco Railway Co. will continue to provide service to shippers located on its line between Henryetta, Okla., and Staley, Okla., during the rehabilitation period; that there is need for the St. Louis-San Francisco Railway Co. to operate over the above-described trackage of the Texas and Pacific Railway Co. and the Missouri-Kansas-Texas Railroad Co. to provide the service required in the interest of the public and the commerce of the people; that notice and public procedure herein are impracticable and contrary to the public interest; and that good cause exists for making this order effective upon less than 30 days' notice:

It is ordered, That:

§ 1033.1069 **Service Order No. 1069.**

(a) *St. Louis-San Francisco Railway Co. authorized to operate over tracks of the Texas and Pacific Railway Co. and to operate over tracks of the Missouri-Kansas-Texas Railroad Co.* The St. Louis-San Francisco Railway Co. be, and it is hereby authorized to operate over tracks of the Texas and Pacific Railway Co. between T&P milepost 173.5 at Henryetta, Okla., and T&P milepost 298 at Durant, Okla., thence over tracks of the Missouri-Kansas-Texas Railroad Co. between MKT milepost 641.5 at Durant, Okla., and MKT milepost 655.9 at Staley, Okla., a total distance of 138.9 miles.

(b) *Application.* The provisions of this order shall apply to intrastate, interstate, and foreign commerce.

(c) *Effective date.* This order shall become effective at 12:01 a.m., April 6, 1971.

(d) *Expiration date.* The provisions of this order expire at 11:59 p.m., June 30, 1971, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies secs. 1 (10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That copies of this order shall 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 upon the American Short Line Railroad Association; and that notice of this order shall 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, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4844 Filed 4-6-71;8:52 am]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

National Foundation on the Arts and the Humanities

Section 213.3182 is amended to show that in the National Endowment for the Arts one position of Director of Developing Arts Programs is excepted under Schedule A until June 30, 1971. Effective on publication in the FEDERAL REGISTER (4-7-71), subparagraph (15) is added to paragraph (a) of § 213.3182 as set out below.

§ 213.3182 **National Foundation on the Arts and the Humanities.**

(a) *National Endowment for the Arts.*

* * *

(15) Until June 30, 1971, one Director of Developing Arts Programs.

* * * * *

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY, *Executive Assistant to the Commissioners.*

[FR Doc.71-4867 Filed 4-6-71;8:54 am]

PART 890—FEDERAL EMPLOYEES HEALTH BENEFITS PROGRAM

Open Season Policy

On February 23, 1971, the following was published in the FEDERAL REGISTER as proposed rule making. The purpose is to provide for annual open seasons to enroll or change enrollment under the Federal Employees Health Benefits Program. The change permits employees not registered to be enrolled to register to be enrolled and permits enrolled employees or annuitants to change their enrollment on an annual basis. In addition the proposal changes the dates within which carriers may submit proposals to change a health benefits plan or a subscription charge to the Commission. The comments, objections, and suggestions received on the proposal have been considered by the Civil Service Commission. Accordingly, Part 890 of Title 5, Code of Federal Regulations, is amended as set out below.

1. Section 890.203(b) is amended to read as follows:

§ 890.203 **Application for approval of, and proposal of amendments to, health benefits plans.**

* * * * *

(b) Any proposal for change in a health benefits plan shall be in writing, specifically describe the change proposed and be signed by an authorized official of the carrier. The Commission will review a proposal for change and notify the carrier whether it accepts the change and may make a counterproposal or at any time propose changes on its own motion. The Commission will not consider until after the expiration of the then current contract period any proposal for a change which is received less than 8 months before the expiration of the then current contract period, except that changes in subscription charges for the ensuing contract period may be proposed not less than 6 months before the expiration of the then current contract period.

2. Section 890.301(d) is amended to read as follows:

§ 890.301 **Opportunities to register to enroll and change enrollment.**

* * * * *

(d) *Open season.* During the period November 15 through 30 of each year beginning with November 15, 1971, an employee who is not registered to be enrolled may register to be enrolled, and any enrolled employee or annuitant may change his enrollment from one plan or option to another, or from self only to self and family, or both.

* * * * *

3. Section 890.306(c) is amended to read as follows:

§ 890.306 Effective dates.

* * * * *

(c) *Open season.* (1) The effective date of a change in enrollment under § 890.301(d) is the first day of the first pay period beginning on or after January 1, of the next following year.

(2) The effective date of a new enrollment under § 890.301(d) is the first day of the first pay period beginning on or after January 1 of the next following year, which follows a pay period during any part of which the employee is in pay status.

* * * * *

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[FR Doc.71-4795 Filed 4-6-71;8:48 am]

Title 14—AERONAUTICS AND SPACE

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-676, Amdt. 18]

PART 207—CHARTER TRIPS AND SPECIAL SERVICES

Study Group Charters

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of March 1971.

In a Notice of Rule Making SPDR-20, EDR-191 [1] the Board gave notice that it had under consideration the promulgation of new Part 373 of the special regulations to authorize, subject to conditions provided therein, study group charters by study group charterers with the air transportation portion thereof provided by direct air carriers and foreign air carriers, and related amendments to Part 207. Specifically, it proposed to add a provision to Part 207 indicating that such charters are permitted if the charterer complies with the regulations in Part 373. For the reasons set forth in SPR-46, issued simultaneously herewith, the Board has decided to adopt to the extent indicated therein Part 373, and the amendments to Part 207.[2]

One other matter deserves comment. As amended herein, § 207.42 provides that the immediate family of a bona fide member of a charter organization may participate in a charter flight under Part 207. Study group charterers and scheduled air carriers are cautioned that § 207.42 does not authorize immediate families of student participants in study groups to participate in charter air transportation under the regulations for study group charters in Part 373.

[1] Nov. 3, 1970 (35 F.R. 17195).

[2] As adopted, Part 373 includes a declination of jurisdiction over foreign study group charterers. Accordingly, we have amended § 207.11 to authorize study group charters for foreign study group charterers.

Accordingly, the Civil Aeronautics Board hereby amends Part 207 of the economic regulations (14 CFR Part 207), effective May 8, 1971, as follows: [3]

§ 207.1 [Amended]

1. Amend § 207.1 by deleting the definition of "study group."

2. Amend paragraphs (b) and (c) of § 207.11 to read, in pertinent part, as follows:

§ 207.11 Charter-flight limitations.

* * * * *

(b) Air transportation performed * * *

* * * * *

(5) By a study group charterer or a foreign study group charterer as defined in Part 373 of this chapter.

(c) Air transportation performed * * *

* * * * *

(3) By a study group charterer or foreign study group charterer as defined in Part 373 of this chapter.

Provided, That with respect to paragraph (c) * * *

3. Amend § 207.40(b) by deleting subparagraph (2)(iii) and amending subparagraph (2)(i) and (ii) to read as follows:

§ 207.40 Solicitation of charter participants.

* * * * *

by direct air carriers and foreign air * * * (2) * * *

(i) Students and employees of a single school, and immediate families thereof; or

(ii) Employees of a single Government agency, industrial plant, or mercantile establishment, and immediate families thereof.

(iii) [Deleted]

* * * * *

4. Amend § 207.41 to read as follows:

§ 207.41 Passengers on charter flights.

Only bona fide members of the charterer, and their immediate families, may participate as passengers on a charter flight, and the participants must be members of the specific organization or chapter which authorized the charter. The charterer must maintain a central membership list, available for inspection by the carrier or Board representative, which shows the date each person became a member.[4] Where four or more round-trip flights per calendar year are conducted on behalf of a chartering organization by a carrier or carriers, intermingling between flights or reforming of planeload groups, or less than planeload groups (see § 207.11(c)), shall not be permitted, and each group must move as a unit in both directions, except as provided in § 207.14.

5. Amend § 207.42(a) to read as follows:

§ 207.42 Participation of immediate families in charter flights.

(a) The immediate family of any bona fide member of a charter organization may participate in a charter flight.

* * * * *

6. Amend paragraphs (b)(3) and (d) of § 207.45 to read as follows:

§ 207.45 Passenger lists.

* * * * *

(b) The relationship of a prospective passenger * * *

* * * * *

(3) Bona fide members of entities consisting only of persons employed by a single Government agency, industrial plant, or mercantile company or students and employees of a school or persons whose proposed participation in the charter flight was permitted by the Board pursuant to request for waiver. Specify on the passenger lists as "(3) special" or "(3) member" (where participants are from a school group or from a Government agency, industrial plant or mercantile company).

* * * * *

(d) Attached to such list must be a certification, signed by a duly authorized representative of the charterer, reading:

The attached list of persons includes every individual who may participate in the charter flight. Every person as identified on the attached list (1) was a bona fide member of the chartering organization, and will have been a member for at least 6 months prior to the starting flight date, or (2) is a bona fide member of an entity consisting of (a) students and employees of a single school, or (b) employees of a single Government agency, industrial plant, or mercantile establishment, or (3) is a person whose participation has been specifically permitted by the Civil Aeronautics Board, or (4) is the spouse, dependent child, or parent of a person described hereinbefore and lives in such person's household.[5]

(Signature)

7. Amend item 11 of section B of Part II of the Statement of Supporting Information to read as follows:

11. Will there by any members of the chartering organization participating in the charter who will have been members of the organization for a period of less than 6

[3] In ER-660, effective Apr. 6, 1971, the Board extended the charter regulations in Part 208 to Part 207, to the extent applicable. Therefore, we have included appropriate deleting amendments to conform Part 207 to the applicable provisions for study group charters in Part 208.

[4] Where the charter is based on employment in one entity or student or employee status at a school, records of the corporation, agency, or school will suffice to meet the requirements.

[5] Whoever, in any matter within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up by any trick, scheme or device a material fact, or makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both. Title 18, U.S.C., sec. 1001.

months prior to flight date? [6] Yes [ ] No [ ] If the answer is "yes," give names of participants who will not have been members for 6 months: _____

_____

(Secs. 101(3), 204(a), 401, 416(b), Federal Aviation Act of 1958, as amended (72 Stat. 737, 743, 754 as amended by, 76 Stat. 143) 771; 49 U.S.C. 1301, 1324, 1371, 1386)

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK, *Secretary.*

[FR Doc.71-4822 Filed 4-6-71;8:50 am]

[Reg. ER-677, Amdt. 11]

PART 208—TERMS, CONDITIONS AND LIMITATIONS OF CERTIFICATES TO ENGAGE IN SUPPLEMENTAL AIR TRANSPORTATION

Study Group Charters

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of March 1971.

In a notice of rule making SPDR-20, EDR-191 [1] the Board gave notice that it had under consideration the promulgation of new Part 373 of the Special Regulations to authorize, subject to conditions provided therein, study group charters by study group charterers with the air transportation portion thereof provided by direct air carriers and foreign air carriers and related amendments to Part 208. Specifically it proposed to delete the definition of "study group" contained in Part 208 and to substitute a provision indicating that such charters are permitted if the charterer complies with the regulations in Part 373. For the reasons set forth in SPR-46, issued simultaneously herewith, the Board has decided to adopt, to the extent indicated therein, Part 373, and the amendments to Part 208.[2]

One other matter deserves comment here. The amendment to § 208.212 (participation of immediate families on charter flights), adopted herein, removes the proviso to § 208.212, which proviso made § 208.212 inapplicable to study groups. Study group charterers and supplemental air carriers are cautioned that removal of the proviso does not authorize immediate families of student participants in study groups to participate in charter air transportation under the regulations for study group charters in Part 373.

Accordingly, the Civil Aeronautics Board hereby amends Part 208 of the Economic Regulations (14 CFR Part 208) effective May 8, 1971, as follows:

1. Amend § 208.3 by deleting and reserving paragraph (r) as follows:

§ 208.3 **Definitions.**

* * * * *

(r) [Deleted]

* * * * *

2. Amend paragraphs (b) and (c) of § 208.6 to read in pertinent part as follows:

§ 208.6 **Charter-flight limitations.**

* * * * *

(b) Air transportation performed * * *

* * * * *

(5) By a study group charterer or foreign study group charterer as defined in Part 373 of this chapter.

(c) Air transportation performed * * *

* * * * *

(4) By a study group charterer or foreign study group charterer as defined in Part 373 of this chapter.

Provided, That with respect * * *

3. Amend § 208.210(b) by deleting subparagraph (2)(iii) and amending subparagraph (2) (i) and (ii) to read as follows:

§ 208.210 **Solicitation of charter participants.**

* * * * *

(b) Members of the charter group may be solicited * * * (2) * * *

(i) Students and employees of a single school, and immediate families thereof; or

(ii) Employees of a single Government agency, industrial plant, or mercantile establishment, and immediate families thereof.

(iii) [Deleted]

* * * * *

4. Amend § 208.211 to read as follows:

§ 208.211 **Passengers on charter flights.**

Only bona fide members of the charterer, and their immediate families, may participate as passengers on a charter flight, and the participants must be members of the specific organization or chapter which authorized the charter. The charterer must maintain a central membership list, available for inspection by the carrier or Board representative, which shows the date each person became a member.[3] Where four or more round-trip flights per calendar year are conducted on behalf of a chartering organization by a carrier or carriers, intermingling between flights or reforming of planeload groups, or less than planeload groups (see § 208.6(c)), shall not be permitted, and each group must move as a unit in both directions, except as provided in § 208.36.

5. Amend § 208.212(a) to read as follows:

§ 208.212 **Participation of immediate families in charter flights.**

(a) The immediate family of any bona fide member of a charter organization may participate in a charter flight.

* * * * *

6. Amend paragraphs (b)(3) and (d) of § 208.215 to read as follows:

§ 208.215 **Passenger lists.**

* * * * *

(b) The relationship of a prospective passenger * * *

* * * * *

(3) Bona fide members of entities consisting only of persons employed by a single Government agency, industrial plant, or mercantile company, or students and employees of a school or persons whose proposed participation in the charter flight was permitted by the Board pursuant to request for waiver. Specify on the passenger lists as "(3) special" or "(3) member" (where participants are from a school group or from a Government agency, industrial plant or mercantile company).

* * * * *

(d) Attached to such list must be a certification, signed by a duly authorized representative or the charterer, reading:

The attached list of persons includes every individual who may participate in the charter flight. Every person as identified on the attached list (1) was a bona fide member of the chartering organization, and will have been a member for at least 6 months prior to the starting flight date, or (2) is a bona fide member of an entity consisting of (a) students and employees of a single school, or (b) employees of a single Government agency, industrial plant, or mercantile establishment, or (3) is a person whose participation has been specifically permitted by the Civil Aeronautics Board, or (4) is the spouse, dependent child, or parent of a person described hereinbefore and lives in such person's household.[4]

_____

(*Signature*)

7. Amend item 11 of section B of Part II of the Statement of Supporting Information to read as follows:

11. Will there be any members of the chartering organization participating in the charter who will have been members of the organization for a period of less than 6 months prior to flight date? [5] Yes [ ]

---

[6] Not applicable to school charters nor to charters limited to employees of a single Government agency, industrial plant, or mercantile company.

[1] Nov. 3, 1970 (35 F.R. 17195).

[2] As adopted, Part 373 includes a declination of jurisdiction over foreign study group charterers. Accordingly, we have amended § 208.6 to authorize study group charters for foreign study group charterers.

[3] Where the charter is based on employment in one entity or student or employee status at a school, records of the corporation, agency, or school will suffice to meet the requirements.

[4] Whoever, in any matter within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both. Title 18, U.S.C., sec. 1001.

[5] Not applicable to school charters nor to charters limited to employees of a single Government agency, industrial plant or mercantile company.

No [ ] If the answer is "yes", give names of participants who will not have been members for 6 months: ----------

(Secs. 101(3), 101(33), 204(a), 401, 416(b), Federal Aviation Act of 1958, as amended (72 Stat. 737 (as amended by 76 Stat. 143, 82 Stat. 867), 743, 754 (as amended by 76 Stat. 143, 82 Stat. 867), 771; 49 U.S.C. 1301, 1324, 1371, 1386)

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK, *Secretary.*

[FR Doc.71-4823 Filed 4-6-71;8:50 am]

[Reg. ER-678, Amdt. 10]

PART 212—CHARTER TRIPS BY FOREIGN AIR CARRIERS

Study Group Charters

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of March 1971.

In a notice of rule making SPDR-20, EDR-191 [1] the Board gave notice that it had under consideration the promulgation of new Part 373 of the special regulations to authorize, subject to conditions provided therein, study group charters by study group charterers with the air transportation thereof provided by direct air carriers and foreign air carriers, and related amendments to Part 212. Specifically, it proposed to add a provision to Part 212 indicating that such charters are permitted if the charterer complies with the regulations in Part 373. For the reason set forth in SPR-46, issued simultaneously herewith, the Board has decided to adopt to the extent indicated therein Part 373, and the amendments to Part 212.[2]

One other matter deserves comment. As amended herein, § 212.42 provides that the immediate family of a bona fide member of a charter organization may participate in a charter flight under Part 212. Study group charterers and foreign air carriers are cautioned that § 212.42 does not authorize immediate families of student participants in study groups to participate in charter air transportation under the regulations for study group charters in Part 373.

Accordingly, the Civil Aeronautics Board hereby amends Part 212 of the economic regulations (14 CFR Part 212) effective May 8, 1971, as follows: [3]

§ 212.1 [Amended]

1. Amend § 212.1 by deleting the definition of "study group."

2. Amend paragraphs (a) and (b) of § 212.8 to read in pertinent part as follows:

§ 212.8 Charter-flight limitations.

* * * * *

(a) Where the entire capacity * * *

* * * * *

(5) By a study group charterer or foreign study group charterer as defined in Part 373 of this chapter.

(b) Where less than the entire capacity * * *

* * * * *

(3) By a study group charterer or a foreign study group charterer as defined in Part 373 of this chapter.

Provided, That with respect to * * *

3. Amend § 212.40(b) by deleting subparagraph (2)(iii) and amending subparagraph (2) (i) and (ii) to read as follows:

§ 212.40 Solicitation of charter participants.

* * * * *

(b) Members of the charter group * * * (2) * * *

(i) Students and employees of a single school, and immediate families thereof; or

(ii) Employees of a single Government agency, industrial plant, or mercantile establishment, and immediate families thereof.

(iii) [Deleted]

* * * * *

4. Amend § 212.41 to read as follows:

§ 212.41 Passengers on charter flights.

Only bona fide members of the charterer, and their immediate families, may participate as passengers on a charter flight, and the participants must be members of the specific organization or chapter which authorized the charter. The charterer must maintain a central membership list, available for inspection by the carrier or Board representative, which shows the date each person became a member.[4] Where four or more roundtrip flights per calendar year are conducted on behalf of a chartering organization by a carrier or carriers, intermingling between flights or reforming of planeload groups, or less than planeload groups (see § 212.8(b)), shall not be permitted, and each group must move as a unit in both directions, except as provided in § 212.11.

5. Amend the title of § 212.42 and paragraph (a) to read as follows:

§ 212.42 Participation of immediate families in charter flights.

(a) The immediate family of any bona fide member of a charter organization may participate in a charter flight.

* * * * *

6. Amend paragraphs (b)(3) and (d) of §212.45 to read as follows:

§ 212.45 Passenger lists.

* * * * *

(b) The relationship of a prospective passenger * * *

* * * * *

(3) Bona fide members of entities consisting only of persons employed by a single Government agency, industrial plant, or mercantile company or students and employees of a school, or persons whose proposed participation in the charter flight was permitted by the Board pursuant to request for waiver. Specify on the passenger lists as "(3) special" or "(3) member" (where participants are from a school group or from a Government agency, industrial plant or mercantile company).

* * * * *

(d) Attached to such list must be a certification, signed by a duly authorized representative of the charterer, reading:

The attached list of persons includes every individual who may participate in the charter flight. Every person as identified on the attached list (1) was a bona fide member of the chartering organization, and will have been a member for at least 6 months prior to the starting flight date, or (2) is a bona fide member of an entity consisting of (a) students and employees of a single school, or (b) employees of a single Government agency, industrial plant, or mercantile establishment, or (3) is a person whose participation has been specifically permitted by the Civil Aeronautics Board, or (4) is the spouse, dependent child, or parent of a person described hereinbefore and lives in such person's household.[5]

(Signature)

7. Amend item 11 of section B of Part II of the Statement of Supporting Information to read as follows:

11. Will there be any members of the chartering organization participating in the charter who will have been members of the organization for a period of less than 6 months prior to flight date?[6] Yes [ ] No [ ] If the answer is "yes," give names of participants who will not have been members for 6 months: ----------

(Secs. 101(3), 204(a), 402, 416(a), Federal Aviation Act of 1958, 72 Stat. 737, 743, 757, 771; 49 U.S.C. 1301, 1324, 1372, 1386)

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK, *Secretary.*

[FR Doc.71-4824 Filed 4-6-71;8:50 am]

[1] Nov. 3, 1970 (35 F.R. 17195).

[2] As adopted, Part 373 includes a declination of jurisdiction over foreign study group charterers. Accordingly, we have amended § 212.8 to authorize study group charters for foreign study group charterers.

[3] In ER-661, effective Apr. 6, 1971, the Board extended the existing charter regulations in Part 208 to Part 212, to the extent applicable. Therefore, we have included appropriate deleting amendments to conform Part 212 to the applicable provisions for study group charters in Part 208.

[4] Where the charter is based on employment in one entity or student or employee status at a school, records of the corporation, agency or school will suffice to meet the requirements.

[5] Whoever, in any matter within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up by any trick, scheme or device a material fact, or makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both. Title 18, U.S.C. sec. 1001.

[6] Not applicable to school charters nor to charters limited to employees of a single Government agency, industrial plant or mercantile company.

[Reg. ER-679, Amdt. 8]

PART 214—TERMS, CONDITIONS AND LIMITATIONS OF FOREIGN AIR CARRIER PERMITS AUTHORIZING CHARTER TRANSPORTATION ONLY

Study Group Charters

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of March 1971.

In a notice of rule making SPDR-20, EDR-191,[1] the Board gave notice that it had under consideration the promulgation of new Part 373 of the special regulations to authorize, subject to conditions provided therein, study group charters by study group charterers with the air transportation portion thereof provided by direct air carriers and foreign air carriers and related amendments to Part 214. Specifically it proposed to delete the definition of "study group" contained in Part 214 and to substitute a provision indicating that such charters are permitted if the charterer complies with the regulations in Part 373. For the reasons set forth in SPR-46, issued simultaneously herewith, the Board has decided to adopt, to the extent indicated therein, Part 373 and the amendments to Part 214.[2]

One other matter deserves comment here. The amendment to § 214.32 (participation of immediate families in charter flights), adopted herein, removes the proviso to § 214.32, which proviso made § 214.32 inapplicable to study groups. Study group charterers and foreign air carriers are cautioned that removal of the proviso does not authorize immediate families of student participants in study groups to participate in charter air transportation under the regulations for study group charters in Part 373.

Accordingly, the Civil Aeronautics Board hereby amends Part 214 of the economic regulations (14 CFR Part 214), effective May 8, 1971, as follows:

1. Amend § 214.2 by deleting and reserving paragraph (m) as follows:

§ 214.2 Definitions.

* * * * *

(m) [Deleted]

* * * * *

2. Amend paragraphs (a) and (b) of § 214.7 to read in pertinent part as follows:

§ 214.7 Charter flight limitations.

* * * * *

(a) The entire capacity * * *

* * * * *

(3) By a study group charterer or foreign study group charterer as defined in Part 373 of this chapter.

(b) Less than the entire capacity * * *

* * * * *

(3) By a study group charterer or foreign study group charterer as defined in Part 373 of this chapter.

Provided, That paragraph (b) of this section * * *

3. Amend § 214.30(b) by deleting subparagraph (2)(iii) and amending subparagraph (2) (i) and (ii) to read as follows:

§ 214.30 Solicitation of charter participants.

* * * * *

(b) Members of the charter group may be solicited * * * (2) * * *

(i) Student and employees of a single school, and immediate families thereof; or

(ii) Employees of a single Government agency, industrial plant, or mercantile establishment, and immediate families thereof.

(iii) [Deleted]

* * * * *

4. Amend § 214.31 to read as follows:

§ 214.31 Passengers on charter flights.

Only bona fide members of the charterer, and their immediate families, may participate as passengers on a charter flight, and the participants must be members of the specific organization or chapter which authorized the charter. The charterer must maintain a central membership list, available for inspection by the carrier or Board representative, which shows the date each person became a member.[3] Where four or more round-trip flights per calendar year are conducted on behalf of a chartering organization by a carrier or carriers, intermingling between flights or reforming of planeload groups, or less than planeload groups (see § 214.7(b)), shall not be permitted, and each group must move as a unit in both directions, except as provided in § 214.9.

5. Amend § 214.32 as follows:

§ 214.32 Participation of immediate families in charter flights.

(a) The immediate family of any bona fide member of a charter organization may participate in a charter flight.

* * * * *

6. Amend paragraphs (b)(3) and (d) of § 214.35 to read as follows:

§ 214.35 Passenger lists.

* * * * *

(b) The relationship of a prospective passenger * * *

* * * * *

(3) Bona fide members of entities consisting only of persons employed by a single Government agency, industrial plant, or mercantile company, or students and employees of a school, or persons whose proposed participation in the charter flight was permitted by the Board pursuant to request for waiver. Specify on the passenger lists as "(3) special" or "(3) member" (where participants are from a school group or from a Government agency, industrial plant or mercantile company).

* * * * *

(d) Attached to such list must be a certification, signed by a duly authorized representative of the charterer, reading:

The attached list of persons includes every individual who may participate in the charter flight. Every person as identified on the attached list (1) was a bona fide member of the chartering organization, and will have been a member for at least 6 months prior to the starting flight date, or (2) is a bona fide member of an entity consisting of (a) students and employees of a single school, or (b) employees of a single Government agency, industrial plant, or mercantile establishment, or (3) is a person whose participation has been specifically permitted by the Civil Aeronautics Board, or (4) is the spouse, dependent child, or parent of a person described hereinbefore and lives in such person's household.[4]

(Signature)

7. Amend item 11 of section B of Part II of the Statement of Supporting Information to read as follows:

11. Will there be any members of the chartering organization participating in the charter who will have been members of the organization for a period of less than 6 months prior to fight date?[5] Yes [ ] No [ ] If the answer is "yes," give names of participants who will not have been members for 6 months: ----------

---

(Secs. 101(3), 204(a), 402, Federal Aviation Act, as amended, 72 Stat. 737, 743, 757, 771; 49 U.S.C. 1301, 1324, 1372).

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK, *Secretary.*

[FR Doc.71-4825 Filed 4-6-71;8:51 am]

SUBCHAPTER D—SPECIAL REGULATIONS

[Reg. SPR-46]

PART 373—STUDY GROUP CHARTERS BY DIRECT AIR CARRIERS AND STUDY GROUP CHARTERERS

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of March 1971.

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[1] Nov. 3, 1970 (35 F.R. 17195).

[2] As adopted, Part 373 includes a declination of jurisdiction over foreign study group charterers. Accordingly, we have amended § 214.7 to authorize study group charters for foreign study group charterers.

[3] Where the charter is based on employment in one entity or student or employee status at a school, records of the corporation, agency or school will suffice to meet the requirements.

[4] Whoever, in any matter within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up by any trick, scheme or device a material fact, or makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both. Title 18, U.S.C., sec. 1001.

[5] Not applicable to school charters nor to charters limited to employees of a single Government agency, industrial plant or mercantile company.

In a notice of proposed rule making, dated November 3, 1970 (SPDR–20/EDR–191, 35 F.R. 17195), the Board proposed (1) a special regulation to authorize, subject to the conditions provided therein, study group charters by study group charterers with the air transportation portion thereof provided by direct air carriers and foreign air carriers and (2) related amendments to Parts 207, 208, 212, 214, and 295 of its economic regulations.

Pursuant to the subject notice, timely initial comments were received from member carriers of the National Air Carriers Association (NACA), Pan American World Airways, Trans World Airlines, KLM Royal Dutch Airlines, eight study group charterers,[1] State University of New York (SUNY), The American Society of Travel Agents (ASTA), and the Small Business Administration (SBA), and reply comments were received from NACA, TWA, two study group charterers[2] and Caledonian Airways (Prestwick), Ltd. Upon full consideration of the relevant matter contained therein, we have decided to adopt the proposed rule with modifications, and, except as modified, the tentative findings set forth in the explanatory statement to the proposed rule are incorporated by reference and made final. The most significant modifications are the strengthened definition of "educational institution" in § 373.2 and the specific exclusion for charterers of study groups who meet the definition of "educational institution" from the financial security, reporting, and classroom-hour provisions of Part 373.[3]

In an accompanying notice of rule making, SPDR–19, dated November 3, 1970, the Board proposed substantial revisions to the financial security requirements in Part 378 of its Special Regulations to tailor more closely these requirements to the actual risk of exposure involved in the particular inclusive tour or study travel program. For the reasons set forth in SPR–45, issued simultaneously herewith, the Board has decided to adopt the proposals to the extent indicated therein.[4] Accordingly, interested persons are referred to the detailed analysis of the proposed new requirements in SPR–45.

Before discussing the comments on the various proposals set forth in SPDR–20, we shall dispose of certain legal questions raised by the commenting parties.[5]

In the notice of rule making the Board noted that at the time the definition of "study group" was last revised[6] the Board contemplated that the study group charterer would, insofar as the air transportation was concerned, act on behalf of the student participants by chartering the aircraft and prorating the actual costs among the students in the same fashion as affinity charters are conducted. However, the Board further noted that a substantial number of study group charterers charge a fixed price for the air transportation portion of the educational package, which price must necessarily compensate the charterer for the risk for failure to achieve a 100 percent load factor in the aircraft. Accordingly, on the basis of this "entrepeneurial" function and the fact that the study group charterer holds out air transportation as an integral part of the foreign study program and solicits student participants from the general public, all indicative of indirect air carrier operations, the Board tentatively found that it should assert jurisdiction over study group charterers as a class.

FSL, AIFS, AIMS, AIA, and the NACA carriers contend that as presently constituted study group charterers are not engaged in indirect air carriage for the purposes of the Act. The thrust of their argument is that while the study charterer solicits its student participants from the general public and markets the study-travel program at a "fixed package price" (all tuition, overseas accommodation and transportation included), it is primarily an educational organization whose services do not appeal to the "general travel market." In support of their argument, the parties refer to the Board's decisions in Orders E–13958 (June 1, 1959) and E–12620 (June 10, 1958), and the 1967 rule making[7] wherein the Board adopted its present definition of study group. According to their argument, these precedents establish that the Board does not consider study group charterers to be indirect air carriers. In addition, FSL asserts that its programs do not conform to the Board's "classic" definition of indirect air carrier established in Las Vegas Hacienda Hotel v. C.A.B.[8] since (1) enrollment in its courses is limited to "top rung" students; (2) the tuition transportation package is merely an accommodation to the students' parents; and (3) FSL charters air transportation like any other volume charterer.

For the reasons set forth below, we reject these arguments.

The Board has never directly passed upon the question of whether study group charterers, who engage in the activities discussed at pp. 4–5 of the Explanatory Statement, are indirect carriers within the terms of the statute. In the past decade or so, study group charters have been authorized as an exception to the Board's charter regulations grounded on the premise that the group study involved provided the requisite "affinity." Thus, all of the prior Board decisions and various informal memoranda cited by the commenting parties are concerned with the eligibility of the study group to charter air transportation under the Board's affinity charter requirements, not questions as to the status of study group charterers as common carriers under the Act. For example in Orders E–12620[9] and E–13958,[10] cited by FSL, the Board made no finding that study group charterers are not indirect air carriers, but on the facts before it was satisfied that the particular study groups involved were not formed through solicitation of the general public.[11] Furthermore, in the 1967 rule making[12] involving study groups, the Board was concerned only with sharpening the definition of "study group" in the charter regulations. To make that fact clear, the Board noted in its preamble statement that the exception for study groups provided therein did not authorize study group charterers to engage in indirect air carriage. Accordingly, we find these decisions inapposite.

---

[1] Foreign Study League, Inc. (FSL); American Institute for Foreign Study, Inc. (AIFS); AIMS-International, Inc.; American International Academy, Inc. (AIA); Study Guild International (SGI); European Language Institute; Academy of International Studies; and Student Travel Overseas Programs (STOP).

[2] AIFS and FSL. AIFS and FSL have also filed a motion for leave to file an otherwise unauthorized pleading, namely, additional comments directed to split charters by study group charterers. For the reasons stated subsequently the Board is implementing herein its prior determination with respect to split study group charters. The matter is therefore moot and the motion is dismissed.

[3] We also note that each study group statement filed under § 373.10 will be subject to filing fees of $25 for each statement and $55 for waiver requests. This matter will be dealt with by amendment of Part 389.

[4] The bonding requirements applicable to study group charters are embodied in § 373.15 adopted herein. In addition, we have adopted related record retention and reporting requirements as set forth in §§ 373.8 and 373.17.

[5] AIMS-International requests that the Board hold an "oral hearing" on the proposed rules, and produce all documents, memoranda or other agency records pertaining to (1) the cause of the World Academy failure, (2) the actual problems caused by such failure, (3) alternative solutions to these problems, (4) factual considerations relating to jurisdiction over study group charterers, and (5) the impact of the proposed rules on existing study group programs abroad. In addition, AIFS requests an "evidentiary hearing" to determine the "practical problems involved in organizing and operating study group charters and the effect which the various proposed regulations would have on such operations." To the extent that such documents may exist, AIMS' request for production of agency records is denied. See Order 70–9–50, September 9, 1970. AIFS' and AIMS' request for an evidentiary hearing within the rule making is also denied. An evidentiary hearing is not required by statute, nor is a hearing necessary to develop facts upon which to predicate the rules here being issued.

[6] ER–490, May 26, 1967.

[7] EDR–106, Dec. 8, 1966; ER–490, supra.

[8] 298 F. 2d 430 (9th Cir. 1962).

[9] June 10, 1958.

[10] June 1, 1959.

[11] In E–12620, however, it warned the university concerned that if it wished to have future study group charters "it must effectively supervise all solicitation to assure that there is no solicitation of the general travel market."

[12] EDR–106 supra.

We also cannot interpret the Las Vegas Hacienda decision, supra, in the manner urged by FSL. Ironically, that decision strongly supports our conclusion that FSL and study group charterers who engage in similar operations are engaged in indirect air transportation. Moreover, as further developed below, the the only significant difference between the operations of the hotel party in Las Vegas Hacienda and that of FSL is that the Hacienda Hotel owned its own aircraft and solicited its patrons from the gambling market in Southern California.

While the term common carriage is not defined in the Act, a common carrier has been defined as one who holds himself out as ready and willing to undertake for compensation or hire the transportation of passengers or property from place to place and invites the patronage of the public.[13] As stated in Hacienda and numerous other precedents,[14] it is immaterial that the service offered will be attractive to only a limited group, or that it may be performed pursuant to special contract, or that in terms of the carrier's own books the transportation may be furnished at cost, or at a loss, or even without charge. It is no answer then to assert, as does FSL, that its programs do not appeal to the general travel market or that participation is limited only to "top-rung" students. Assuming, arguendo, that its programs are limited to upper-grade-level students, FSL still holds out air transportation to any member of the public who can qualify as a member of that class, and such a holding out constitutes common carriage. Experience further indicates that the major study group charterers solicit secondary school students through mass promotional techniques including teacher recruitment and direct mailing to individual students. In fact, the special marketing technique employed by the volume charterer of study groups is bottomed on a strong appeal to teenage students interested in the opportunity for overseas travel combined with formal education, while satisfying parental concern that their child is receiving proper supervision while traveling abroad.

In addition, our tenative finding in SPDR–20 that as to the air transportation study group charterers purchase seats at wholesale charter rates, and retail seats to the student participants at fixed prices which necessarily must exceed the pro rata cost of air transportation, has not been refuted by any party. It is therefore conclusive that, in assuming the risk for failure to achieve a 100 percent load factor on the aircraft, the study group charterer performs the "entrepreneurial" function the Board has consistently associated with indirect air transportation.[15] FSL further contends that a study group charterer cannot engage in indirect air transportation because it is primarily engaged in providing educational services. Its argument appears to be grounded on the "primary-business doctrine," now embodied in section 303(a) of the Motor Carrier Act. We find no merit in this argument. Due to essential dissimilarities between the Motor Carrier and Federal Aviation Act, the Board, with court approval,[16] has declined to apply the doctrine to situations where air transportation is furnished to a segment of the public in association with another "primary" business enterprise. Accordingly, since study group charterers act as indirect air carriers in the course of providing their educational services to the public, they are subject to regulation under the Act.

Finally, the NACA carriers, FSL and AIFS assert that the Board should not decide the indirect air carrier issue, and in lieu thereof, condition the supplementals' operating authority on the requirements for study group charters in the proposed rules.

We reject this proposal. As set forth in § 373.10(a), we are conditioning the operating authority of the direct air carriers upon the study group charterer's compliance with the provisions of Part 373. While recognizing that we might exert jurisdiction by this method alone, nevertheless for the reasons set forth above we have found study group charterers to be indirect air carriers, and we shall therefore regulate them as such also.[17]

We next discuss the substantive proposals of SPDR–20 and the comments thereon.

Educational Institution

Proposed § 373.2 defines "educational institution" in terms of diploma-granting power and operation on a year-round basis. AIFS and Pan American contend that the definition does not adequately differentiate between bona fide school and nonschool study charterers. Alternatively, Pan American urges a modification of the proposed rule which would define "educational institution" as, inter alia, a university or secondary school which maintains a recognizable physical plan, full-time students, and a year-round faculty, and which derives not more than 10 percent of its total revenues from payment for study group charter flights or ground accommodations relating thereto.

We agree with the arguments advanced by AIFS and Pan American. The proposed definition could provide a subterfuge for nonschool charterers of study groups who possess diploma-granting privileges from States which do not require the diploma-granting organization to maintain a recognizable campus or other indicia of an educational institution within the authorizing State. Accordingly, we will redefine educational institution in § 373.2 along the lines suggested by Pan American. However, we will add a provision which will require the educational institution to submit a certified statement demonstrating that it meets the standards of the definition.[18]

The NACA carriers, KLM and SUNY urge the Board specifically to exempt from the regulatory provisions herein all study group charterers who do not engage in indirect air transportation.

We will not grant this request. As is readily apparent, we have already determined to subject all study group charterers to the terms of the regulation. And, as earlier indicated, we have found study group charterers to be indirect air carriers to be regulated as such. In the event a given study group charterer can demonstrate hardship to itself and show that granting a waiver is in the public interest, such a person would be free to request a direct air carrier to file an appropriate waiver request.

Finally, SUNY and KLM request specific exemption from the bonding and reporting provisions in the proposed rules for bona fide universities and secondary schools.

For the reasons next discussed, we have decided to except educational institutions which meet the required definition herein from the financial security, classroom, and reporting requirements in the proposed rules.

First, since study group charters operated by bona fide schools and colleges appear limited in scope and are conducted on a relatively small scale, the risk that the undertaking will founder financially while the participants are abroad appears minimal. Second, if for no more altruistic reason than to preserve its good name, it is unlikely that a responsible American school would sponsor a foreign study program without being assured that the program was sound, that revenues would cover expenses, and that the school itself could underwrite any unanticipated shortfall. Third, in the event of a stranding of students abroad or other unforeseen calamity, the financial resources of a bona fide school or college would be

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[13] Stimson Lumber Co. v. Kuykendall, 275 U.S. 207, 211 (1927); Arrow Aviation v. Moore, 286 F. 2d 488 (8th Cir. 1959).

[14] See e.g., Alaska Air Transport, Inc. v. Alaska Airplane Charter Co., 72 F. Supp. 609 (D. Alaska 1947); Consolidated Flower Shipments, Inc., 213 F. 2d 814 (9th Cir. 1954); Terminal Taxicab Co. v. Kutz, 241 U.S. 252 (1916); Transocean Airlines Inc., 11 C.A.B. 350 (1950).

[15] Cf. Order 69–4–138, Apr. 30, 1969, and Order 70–7–60, July 13, 1970.

[16] See Las Vegas Hacienda Hotel, supra.

[17] We also note that TWA and Pan American contend that, as applied to the supplemental air carriers, Part 373 would be illegal. They assert that Congress specifically provided that the supplemental carrier's operating authority is limited to "affinity and inclusive tour charters." But the Act clearly does not confine supplemental carriers to "affinity" charters. See section 101(34). Moreover, as pointed out by NACA, in light of the rigid academic requirement in the proposed rules and the requirement that the basic study group price include all food, tuition, and ground accommodations for a period of a least 4 weeks, study group charters will present no risk of diversion from scheduled service.

[18] We have also included a definition of "foreign educational institution" in § 373.2. Although this definition was not contained in the notice of rule making, it is, in substance the same as the definition previously embodied in Parts 208 and 214 of the Board's regulations.

available to come to the rescue of its own study group.

As for Board-imposed study group curricula, it is presumed that the governing body of a school study charterer will thoroughly screen all study group courses sponsored by the school to insure that the curricula offered meet high academic standards. Thus, no regulatory purpose would be served by requiring the school charterer to adhere to mandatory classroom and hour requirements, or indeed to report its planned curricula to the Board.

ATTRIBUTES OF A STUDY GROUP

In SPDR–20 the Board explained that the basic qualification for a study group charter would be that the chartering organization satisfy the formal instruction requirements for study groups, as defined in proposed § 373.2, and that a minimum of 4 weeks' elapse between departure and return of the study group charter. The Board noted that the new part would contain the definition of "study group," previously embodied in Part 295 of the economic regulations, with two important modifications: (1) The 4-week single-school requirement for nonschool study group charterers would be relaxed to permit course study at more than one foreign institution, provided the group spends at least 4 weeks abroad and (2) the study course offered would have to include 15 hours of mandatory classroom instruction per week. It was the Board's view that with these modifications the definition would insure the bona fides of the educational curriculum offered and improve the quality of the study course by providing the opportunity to engage in a learning experience at a number of schools. While these formal instructional requirements have generated the most comment, the main thread of argument advanced is that the Board should relax the instructional requirements even further to permit a greater use of supervised travel instead of classroom activity in study group programs. We next discuss the specific arguments on the proposed academic requirements.

a. Duration of study group charter. FSL, AIFS and the NACA carriers contend that the 4-week minimum-duration requirement should be eliminated during the period from October 1 to May 1 of each academic year to permit study groups of a shorter duration. AIFS would, however, require that the short course include a minimum of 9 days between departure and return. They assert that the requested modification will permit the study group charterer to offer seminar courses to professional groups and to offer other courses of limited duration during college and high school "vacation periods." TWA opposes this request. It asserts that the "short course" would provide a device whereby the study group charterer could offer cutrate international air transportation to the general public, and that there could hardly be a meaningful learning in such brief periods.

We will not adopt the suggestion. In proposing the 4-week requirement the Board was seeking some assurance that study group programs were academically sound, without giving the study group charterer a carte blanche to engage in purely tourist activities. It is very doubtful, therefore, whether the proposed "short course" would provide the type of meaningful and cohesive group study which the Board has long regarded as essential to the study group charter concept. And, as TWA correctly points out, it is a "rare youth" who desires to spend his winter and spring vacation engaged in further classroom endeavors.

There is, however, another problem involved: Without the minimum-stay and price restrictions in proposed § 373.2, charter participants could use a "study" program for point-to-point transportation in the guise of foreign study, especially in the student-attractive winter resort markets. Under these circumstances, such charters might become a cover for what in fact was an individually ticketed point-to-point service.

In any event, since the requesting parties have not demonstrated that an actual market exists in vacation-period study groups, we are not persuaded to revise the regulation to accommodate a study course of shorter duration.

b. Academic content. SGI, AIA, and the NACA carriers generally oppose all of the formal instructional requirements in the definition of study group as proposed. Instead of the 4-week, 15-hour requirement, SGI and AIA suggest that the study group program carry credit at an "accredited educational institution."[19] They assert that the quality of the study group program should be established by educators, not by the Board. Alternatively AIA requests a reduction in mandatory classroom hours to 12 hours for a course not meeting the "accreditation" standard set forth above. While the NACA carriers do not support the "accreditation" proposal, they suggest that the formal instruction included in the study group course be any formal academic instruction "by a qualified staff."[20] In support thereof, they assert that this requirement will improve the study group program by getting the students "out of the classrom and into the field." The NACA carriers further assert that the 15-hour rule should be computed on an average basis over the full length of the tour, or on the basis of each week of the tour less one.[21] SUNY opposes the 15-hour requirement and suggests that the Board adopt a more "flexible" alternative. TWA and FSL support retention of the 15-hour requirement. FSL states that this minimum requirement, at least during the initial 4 weeks of the course, precludes study group programs from being used as a guise for nothing but common "touristic" programs. TWA further contends that the proposed requirements are not strict enough and would suggest that each study group charter be of at least 6 weeks' duration.

Upon careful consideration of the alternate educational standards suggested, we have decided to adopt the formal instructural requirements in the rule as proposed. To adopt the suggested accreditation and "qualified staff" standards would involve difficult questions of how to establish equitable criteria; would create untold problems of administration; and would inject the Board into the field of education to a degree which is far beyond its province.

c. Location of study classes. FSL and AIFS oppose the requirement that study courses offered by nonschool study charterers be conducted at the foreign educational institution. Instead, they propose to require only that the course be conducted by the educational institution (including the charterer where so qualified).[22] The NACA carriers, KLM and SBA contend that the "classroom" requirement should be deleted from the definition of study group. While differing in the angle of approach, the basic argument advanced is simply that the location requirements in the proposed rules are too inflexible to include either courses which are not adaptable to classroom instruction, or courses which require trips to off-campus points of interest (e.g., archeological digs, sites of historical events, oceanographic studies etc.). In addition FLS asserts that a competitor of FSL might be prohibited from operating a foreign study program merely because it could not obtain the required overseas locations.

We reject these proposals. The school location and classroom requirements were imposed in light of anticipated problems in enforcement of the academic provisions contained in the proposed rules. Requiring the course to be conducted in a classroom of a foreign school will insure that the charterer does not convert its study program into a pure travel venture. Thus, while the "classroom on wheels" concept may have some educational value, it will not substitute for the traditional method of instruction previously found essential to insure the bona fides of foreign study programs. Nevertheless, even with the proposed classroom requirement there will be ample opportunity for study charterers to conduct field trips or to devote course time to studies at off-campus points of historical, cultural or scientific interest.

[19] Under SGI's proposal the chartering organization itself could qualify as an "accredited" educational institution

[20] The NACA carriers do not define the term "qualified staff."

[21] FSL recommends that for courses in excess of 4 weeks, the classroom hours should be averaged on the basis of 65 hours of classroom instruction for the duration of the study course. We find the arguments advanced in favor of averaging the classroom-hour requirement unpersuasive and will adopt the rule as proposed. In our view, the 15-hour requirement will facilitate administration of the academic standards in the regulation while providing the study charterer with ample opportunity to engage in extra-classroom activities abroad.

[22] ASTA supports this proposal but would exclude the charterer from qualifying as the sponsoring educational institution.

Alternatively, it has been suggested that the study course be conducted "by" the foreign educational institution. This suggestion will not be adopted. Such a requirement could seriously hamper worthwhile foreign study programs where necessary prior arrangements with foreign educational institutions could not be made.[24]

d. Classroom hours. FSL, AIFS, AIA, and KLM contend that the mandatory classroom and hour requirements should apply only to the initial 4 weeks of the study course. They assert that this modification will permit the study charterer to offer two or three additional weeks of supervised travel and provide a more broadening educational experience for its students without diminishing the bona fides of study courses. TWA opposes any relaxation of the mandatory classroom and hour requirements. It asserts that these requirements must apply throughout the entire duration of the course to maintain "some semblance" of the distinction between charter and scheduled services.

We find that the suggestion to confine the minimum classroom requirement to the initial 4 weeks of the study course has merit. Accordingly, for the reasons advanced by the requesting parties we will modify the definition of "study group" in § 373.2 to reflect that the 15 hours of mandatory classroom instruction is required only for the first 4 weeks of the study course. In our view, 4 weeks of formal academic instruction will suffice to protect the bona fides of the course and maintain the distinction between charter and scheduled service. While argued to the contrary by TWA, it is hardly plausible that a person seeking point-to-point service at a discount would be willing to subject himself to 4 weeks of rigorous academic instruction to satisfy his travel objectives.[25]

e. Price. Finally, FSL and AIFS request modification of § 373.2 to provide that the study charter price need not include all "food and sleeping accommodations" during periods reserved for supervised travel. In their view the all-inclusive price in the proposed rules imposes an unjust economic hardship on the study group charterer without furthering any transportation objectives.

With a very limited exception,[26] we will not depart from our prior determination that the study group price include meals and sleeping accommodations for the duration of the study course. As proposed, the requirement will enable the study charterer to quote a firm price to the public for its educational service, and, incidentally, preserve the cohesiveness of the charter group throughout the duration of the foreign tour. Moreover, this provision, in conjunction with the financial security measures in § 373.15, will serve to minimize the risk that the student may be stranded in a foreign country without food or living accommodations.

Reporting Requirements

In the notice of proposed rule making, the Board indicated that a need existed for a protective device for the traveling public against fly-by-night study group charterers. Accordingly, proposed § 373.10 requires the study group charterer, prior to any solicitation of student participants, to file with the Board a study group statement including, inter alia, a complete itinerary of the foreign educational travel program, courses offered, and mandatory hours of classroom instruction per course. FSL and SUNY contend that the requirement should be modified to permit filing of the contract for air transportation subsequent to the initial filing of the statement. Specifically, FSL asserts that solicitation of the study group program must be initiated well in advance of the date the charter contract is signed if the programs are to be successful. SUNY further asserts that it cannot contract for air transportation until it is certain that it has enough students willing to participate in the study group program. AIFS and AIA object to the inclusion of a list of "hotel and other sleeping accommodations" in the statement. In their view, since the programs are planned about 1 year in advance, it is difficult if not impossible to list the names of hotels in the statement. In the alternative, AIFS suggests that § 373.10 only require the charterer to list the "class" of hotel to be used on the overseas itinerary.

We have decided to adopt the rule as proposed with the minor exception discussed below. FSL's argument that the proposed rule will impose an unjust economic burden on study charterers who plan their programs a year in advance is not persuasive. It has shown no good reason why the air transportation portion of the study group program cannot be contracted for at the same time that other overseas services are arranged. Since our regulations do not require the charterer to pay for the air transportation at the time the charter contract is signed, the proposed rule is no more burdensome on the study charterer than the usual requirement to make advance deposits for food, hotel rooms and other overseas ground accommodations. Moreover, there are several serious disadvantages which would flow from adoption of FSL's suggested modification. First, there would be inadequate protection for the traveling public against deceptive advertising by study charterers who are unable to arrange for the necessary air transportation prior to departure date. Second, the modified rule could encourage study charterers to overextend operating funds for expensive promotional campaigns without making adequate provision for air transportation costs.[27] However, as requested by AIFS and AIA, we will amend § 373.10 to indicate that the study charterer may list the class of hotel (e.g., "tourist class") in the statement where the name of the hotel cannot be determined before the statement is filed with the Board.

Miscellaneous Proposals

Several other matters warrant comment.[28] To expedite the protection needed by the traveling public, the Board proposed to make the final rules herein effective as to all study group charters to be performed during the 1971 season. The NACA carriers, and all study group charterers, except SUNY, ELI, and

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[24] We are also not convinced that study group charterers will experience difficulty in reserving classroom space at foreign educational institutions as suggested by FSL. No other study charterer has indicated that it has experienced difficulty in this regard, and we are not prepared to modify the proposed rule on the basis of FSL's unsupported contentions.

[25] AIFS and SBA also construe the proposed rules to mean that the 4-week course requirement applies only to nonschool charterers of study groups. They assert that under this construction, the rule discriminates against nonschool study charterers by permitting the school charterers to offer 1 week of study and 3 weeks of sightseeing in a basic 4-week course. Therefore, they urge the Board to apply the 4-week requirement to both classes of study charterers. We agree and will make appropriate amendments to § 373.2 to reflect that both school and nonschool charterers of study groups will be required to offer a course of at least 4 weeks' duration. While we generally have deferred to the "educational expertise" of bona fide universities and secondary schools, the 4-week requirement will provide a minimum guarantee that the study group is not being used as a means of engaging in strictly tour activities.

[26] AIA requests that the requirement to include all meals in the study charter price be limited to two meals per day. According to AIA, the present requirement encourages waste, since students often do not eat the meals offered. We are adopting the proposal of AIA. Accordingly, § 373.2 will be modified to indicate that the study charter price need only include two meals per day.

[27] AIMS has proposed a statement certified by a public accountant which would contain much of the same information required in the proposed statement. Since the statement it proposes would appear cumbersome to prepare, and does not contain the information we have found essential to protect the public against fly-by-night study group charterers (e.g., the charter contract with the direct air carrier and a copy of the study group charterer's surety bond), AIM's proposal is rejected.

[28] Pan American asserts that the proposed amendments to Parts 207, 208, 212, and 214 will permit the immediate family of students who participate in study groups to participate in a study group charter flight. As reflected in § 373.2 it was intended that the proposed rules would permit only the families of the charterer's employees, directors, and officers to be eligible for free or reduced rate transportation on study group charter flights. However, as some confusion may exist on this point, we have included language in the preambles to Parts 207, 208, 212, and 214 as concurrently amended herein which indicate that immediate families of participants in study groups are not eligible for charter transportation under the study group provisions in Part 373.

STOP, request the Board to defer effectiveness of the proposed rules until after the 1971 charter season or to grant exemptions from specific provisions for 1971. They argue that since study group programs have already been planned and contract obligations incurred, retroactive imposition of the new rules would cause an undue economic burden on study group charterers not warranted by the regulatory considerations involved. Specifically, the NACA carriers request waiver of the 15-hour instruction requirement and the study group statement for all study group charters solicited prior to the effective date of the proposed rules. They assert that the financial security requirements should be relaxed at least for programs wherein funds have already been disbursed.

We are persuaded only to defer effectiveness of the requirements to file a study group statement and post-charter report and to provide 15 hours of mandatory classroom instruction until September 1, 1971. We will, however, make the financial security requirements in § 373.15 effective 30 days after issuance of the final rules herein. Since, as pointed out by the NACA carriers, a substantial number of study groups have been planned and participants solicited, a retroactive application of the reporting and classroom-hour requirements might cause a number of programs to be canceled, without achievement of any overriding public interest benefits. On the other hand, if we were to defer effectiveness of the bonding provisions we might be leaving the way open to other tour collapses comparable to the World Academy calamity, a situation the repetition of which it is the major purpose of this new regulation to prevent.

Next, FSL, AIFS, and the NACA carriers request that the Board eliminate the three-group limitation on aircraft chartered to study groups in § 373.2 for the same reasons which led the Board to remove the three-group limitation on inclusive tour charters. TWA opposes this request on the same grounds that it opposed removal of the three-group limitation for ITC's.

Consistent with our determination to eliminate the three-group limitation with respect to ITC's [29] and with respect to split charters [30] and for the reasons there stated, we shall not impose a three-group limitation on study group charters, but will permit an aircraft under charter to one study group charterer to carry any number of study groups provided each group consists of 40 or more student participants. In addition, in EDR–183, May 8, 1970, the Board expressed the tentative view that the regulation should be amended to provide that all types of passenger charters, except ITC's, be permitted to be combined on one aircraft. In ER–659 the Board decided to permit all types of charters, including ITC's, to be combined as split charters on one aircraft under Part 208, and to permit all types of charters, not including ITC's to be combined as split charters under Parts 207; 212, and 214. This determination is being implemented herein so as to permit split study group charters.[31]

We turn then to Caledonian's request that the Board disclaim jurisdiction over foreign study group charterers to the same extent as it has in respect of foreign tour operators.

This suggestion, to the extent that it requests the Board to decline to exercise jurisdiction over foreign study group charterers, also has merit and will be adopted. While, to the best of our knowledge, there have been no foreign-originated study group charters, we cannot be certain as to what future trends may develop in this field. Because under the old definition of "study group" in the Board's regulations the study group charterer was not limited by the domestic or foreign origin of the study group nor by the citizenship of the charterer, we would not wish the regulations herein effectively to prohibit foreign-originated study group charters. Since, as in the case of foreign tour operators, (1) the foreign study group charterers' offices would normally be outside the United States and (2) in all probability many foreign study group charterers would only desire to conduct a small number of study group charters, it would be extremely burdensome on the foreign study group charterer to require it go through a permit proceeding under sections 402 and 801 of the Act. Accordingly, we will modify proposed Part 373 to indicate that the Board declines to exercise jurisdiction over foreign study group charterers to the extent that they make use of the study group charters of direct air carriers or foreign air carriers for foreign-originated study groups. We will also make appropriate amendments to Parts 207, 208, 212, and 214 of the Economic Regulations to authorize study group charters to foreign study group charterers by direct air carriers and foreign air carriers.

Finally, § 373.30 provides for requests for waivers by direct air carriers. KLM and SUNY contend that this section should be modified so as to permit requests for waiver by the study group charterers. They assert that since the study charterer has a distinct interest in the waiver procedures, it should not have to depend upon the direct carrier for relief from any of the substantive provisions of the proposed part.[32]

We will not adopt this suggestion. In our view, the administration and enforcement of the regulatory conditions herein will be enhanced by imposing on the direct air carrier the duty of submitting requests for waivers from any of the regulatory provisions. Of course, the study group charterer would not be prevented from working with the direct carrier in preparing an appropriate waiver request.

In accordance with our prior discussion, the effective date for submission of the Study Group Statement and Post Charter Report and for providing 15 hours' mandatory classroom instruction as part of each study group course will be deferred until September 1, 1971. The effective date for the remainder of the rule shall be May 8, 1971.

In consideration of the foregoing, the Civil Aeronautics Board hereby issues Part 373 of the Special Regulations (14 CFR Part 373), effective May 8, 1971, as follows:

Subpart A—General Provisions

Sec.
373.1 Applicability.
373.2 Definitions.
373.3 Exemption.
373.4 Jurisdiction over foreign study group charterers.
373.5 Approval of certain interlocking relationships.
373.6 Effect of exemption on antitrust laws.
373.7 Suspension of exemption authority.
373.8 Record retention.

Subpart B—Conditions and Limitations

373.10 Study group statement.
373.11 Discrimination.
373.12 Methods of competition.
373.13 Charter contract.
373.14 Tariffs to be filed for charter trips.
373.15 Surety bond.
373.16 Disbursements from depository account.
373.17 Reporting requirements.
373.18 Contract between the study group charterer and the student participants.

Subpart C—Post-Charter Reporting

373.20 Post-charter report.

Subpart D—Miscellaneous

373.30 Waiver.
373.31 Enforcement.

AUTHORITY: The provisions of this Part 373 issued under secs. 101(3), 101(33), 204(a),

[29] SPR–39, adopted Aug. 5 and effective Sept. 7, 1970.

[30] ER–659, adopted Jan. 29, and to be effective Apr. 6, 1971.

[31] It is to be noted, however, that the Board's reconsideration of its earlier view that ITC's should not be combined with other splits was predicated on its adoption of a rule which will prevent last-minute cancellations of split charters. This rule contained in §§ 207.13(b), 208.32(e), 212.10(b), and 214.14(b) provides that in the case of a split charter the carrier shall require full and nonrefundable [with certain exceptions not material here] payment of the total charter price not less than 30 days prior to the commencement of the transportation.

[32] Pan American construes § 373.3 as granting tacit approval to the control relationship in the Reopened Transamerica Corp. and Trans International Airlines Inc., Docket 19176. It asserts that since, in the Transamerica Case, FSL's relationship is with a "person controlling a direct air carrier," the relationship will be approved by exemption from the provision of sections 408(a) and 409 of the Act as set forth in § 373.3. We cannot interpret § 373.3 as does Pan American. Since a control relationship with a direct air carrier would necessarily include a situation where the indirect air carrier is in a common control relationship with a person controlling a direct air carrier, the exemption in § 373.3 would not have the effect urged by Pan American.

401, 402, 407, 409, and 414 of the Federal Aviation Act of 1958, as amended, 72 Stat. 737, 743, 754, 757, 766, 768, 770; 49 U.S.C. 1301, 1324, 1371, 1372, 1377, 1379, 1384.

Subpart A—General Provisions

§ 373.1 Applicability.

This part establishes the terms and conditions governing the furnishing of study group charters in interstate, overseas, and foreign air transportation by air carriers and foreign air carriers and study group charterers, and in foreign air transportation by foreign study group charterers. This part also relieves study group charterers from various provisions of the Act and the Board's regulations to the extent necessary to enable them to provide study group charters to members of the general public utilizing aircraft chartered from direct air carriers and foreign air carriers. It also sets forth the circumstances and conditions under which the direct air carriers and foreign air carriers may charter to study groups and contains a limited declination of jurisdiction over foreign study group charterers. The provisions of this regulation shall not be construed as limiting any other authority to engage in air transportation issued by the Board. Nothing in this part shall be construed as repealing or amending any part of the Board's regulations, unless the context so requires.

§ 373.2 Definitions.

As used in this part, unless the context otherwise requires:

"Direct air carrier" means an air carrier or foreign air carrier authorized by the Board to operate charter air transportation services for study group charterers.

"Educational institution" means a bona fide school or college which (1) maintains a full-time salaried faculty on a year-round basis; (2) maintains a permanent educational plant, including classrooms and a library; (3) maintains an enrollment of students in programs other than "study group" charter programs in excess of the enrollment of students in "study group" charter programs; (4) does not receive more than 10 percent of its total revenues from payments for study group charter flights and ground accommodations related thereto; (5) is empowered to grant college degrees or secondary school diplomas by the Government of one of the 50 States, the District of Columbia, or a U.S. territory or possession, and offers a full course of study meeting all the requirements for such degree or diploma; and (6) is so constituted in the utilization of capital, physical plant and personnel as to be primarily engaged in the educational process when viewed against all other activities or businesses: *Provided*, That, prior to the operation of any study group charter under the provisions of this part, the school or college shall submit to the Board (Supplementary Services Division, Bureau of Operating Rights) a statement signed by its president, certifying that the school or college meets all of the standards of the definition of "educational institution" in this section.

"Foreign educational institution" means an educational institution located in a foreign country which is (1) empowered to grant college degrees or secondary school diplomas by the government of that foreign country, and (2) operated as a school on a year-round basis.

"Foreign study group charterer" means any person who is not a U.S. citizen (other than a direct foreign air carrier) engaging in the formation of study groups for transportation on study group charters and over which the Board by § 373.4 has declined to exercise its jurisdiction.

"Study group charter price" means the total amount of money paid by the student participant to the study group charterer for the study group charter.

"Student participant" means a member of the study group.

"Study group" means a charter group comprised solely of bona fide participants in a formal academic course of study abroad which is of at least 4 weeks' duration, and in which (1) the charterer is an educational institution or (2) such a study course is conducted at one or more foreign educational institutions abroad and, on or after September 1, 1971, includes a minimum of 15 hours of classroom instruction per week for the first 4 weeks of such study course: *Provided, however*, That nothing contained herein shall preclude a study group charterer from utilizing any unused space on an aircraft chartered by it pursuant to this part for the transportation, on a free or reduced rate basis, of such charterer's employees, directors, and officers, and the parents and immediate families of such persons, subject to the provisions of Part 223 of this chapter.

"Study group charter" means the charter of the entire capacity of an aircraft or of less than the entire capacity of an aircraft (provided that the remaining capacity of the aircraft is under charter by a person or persons authorized to charter aircraft under § 208.6(c) of this chapter) by a study group charterer or, with respect to study groups which originate in a foreign country, by a foreign study group charterer, for the carriage on a direct air carrier of persons traveling in air transportation as a study group, and which meets all of the following requirements:

(1) The group qualifies as a study group as defined herein,

(2) A minimum of 4 weeks must elapse between departure and return.

(3) An aircraft under charter to one study group charterer may carry any number of study groups: *Provided*, That if more than one group is carried each of the groups shall consist of 40 or more student participants.

(4) The price to each participant shall include, at a minimum, at least two meals per day, and all sleeping accommodations, and necessary air or surface transportation between all places on the itinerary, including transportation to and from air- and surface-carrier terminals utilized at such places other than the point of origin, and tuition.

"Study group charterer" means any citizen of the United States, as defined in section 101(13) of the Federal Aviation Act; 49 U.S.C. 1301(13) (other than a direct air carrier), authorized hereunder to engage in the formation of study groups for transportation on study group charters.

§ 373.3 Exemption.

Subject to the provisions of this part and the conditions imposed, study group charterers are hereby relieved from the following provisions of Title IV of the Federal Aviation Act as amended to the extent necessary to permit them to provide study group charters.

Section 401.
Section 403.
Section 404(a), except the requirement to provide safe and adequate service, equipment and facilities in connection with the study group charters conducted hereunder.
Section 405(b).
Section 407 (b) and (c).
Sections 408(a) and 409, except control or interlocking relationships with direct air carriers.
Section 412.

§ 373.4 Jurisdiction over foreign study group charterers.

The Board declines to exercise its jurisdiction over foreign study group charterers with respect to study group charters which originate in a foreign country. The Board reserves the right to exercise its jurisdiction over any foreign study group charterer at any time if it finds that such action is in the public interest.

§ 373.5 Approval of certain interlocking relationships.

To the extent that any officer or director of a study group charterer would be in violation of any of the provisions of section 409(a) (3) and (6) by participating in interlocking relationships covered by the exemption granted in § 373.3, such participation is hereby approved by the Board.

§ 373.6 Effect of exemption on antitrust laws.

The relief granted by §§ 373.3 and 373.5 from sections 408, 409, and 412 of the Act shall not constitute an order under such sections within the meaning of section 414 of the Act, and shall not confer any immunity or relief from operation of the "antitrust laws" or any other statute (except the Act) with respect to any transaction, interlocking relationship, or agreement otherwise within the purview of such sections.

§ 373.7 Suspension of exemption authority.

The Board reserves the power to suspend the exemption authority of any study group charterer, without hearing, if it finds such action is necessary in order to protect the rights of the traveling public.

§ 373.8 Record retention.[32]

(a) Every study group charterer conducting a study group charter pursuant to this part shall retain for 2 years after completion of the study group charter or series of study group charters true copies of the following documents at its principal or general office in the United States:

(1) All documents which evidence or reflect deposits made by each student participant;

(2) All statements, invoices, bills and receipts from suppliers or furnishers of goods or services in connection with the study group charter or series of study group charters.

(b) Every study group charterer shall make the documents listed in this section available in the United States upon request by an authorized representative of the Board and shall permit such representative to make such notes and copies thereof as he deems appropriate.

Subpart B—Conditions and Limitations

§ 373.10 Study group statement.

(a) No study group charter shall be operated by any direct air carrier unless the study group charterer has complied with all applicable provisions of this part.

(b) Effective September 1, 1971 no study group charter shall be operated nor shall any study group charterer solicit or advertise such study group charter or charters unless there is on file with the Board (Supplementary Services Division, Bureau of Operating Rights) a study group statement satisfying the requirements of paragraph (c) of this section. If a series of study group charters is to be performed pursuant to one charter contract, the statement may cover the entire series. The study group statement shall be filed at least 90 days before the commencement of the study group charter or charters. Late filing of the statement will not be permitted except for good cause shown. In the event of any change in the facts as reflected in the statement, an amended statement shall be filed no later than five (5) days following the change. Deviations from the statement may not be made except where they are beyond the control of the carrier or the study group charterer, and there is insufficient time to file an amended statement.

(c) The statement shall include copies of the charter contract, the contract between the study group charterer and the student participants, the study group charterer's surety bond (and a copy of the surety bond shall be furnished the chartering direct air carrier), and where applicable, a copy of the depositary agreement with a bank as provided in § 373.15(b)(2); and shall contain the following information:

(1) The name and address of the study group charterer,

(2) The proposed date and time of each flight,

(3) Equipment to be used, including the aggregate number of each type of aircraft and capacity,

(4) The overseas itinerary, including the foreign educational institutions to be used for classroom instruction; hotels, dormitories, or other living accommodations; and sightseeing or other arrangements, if any: *Provided,* That, if the name of the hotel(s) to be utilized on the overseas itinerary cannot be determined by the study group charterer at the time this statement is filed with the Board he shall designate the class or type of hotel(s) to be used (e.g., "tourist class"),

(5) A syllabus containing all courses offered by the study group charterer, and mandatory hours of classroom instruction per course,

(6) The study charter price per passenger,

(7) The number of students expected to participate in the study group,

(8) Samples of the solicitation material proposed by the study group charterer (all advertising and solicitation materials employed by the study group charterer shall state the name of the direct air carrier to be utilized).

Provided, however, That this section shall not apply to study group charters conducted by an "educational institution" as defined herein (§ 373.2).

§ 373.11 Discrimination.

No study group charterer shall make, give, or cause any undue or unreasonable preference or advantage to any particular person, port, locality, or description of traffic in air transportation in any respect whatsoever or subject any particular person, port, locality, or description of traffic in air transportation to any unjust discrimination or any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

§ 373.12 Methods of competition.

No study group charterer shall engage in unfair or deceptive practices or unfair methods of competition in air transportation or the sale thereof.

§ 373.13 Charter contract.

The charter contract between the study group charterer and the direct air carrier shall evidence a binding commitment on the part of the latter to furnish the air transportation required for the study group charter or charters covered by the contract.

§ 373.14 Tariffs to be filed for charter trips.

No direct air carrier shall perform any charter trips for study group charters unless such air carrier shall have on file with the Board a currently effective tariff showing all rates, fares, and charges for such charter trips, and showing the rules, regulations, practices, and services in connection with such transportation.

§ 373.15 Surety bond.

(a) Except as provided in paragraph (b) of this section, the study group charterer shall furnish a surety bond in an amount of not less than three times the charter price for the air transportation to be furnished in connection with such study group charter: *Provided, however,* That the liability of the surety to any student participant shall not exceed the study group charter price.

(b) The direct air carrier and the prospective study group charterer may elect, in lieu of furnishing a surety bond as provided under paragraph (a) of this section, to comply with the requirements of subparagraphs (1) and (2) of this paragraph as follows:

(1) The study group charterer shall furnish a surety bond in a minimum amount of $10,000 per flight up to a maximum amount of $200,000 for a series of 20 or more flights, for the protection of the student participants, the bond to continue in effect until completion of the study group charter or series of study group charters: *Provided, however,* That the liability of the surety to any student participant shall not exceed the study group charter price.

(2) The direct air carrier and study group charterer shall enter into an agreement with a designated bank, the terms of which shall provide that all deposits by student participants paid to study group charterers shall be deposited with and maintained by the bank subject to the following conditions:

(i) On sales made to student participants by study group charterers the participants shall pay by check or money order payable to the bank;

(ii) The bank shall pay the direct air carrier the charter price for the transportation not earlier than 60 days (including day of departure) prior to the scheduled day of departure of the originating or returning flight, upon certification of the departure date by the direct air carrier: *Provided,* That, in the case of a round-trip charter contract to be performed by one carrier, the total round-trip charter price shall be paid to the carrier not earlier than 60 days prior to the scheduled day of departure of the originating flight;

(iii) The bank shall reimburse the study group charterer for refunds made by the latter to the student participant upon written notification from the study group charterer;

(iv) If the study group charterer or the direct air carrier notifies the bank that a study group charter has been canceled, the bank shall make applicable refunds directly to student participants;

(v) After the charter price has been paid in full to the direct air carrier, the bank shall pay funds from the account directly to the hotels, foreign educational institutions, sightseeing enterprises, or other persons or companies furnishing surface accommodations or services in connection with the study group charter

[32] Whoever, in any matter within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both. Title 18, U.S.C. § 1001.

or series of study group charters upon presentation to the bank of vendors' bills and upon certification by the study group charterer of the amounts payable for such surface accommodations or services and the persons or companies to whom payment is to be made: *Provided, however,* That the total amounts paid by the bank pursuant to subdivisions (ii) and (v) of this subparagraph shall not exceed 80 percent of the total deposits received by the bank less any refunds made to student participants pursuant to subdivisions (iii) and (iv) of this subparagraph;

(vi) As used in this section, the term "bank" includes a bank, savings and loan association, or other financial institution insured by the Federal Deposit Insurance Corporation or the Federal Savings and Loan Insurance Corporation;

(vii) The bank shall maintain a separate accounting for each study group charter;

(viii) Notwithstanding any provisions above, the amount of total deposits required to be maintained in the depository account of the bank may be reduced by one or both of the following: the amount of any surety bond in the form prescribed herein in excess of the minimum bond required by subparagraph (1) of this paragraph; an escrow with the designated bank of Federal, State, or municipal bonds or other negotiable securities which are publicly traded on a securities exchange: *Provided,* That such other securities shall be substituted for cash in an amount no greater than 80 percent of their market value at time of deposit in escrow with the bank: *And provided further,* That should the valuation of such other securities decrease in an amount in excess of 20 percent of the valuation at time of original deposit, additional securities shall be placed in escrow so as to compensate for such decrease in value below 20 percent.

(ix) Except as provided in subdivisions (ii), (iii), (iv), (v), and (viii) of this subparagraph, the bank shall not pay out any funds from the account prior to 2 banking days after completion of each study group charter when the balance in the account shall be paid to the study group charterer, upon certification of the completion date by the direct air carrier.

(c) The bond required under paragraphs (a) and (b) of this section shall insure the financial responsibility of the study group charterer and the supplying of the transportation and all other accommodations, services, and facilities in accordance with the contract between the study group charterer and the student participants, and shall be in the form set forth in the appendix to this Part 373. Such bond shall be issued by a reputable and financially responsible bonding or surety company which is legally authorized to issue bonds of that type in the State in which the study group charter originates. For purposes of this section, the term "State" includes any territory or possession of the United States, or the District of Columbia. The Board will consider that a bonding or surety company is prima facie qualified under this section of such company's surety bonds are accepted by the Interstate Commerce Commission under 49 CFR 1084.6, and if such company is listed in Best's Insurance Reports (Fire and Casualty) with a general policyholders' rating of "A" or better. If the bond does not comply with the requirements of this section, or for any reason fails to provide satisfactory or adequate protection for the public, the Board will notify the direct air carrier and the study group charterer by registered or certified mail, stating the deficiencies of the bond. Unless such deficiencies are corrected within the time set forth in such notification, the subject study group charter or study group charters shall in no event be operated.

(d) The bond required by this section shall provide that unless the student participant files a claim with the study group charterer within sixty (60) days after completion of the study group charter, the surety shall be released from all liability under the bond to such student participant. The contract between the study group charterer and the student participant shall contain notice of this provision: *Provided, however,* That this section shall not apply to study group charters conducted by an "educational institution" as defined herein (§ 373.2).

§ 373.16 Disbursements from depository account.

No study group charterer shall cause its agents or the depository bank to make disbursements or payments from student-participation deposits except in accordance with the provisions of this part.

§ 373.17 Reporting requirements.

(a) If a study group charterer relies upon the bond-depository option of § 373.15(b) for compliance with the requirements of that section, the following monthly reports shall be filed with the Board's Bureau of Operating Rights not later than the 10th day of the month succeeding the reporting period: (1) By the depository bank showing the total amount of deposits received and disbursed during the month; and (2) by the study group charterer showing, for the reporting period, the total amount of customer deposits received by him or his agents, as well as the amount of refunds made by the study group charterer or the bank to student participants: *Provided,* That the depository bank may, in lieu of subparagraph (1) of this paragraph, elect to file a duplicate monthly statement of the same type it provides to depositors and, when so elected, the reporting period for the study group charterer in subparagraph (2) of this paragraph shall correspond to the reporting period of the bank. The term "bank" shall have the meaning set forth in § 373.15. The reports shall be certified by the officer in charge of the bank's or the study group charterer's accounts, as the case may be, and the certification shall be in the following form:

CERTIFICATION [1]

I, the undersigned_____
(Title of officer in charge of accounts)
of the_____do certify
(Full name of reporting company)
that this report and all supporting documents which are submitted herewith, filed for the above indicated period, have been prepared by me or under my direction; that I have carefully examined them and declare that, to the best of my knowledge and belief, the information contained therein is complete and accurate.

_____
(Signature)

_____
(Bank or study group charterer's post office address)

Date_____, 19__

§ 373.18 Contract between the study group charterer and the student participants.

Contracts between study group charterers and student participants shall include provisions concerning the following matters:

(a) Method of payment, e.g., installment payment.

(b) Procedure for obtaining trip-liability insurance and the cost to the individual student participant.

(c) Refunds in the event of the passengers' change of plans.

(d) Carriers' liability limitations for passengers' baggage.

(e) Aircraft equipment substitutions.

(f) Seating accommodations.

(g) Refunds in the event of change in itinerary or curriculum or in the event of nonperformance of the study group charter.

(h) Unless the student participant files a claim with the study group charterer within sixty (60) days after the completion of the charter, the surety shall be released from all liability under the bond to such student participant. (See § 373.15(d).)

Subpart C—Post-Charter Reporting

§ 373.20 Post-charter report.

Effective September 1, 1971, within 30 days after the completion of the study group charter or series of study group charters the direct air carrier and study group charterer shall file with the Board (Supplementary Services Division, Bureau of Operating Rights) a post-charter report. The post-charter report shall indicate whether or not the study group charter as authorized hereunder was, in fact, performed. To the extent that the operations differed from those described in the statement filed under § 373.10, such differences shall be fully detailed including the reasons therefor. However, the making of such explanation shall not

[1] Title 18 U.S.C. Sec. 1001, Crimes and Criminal Procedures, makes it a criminal offense, subject to a maximum fine of $10,000 or imprisonment for not more than 5 years or both, to knowingly and willfully make or cause to be made any false or fraudulent statements or representations in any matter within the jurisdiction of any agency of the United States.

operate as authority for or excuse any such deviation: *Provided, however,* That this section shall not apply to study group charters conducted by an "educational institution" as defined herein (§ 373.2).

Subpart D—Miscellaneous

§ 373.30 Waiver.

A waiver of any of the provisions of this regulation may be granted by the Board upon its own initiative, or upon the submission by a direct air carrier of a written request therefor, provided that such a waiver is in the public interest and it appears to the Board that special or unusual circumstances warrant a departure from the provisions set forth herein.

§ 373.31 Enforcement.

In case of any violation of the provisions of the Act, or this part, or any other rule, regulation, or order issued under the Act, the violator may be subject to a proceeding pursuant to sections 1002 and 1007 of the Act before the Board or a U.S. District Court, as the case may be, to compel compliance therewith, to civil penalties pursuant to the provisions of section 901(a) of the Act, or in the case of willful violation, to criminal penalties pursuant to the provisions of section 902(a) of the Act; or other lawful sanctions.

NOTE: The retention and reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

APPENDIX—STUDY GROUP CHARTERER'S SURETY BOND UNDER PART 373 OF THE SPECIAL REGULATIONS OF THE CIVIL AERONAUTICS BOARD (14 CFR PART 373)

Know All Men by These Presents, That we _____
(Name of study group charterer)
of _____, _____ as Principal
(City) (State)
(hereinafter called Principal), and _____
_____ a corporation created and
(Name of Surety)
existing under the laws of the State of _____
_____as surety (hereinafter called Surety)
(State)
are held and firmly bound unto the United States of America in the sum of _____
_____, for which payment,
(See §373.15 of Part 373)
well and truly to be made, we bind ourselves and our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

Whereas, the Principal intends to become a study group charterer pursuant to the provisions of Part 373 of the Board's Special Regulations and other rules and regulations of the Board relating to insurance or other security for the protection of student participants, and has elected to file with the Civil Aeronautics Board such a bond as will insure financial responsibility and the supplying of transportation and other services subject to Part 373 of the Board's Special Regulations in accordance with contracts, agreements, or arrangements therefor, and

Whereas, this bond is written to assure compliance by the Principal as an authorized study group charterer with Part 373 of the Board's Special Regulations, and other rules and regulations of the Board relating to insurance or other security for the protection of student participants, and shall inure to the benefit of any and all student participants to whom the Principal may be held legally liable for any of the damages herein described.

Now, therefore, the condition of this obligation is such that if the Principal shall pay or cause to be paid to student participants any sum or sums for which the Principal may be held legally liable by reasons of the Principal's failure faithfully to perform, fulfill, and carry out all contracts, agreements, and arrangements made by the Principal while this bond is in effect for the supplying of transportation and other services pursuant to and in accordance with the provisions of Part 373 of the Board's Special Regulations, then this obligation shall be void, otherwise to remain in full force and effect.

The liability of the Surety with respect to any student participant shall not exceed the study group charter price (as defined in Part 373 of the Board's Special Regulations) paid by or on behalf of such participant.

The liability of the Surety shall not be discharged by any payment or succession of payments hereunder, unless and until such payment or payments shall amount in the aggregate to the penalty of the bond, but in no event shall the Surety's obligation hereunder exceed the amount of said penalty. The Surety agrees to furnish written notice to the Civil Aeronautics Board forthwith of all suits filed, judgments rendered, and payments made by said Surety under this bond.

This bond is effective the _____ day of _____, 19__, 12:01 a.m., standard time at the address of the Principal as stated herein and shall continue in force until terminated as hereinafter provided. The Principal or the Surety may at any time terminate this bond by written notice to the Civil Aeronautics Board at its office in Washington, D.C., such termination to become effective thirty (30) days after actual receipt of said notice by the Board. The Surety shall not be liable hereunder for the payment of any of the damages hereinbefore described which arise as the result of any contracts, agreements, undertakings, or arrangements made by the Principal for the supplying of transportation and other services after the termination of this bond as herein provided, but such termination shall not affect the liability of the Surety hereunder for the payment of any such damages arising as the result of contracts, agreements, or arrangements made by the Principal for the supplying of transportation and other services prior to the date such termination becomes effective. Liability of the Surety under this bond shall in all events be limited only to a student participant or student participants who shall within sixty (60) days after the termination of the particular study group charter described herein give written notice of claim to the study group charterer and all liability on this bond shall automatically terminate sixty (60) days after the termination date of the particular study group charter covered by this bond except for claims filed within the time provided herein.

In witness whereof, the said Principal and Surety have executed this instrument on the _____ day of _____, 19__.

PRINCIPAL

Name _____
By _____
(Signature and title)
Witness _____

SURETY

Name _____ [SEAL]
By _____
(Signature and title)
Witness _____

Only corporations may qualify to act as surety and they must establish to the satisfaction of the Civil Aeronautics Board legal authority to assume the obligations of surety and financial ability to discharge them.

[FR Doc.71-4826 Filed 4-6-71;8:51 am]

[Reg. SPR-45, Amdt. 2]

PART 378—INCLUSIVE TOURS BY SUPPLEMENTAL AIR CARRIERS, CERTAIN FOREIGN AIR CARRIERS, AND TOUR OPERATORS

Modification of Surety Bond Requirements for Tour Operators

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of March 1971.

In a Notice of Proposed Rule Making, SPDR-19,[1] the Board proposed to amend Parts 378 (Inclusive tours by supplemental air carriers, certain foreign air carriers, and tour operators) and 378a (Bulk inclusive tours by tour operators) so as to liberalize the surety bond requirements in the existing rules for inclusive tours by supplemental air carriers, certain foreign air carriers and tour operators (§ 378.16) and bulk inclusive tours by tour operators (§ 378a.13).[2] The purpose of the rule was to make the surety bond provisions more workable from the viewpoint of tour operators and to provide better protection to the public from defalcations by tour operators or breach of the contract between the tour operator and the tour participant. Simultaneously with the issuance of SPDR-19, the Board proposed a new Part 373 to deal solely with study group charters and to impose on charterers of study groups the surety bond provisions of Part 378 (SPDR-20/EDR-191, 35 F.R. 17195).

[1] SPDR-19, Nov. 3, 1970, Docket 21967 (35 F.R. 17199).

[2] Part 378a pertains to contract bulk inclusive tours (CBIT's) by tour operators and expires by its terms on March 31, 1971. IATA Resolution 079a (CBIT fares over the North Atlantic) has not been readopted and the carriers have not reached agreement on Resolution 079c (Mid-Atlantic). It therefore appears that the only CBIT fares which may be effective after that date would be in the Mid-Atlantic, if carriers continue to offer such fares between San Juan and Lisbon/Madrid. We are not making final the proposed amendments to Part 378a at this time, and we shall consider shortly whether the effective date of the Part should be extended.

Comments were filed by one trunkline carrier (TWA), member carriers of the National Air Carriers Association (NACA), the American Society of Travel Agents (ASTA), the Small Business Administration (SBA), the State University of New York and the following study group charterers: Academy of International Studies (Academy), AIMS-International, Inc. (AIMS), American Institute for Foreign Study (AIFS), Foreign Study League (FSL), Student Travel Overseas Programs (Student), and Study Guild International (Guild).

For reasons hereafter set forth and those in SPDR–19, we have decided to adopt the proposed rule with modifications. Therefore, the tentative findings set forth in the Explanatory Statement unless modified herein are incorporated by reference and made final.

The principal modifications we are making in the proposed rule pertain to the alternative security arrangement when the surety bond-depository agreement is used. These changes are as follows: (1) We shall authorize the bank to pay the supplemental air carrier the charter price for the transportation not earlier than 60 days prior to the scheduled day of departure of the flight, instead of 30 days prior to flight as in the present rule;[3] (2) we shall permit the bank to pay out of the depository account for accommodations an amount which does not exceed 80 percent of the total deposits less refunds, rather than 65 percent of such deposits as in the proposed rule; (3) we shall make clear that the amounts paid out by the banks for accommodations include sea, as well as land, accommodations;[4] and (4) we shall authorize substitution of security in the case of nongovernmental bonds or other negotiable securities in an amount no greater than 80 percent of their market value at the time of deposit in escrow (as in the proposed rule) and we shall add to this requirement a proviso that if the market value of the nongovernmental bonds or other negotiable securities should decline to less than the 80 percent of their market value at time of original deposit, additional security shall be placed in escrow so as to bring the value of security up to at least the valuation at time of original deposit in escrow. Also, we shall modify the reporting requirement by allowing the depository bank to file with the Board a duplicate monthly statement in the form normally furnished to depositors, provided that if the bank selects this alternative, the reporting period of the tour operator's monthly report must correspond to that of the bank. In addition, we shall clarify the requirement that the bank maintain a separate account for each tour by expressly stating that separate accounting, rather than a separate bank account, is what is required.

We shall discuss the principal suggestions for modification of the proposed rule, as set forth in the comments, including those which we are adopting as well as those which we are rejecting and our reasons for the action we are taking.

Two study group charterers, Guild and Academy, oppose the proposed rule.[5] They maintain that the rules would eliminate all but the largest and most heavily capitalized organizations in overseas study programs. It is asserted that although the administration, planning and actual preparation of responsible programs begins far in advance of actual departure, the proposed bonding/depository requirements allow no payments to the operator for actual services performed until many months after such essential services have been rendered, imposing an impossible burden on small operators.

We are not persuaded by these arguments to reject the proposed rule. As indicated in the notice proposing a new Part 373 to regulate study group charters, the recent failure of a large study group organization (World Academy) requires that immediate action be taken to assure, to the maximum extent possible, the financial protection of study group charter participants. The Board's experience shows that study travel organizations may be thinly capitalized and high-risk ventures which rely, to a large extent, on student deposits for working capital. The Board found need in the notice, which we now reaffirm, for protection of the traveling public from defaults by the charterer in contracts between study group charterers and student participants. This need mandates that the Board now impose, by SPR–46 issued simultaneously herewith, financial responsibility requirements on study group charterers, including the bonding and reporting provisions.

1. *Surety bond only as security.* The present rule provides an alternative surety bond requirement for tour operators under Part 378. The first alternative is a bond in an amount of not less than twice the amount of the charter price for inclusive tour charters (ITC's). The proposed rule would modify this provision by relating the amount of the bond to the length of the tour. Thus, it would require a bond equal to the charter price for a tour of 2 weeks or less, twice the charter price in the case of tours lasting more than 2 weeks but less than 4 weeks, and three times the charter price in the case of a tour of 4 weeks or more.

Several comments oppose this provision. The NACA carriers request a surety bond equal to the charter price for a tour of less than 31 days, and a bond equal to twice the charter price for a tour of 31 days or more. ASTA asks that a tour of 2 weeks or less require a bond of at least one and one-half times the charter price. The Small Business Administration and Student oppose any increase in the amount of the bond for tours lasting 4 weeks or more, the former contending that the rule as proposed favors only the very large operators. AIMS opposes a bond at three times the charter price, stating that this will eliminate all study group charters except large programs by operators which are subsidiaries of even larger corporations. AIFS asserts that this alternative bond provision is unusable in any but the smallest study group charter programs. Lastly, State University opposes a bond requirement for its study group charters, stating that such a requirement may eliminate its continued participation in the study group charter program.[6]

None of these contentions convince us that the Board's proposals should be modified. Considering first the objections of State University, an agency of the State of New York, our answer is that it will not require a surety bond under new Part 373 since we are excepting educational institutions as defined in the part (§ 373.2) from the financial security requirements applicable to other study group charterers (see the ultimate proviso of § 373.15). As for the objections of the other parties, we acknowledge that the amount of the bond to be prescribed is a judgment decision and cannot be measured with mathematical certainty. However, we believe that the levels proposed in the rule, which we adopt, are necessary to protect the public, will not substantially adversely affect the nonmarginal study group operators and that any lesser requirements would not adequately protect the tour participants.

2. *Surety bond-depository agreement alternative.* The alternative security provision in the proposed rule was a bond in an amount of not less than $10,000 per flight up to a maximum of $200,000 for 20 or more flights, together with a tripartite depository agreement between the bank, the direct air carrier and the tour operator. The NACA carriers and AIMS advocate retention of the present requirement which is a maximum bond of $100,000 for 10 or more flights. The former asserts that this is adequate to cover the remote possibility of travel agent defalcation. ASTA indicates that it would be impossible for a tour operator to obtain a bond of the size required to operate a series of from 10 to 20 flights and favors a maximum bond of less than $200,000; however it fails to specify the amount sought. The SBA opposes this alternative also on the ground that it

[3] We are also modifying the language of this provision (§ 378.16(b)(2)(ii)) to make clear that, in case of a round-trip charter by one carrier, the total round-trip charter price, rather than the one-way price, shall be paid to the carrier not earlier than 60 days prior to the scheduled day of departure of the originating flight.

[4] The NACA carriers requested this modification.

[5] TWA's comment is addressed solely to Part 378a which pertains to the U.S. combination route carriers' contract bulk inclusive tour (CBIT) fares. For the reasons set forth herein (page 1, footnote 2), we are not amending the financial responsibility provisions of Part 378a at this time.

[6] Also, Guild opposes any change in the existing bonding provisions and characterizes the proposed changes as "excessive, prohibitive and restrictive."

favors only the very large operators. AIFS objects to the proposed doubling of the maximum amount of the bond (from $100,000 to $200,000). It states that no substantial reason for the change has been presented, and in view of the requirement that all deposits be placed in a depository account with a third person, that the proposed increase is unnecessary.

We are not persuaded by these arguments to modify the proposed rules regarding the amount of surety bond required. The additional bond protection required for programs of more than 10 but less than 21 flights seems necessary, since this additional exposure to travel agent or tour operator defalcation should be compensated for with further bond protection in the amount of $10,000 per flight.

3. *Deduction of nonrefundable portion of tour price by charterer.* The proposed rule abandoned the requirement that tour participants make their checks for the tour payable to the bank (since this requirement ran counter to the travel agents' practice of deducting their commissions prior to remitting the deposit to the principal) and permitted travel agents to deduct commissions and remit the balance to the depository bank. However, on sales made to tour participants by tour operators, the participant would be required to pay by check or money order payable to the bank, as in the existing rule. FSL and AIMS, study group charterers, request permission for payments to be made by tour participants directly to the tour operator. They refer to the practice of students paying their tuition directly to the study group charterer, and since a portion of the tuition is nonrefundable, they request permission to deduct at least the nonrefundable portion of the tour price and remit the balance to the depository bank. Moreover, it is asserted that study group charterers do not use the services of travel agents so that the proposed rule would not benefit study group charterers.

We shall not make the modification requested. The rule as proposed will liberalize the present requirement by permitting retail travel agents to deduct commissions from tour participants' deposits before remitting them to the bank. Further relaxation is not in our view warranted at this time. The purpose of the provisions in the rule requiring the tour operator to pay all deposits directly to the depository bank is to protect tour participants' funds from defalcation by tour operators. Requiring the tour operator to pay over such funds forthwith and in full to the bank will more likely preserve such funds than to permit tour operators to deduct "nonrefundable" portions of the tour price and remit the balance to the depository bank.

4. *Payment for air transportation.* The present and proposed rule provides that, where the surety bond-depository agreement alternative is used, the bank is authorized to pay the direct air carrier the charter price for air transportation not earlier than 30 days (including day of departure) prior to the scheduled day of departure of the originating or returning flight. With respect to the payment for air transportation from escrowed funds, the NACA carriers ask for payment at least 60 days prior to departure since the practice is for the supplementals to require full payment at least 60 days prior to departure. Also, it is contended that tour operators are generally required to pay for land accommodations about 60 days prior to departure and, under the proposed rule, payment for such land accommodations cannot be made from escrowed funds until the charter price has been paid in full to the direct air carrier. The SBA asks the Board to extend the period within which air transportation may be paid to 90 or 120 days prior to scheduled departure.

For the reasons advanced by the NACA carriers, we shall extend the period during which air transportation may be paid from escrowed funds from 30 to 60 days prior to date of scheduled departure. We find no need for the additional extension requested by the SBA.

5. *Payment for surface accommodations.* With respect to the payment for surface accommodations from escrowed funds, the proposed rule limited such payments to 65 percent of the total deposits less refunds to tour participants. The NACA carriers, SBA, Academy, Student, FSL, AIMS, and AIFS oppose this provision as too restricted to be practical. The NACA carriers ask that the percentage for surface accommodations be raised to at least 80 percent of deposits less refunds. The SBA, Student and FSL oppose precluding withdrawals for land accommodations earlier than 30 days before scheduled departure, SBA advocating the permitting of withdrawals up to at least 90 days[7] before departure and FSL requesting that withdrawals for vendor bills be permitted prior to payment in full for air transportation. Academy asks that between 75 and 90 percent of all deposits be available for payment directly to suppliers of services. AIFS would permit withdrawals from depository accounts to commence 90 days prior to the originating flight and allow them in increasing amounts up to an aggregate of 75 percent of total deposits during the 30-day period immediately prior to flight departure.

As indicated above, we are increasing the percentage of deposits (less refunds) which may be paid to suppliers to 80 percent. We are also extending the time period for the payment of air transportation to 60 days before flight. This latter change will permit payments to suppliers during a 60-day preflight period (instead of a 30-day period as in the proposed rule) since the rule requires that payment in full for air transportation be made before payments may be made for surface accommodations from the depository account.

[7] Student and FSL assert that most land arrangement suppliers request substantial deposits up to 12 months prior to arrival of the group.

6. *Partial security by carrier guaranty.* The notice in this proceeding included the issue of whether a limited form of carrier guaranty would be a suitable and appropriate alternative security method of providing a portion of the security required by the rules.[8] It indicated that in SPDR–16 dated June 25, 1969, in connection with the proposed new Part 378a for bulk inclusive tours by tour operators, the Board sought comments on an additional alternative arrangement by which a tour operator could enter into a contract with the direct air carrier and the latter undertake to guarantee all deposits made by the tour participant to the tour operator. However, when the rule was made final (Regulation SPR–32 adopted October 14, 1969), the Board decided not to adopt the deposit guarantee arrangement.[9] Although the SBA and AIFS support a carrier guaranty, the NACA carriers oppose it. The SBA asserts that although there is potential danger of air carrier discrimination and favoritism, these matters are constantly present whenever concerns engage in competitive dealings. It maintains that the Board can establish guidelines under which guarantees will be permitted[10] and the Board possesses disciplinary powers over those air carriers which engage in proscribed or predatory conduct. AIFS adds that, unlike the broad carrier guaranty proposed by the Board for CBIT's in 1969, this one would be limited. Moreover, according to AIFS, if some form of carrier guaranty is not permitted, the alternative may be the loss of a sizeable volume of study group charter traffic which has been a mainstay of the supplementals' transatlantic charter business. The NACA carriers oppose the carrier guaranty for much the same reasons as the Board gave in declining to adopt it in 1969.[11]

We shall not authorize a limited carrier guaranty as an alternative means of providing security for tour participants for the reasons advanced by the NACA carriers and for an added reason. As the notice indicates, since the Board is adopting the proposed rule making the financial security arrangements more flexible, which we are doing herein, there would

[8] However, the proposed rule did not include a carrier guaranty as an alternative means of insuring a tour operator's responsibility.

[9] There the Board said: "* * * In the first place, there is the danger that direct air carriers would enter into such arrangements only with favored tour operators, and it is doubtful that discrimination could be precluded effectively by regulatory provision. Secondly, we are persuaded that, as the NACA comment urges, the supplemental carriers would be under competitive pressures to enter into such arrangements to the exclusion of other surety arrangements and that they would be subject to serious financial risks by doing so." (P. 16 (mimeo))

[10] AIFS also maintains that the discrimination problem can be met by requiring air carriers to set forth in their tariffs objective standards for issuing such guarantees.

[11] See footnote 9, supra.

be less need for a carrier guaranty than when it was proposed in 1969.

7. *Substitution of security.* The proposed rule provided that the deposits required to be maintained in the depository account may be reduced by an escrow with the bank of federal, state or municipal bonds or other negotiable securities which are publicly traded on a securities exchange, provided that such other securities shall be substituted for cash in an amount no greater than 80 percent of their market value at time of deposit. The NACA carriers support this proposal and request an additional provision that if the nongovernmental negotiable securities decline in market value more than 20 percent from the date of deposit in escrow, additional cash or securities shall be placed in escrow to bring the total amount in escrow up to the required level at date of deposit. The modification appears desirable in that it would provide more security to the tour participant. Therefore, it will be adopted.[12]

8. *Reporting requirements.* Two comments ask for modification of the proposed reporting requirements. The proposed rule prescribed two monthly reports to be filed with the Board to enable it to enforce the surety bond provisions: (1) A report by the depository bank showing the total amount of deposits received and disbursed during the reporting period, and (2) a report by the tour operator showing the total amount of customer deposits received by him or his agents and the amount of commissions deducted therefrom during the reporting period. The NACA carriers request modification of the bank reporting requirement in two respects: (a) permit the bank to file a duplicate monthly statement of the same type it sends to depositors; and (b) require the bank to provide the Board with copies of vendors' bills which it receives from the tour operator. AIFS opposes requiring a report from the depository bank. It contends that the combined effect of the monthly reporting and separate accounting for each tour when added to all of the other bank requirements may make it impossible for study group charterers to secure participation by banks in depository arrangements. In lieu of the bank report, AIFS would expand the monthly report of the tour operator to include the bank deposits and the disbursement data.

We shall modify the reporting requirement to make it less burdensome on the depository bank. Thus, we shall permit the bank to file a duplicate monthly statement similar to the ones it sends to depositors as an alternative to the report prescribed in the notice and which will be adopted herein. In the event that this alternative report is selected by the bank, the tour operator's report must cover the same reporting period. The suggested requirement with respect to copies of vendors' bill will not be adopted since the Board would have little use for them.

9. *Effective date of rule.* In the companion notice with respect to establishing a new part to govern study group charters (SPDR–20/EDR–191, adopted Nov. 3, 1970, 35 F.R. 17195), the Board indicated that, to expedite the protection needed by the traveling public, it intended to make the rules effective as to all study group charters to be performed during the 1971 season. This intention pertained also to the new surety bond provisions adopted herein.[13]

ASTA and one study group charterer [14] favor the applicability of the proposed rules for the 1971 summer season. FSL states that if the implementation of the bonding requirements is postponed until late spring, it is possible that many of the circumstances that led to the World Academy debacle will already have occurred and the bonding requirements at that juncture would be a futile gesture. On the other hand, several other study group charterers (Guild, Student, AIMS, and AIFS) advocate postponing the effectiveness of the rule until after the coming season. AIMS asserts that there is no way the charterer can absorb the additional costs of the new bonding-depository requirements, even if compliance could be obtained which it doubts. It states that it has already incurred substantial obligations in connection with aircraft charters and European program arrangements and has accepted a large number of student applications based upon prices in its already distributed brochures. AIFS maintains that most of the ground arrangements for the 1971 summer programs were made during the summer of 1970, prior to the date when the subject notice was issued. It contends that the Board should concentrate upon securing reasonable assurance that the financial interests of study group participants will be fully protected rather than strict adherence to the new rules. Guild avers that only one or two of the existing study-travel schools will survive during the coming summer if the new rules are made applicable to forthcoming study group charters. It asks for a 12-month delay after the new rule is adopted before it becomes effective in order to allow schools to reorganize for full compliance.

We have determined to make the new surety bond provisions applicable to all tour charters and study group charters under Parts 373 and 378 for the 1971 charter season.[15] Only in this way can the purposes which the rule is intended to accomplish be fulfilled.[16] In the event that a study group charterer believes that applicability of the surety bond provisions to 1971 study group charters would result in special or unusual circumstances, it may through the direct air carrier seek a waiver under § 373.30.

Accordingly, the Civil Aeronautics Board hereby amends Part 378 of the Special Regulations (14 CFR Part 378), effective May 8, 1971, as follows: [17]

1. Amend the Table of Contents to add §§ 378.7, 378.16a, and 378.18 to read as follows:

Sec.
378.7 Record retention.
378.16a Reporting requirements.
378.18 Disbursements from depository account.

2. Add § 378.7 to read as follows:

§ 378.7 Record retention.[18]

(a) Every tour operator conducting a tour pursuant to this part shall retain

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[12] In connection with the substitution of security provision, AIFS questions the meaning of the following sentence set forth in the Explanatory Statement but not in the proposed rule (mimeo. p. 8): "The rule provides for the substitution of security * * * so long as the deposits in the depository account less refunds equal or exceed the amount of the substituted security." This language merely means that the amount of substituted security need be no greater than the aggregate of the participants' deposits less refunds in the depository account.

[13] Except with respect to study group charters, the new surety bond provisions represent a lessening of the restrictions for the surety bond requirement applicable to tour operators under Part 378. Hence, tour operators and direct air carriers whose operations are affected by this part had no reason to object to the immediate effectiveness of the new rules. In fact, they have not.

[14] Foreign Study League (FSL).

[15] The new surety bond provsions will be effective 30 days after publication in the FEDERAL REGISTER.

[16] SPR–46, issued simultaneously herewith, enacts new Part 373 governing study group charters and includes substantially the same surety bond provisions as those set forth herein. The reasons for making certain provisions of the new part effective for the 1971 charter season, as set forth in SPR–46, supra, are applicable to the surety bond provisions promulgated in that part.

[17] Two miscellaneous matters raised in the comments will be disposed of. The NACA carriers state that the required amount of security should be reduced by the amount of financial guaranties required by other agencies. We shall not modify the rule in this respect. No showing has been made that this problem is general in scope. In any event, the tour operator may seek a waiver through the direct air carrier.

Section 378.16(c) now provides in part that the required bond shall be issued by a company "which is legally authorized to issue bonds of that type in the State in which the tour originates" (emphasis supplied). FSL asks for modification of this provision to require the bonding company to be legally authorized to issue bonds in the State in which the study group charterer maintains its headquarters. According to FSL, its programs draw participants from all States so that the present provision would require it to have bonds from 48 different bonding companies in 48 different States. Here again this matter has been raised in only one comment and no showing has been made that the problem is general in scope. If FSL believes the problem is of sufficient magnitude, it can request a waiver through the direct air carrier.

[18] Whoever, in any matter within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both. Title 18, U.S.C. § 1001.

for 2 years after completion of the tour or series of tours true copies of the following documents at its principal or general office in the United States:

(1) All receipts and statements of travel agents, and all other documents which evidence or reflect deposits made by each tour participant;

(2) All receipts and statements of travel agents, and all other documents which evidence or reflect commissions received by, paid to or deducted by travel agents in connection with the tour or series of tours;

(3) All statements, invoices, bills and receipts from suppliers or furnishers of goods or services in connection with the tour or series of tours.

(b) Every tour operator shall make the documents listed in this section available in the United States upon request by an authorized representative of the Board and shall permit such representative to make such notes and copies thereof as he deems appropriate.

3. Amend § 378.16 (a), (b), and (c) to read as follows:

§ 378.16 Surety bond.

(a) Except as provided in paragraph (b) of this section, the tour operator shall furnish a surety bond in one of the following amounts dependent upon the length of the tour: (1) For a tour of 2 weeks or less, a bond in an amount of not less than the charter price for the air transportation to be furnished in connection with such tour; (2) for a tour of more than 2 weeks but less than 4 weeks, a bond in an amount of not less than twice the charter price; and (3) for a tour of 4 weeks or more, a bond in an amount of not less than three times the charter price: *Provided, however,* That the liability of the surety to any tour participant shall not exceed the tour price.

(b) The supplemental air carrier and the prospective tour operator may elect, in lieu of furnishing a surety bond as provided under paragraph (a) of this section, to comply with the requirements of subparagraphs (1) and (2) of this paragraph as follows:

(1) The tour operator shall furnish a surety bond in a minimum amount of $10,000 per flight up to a maximum amount of $200,000 for a series of 20 or more flights, for the protection of the tour participants, the bond to continue in effect until completion of the tour or series of tours: *Provided, however,* That the liability of the surety to any tour participant shall not exceed the tour price.

(2) The supplemental air carrier and tour operator shall enter into an agreement with a designated bank, the terms of which shall provide that all deposits by tour participants paid to tour operators and their retail travel agents shall be deposited with and maintained by the bank subject to the following conditions:

(i) On sales made to tour participants by tour operators the participant shall pay by check or money order payable to the bank; on sales made to tour participants by retail travel agents, the retail travel agent may deduct his commission and remit the balance to the designated bank by check or money order: *Provided,* That the travel agent agrees in writing with the tour operator that if the tour is canceled, the travel agent shall remit to the bank the full amount of commission previously deducted or received within 10 days after receipt of notification of cancellation of the tour;

(ii) The bank shall pay the supplemental air carrier the charter price for the transportation not earlier than 60 days (including day of departure) prior to the scheduled day of departure of the originating or returning flight, upon certification of the departure date by the supplemental air carrier: *Provided,* That, in the case of a round-trip charter contract to be performed by one carrier, the total round-trip charter price shall be paid to the carrier not earlier than 60 days prior to the scheduled day of departure of the originating flight;

(iii) The bank shall reimburse the tour operator for refunds made by the latter to the tour participant upon written notification from the tour operator;

(iv) If the tour operator or the supplemental air carrier notifies the bank that a tour has been canceled, the bank shall make applicable refunds directly to the tour participants;

(v) After the charter price has been paid in full to the supplemental air carrier, the bank shall pay funds from the account directly to the hotels, sightseeing enterprises, or other persons or companies furnishing surface accommodations or services in connection with the tour or series of tours upon presentation to the bank of vendors' bills and upon certification by the tour operator of the amounts payable for such surface accommodations or services and the persons or companies to whom payment is to be made: *Provided, however,* That the total amounts paid by the bank pursuant to subdivisions (ii) and (v) of this subparagraph shall not exceed 80 percent of the total deposits received by the bank less any refunds made to tour participants pursuant to subdivisions (iii) and (iv) of this subparagraph;

(vi) As used in this section, the term "bank" includes a bank, savings and loan association, or other financial institution insured by the Federal Deposit Insurance Corporation or the Federal Savings and Loan Insurance Corporation;

(vii) The bank shall maintain a separate accounting for each tour;

(viii) Notwithstanding any provisions above, the amount of total deposits required to be maintained in the depository account of the bank may be reduced by one or both of the following: The amount of any surety bond in the form prescribed herein in excess of the minimum bond required by paragraph (b)(1) of this section; and escrow with the designated bank of Federal, State, or municipal bonds or other negotiable securities which are publicly traded on a securities exchange: *Provided,* That, such other securities shall be substituted for cash in an amount no greater than 80 percent of their market value at time of deposit in escrow with the bank: *And provided, further,* That should the valuation of such other securities decrease in an amount in excess of 20 percent of the valuation at time of original deposit, additional securities shall be placed in escrow so as to compensate for such decrease in value below 20 percent.

(ix) Except as provided in subdivisions (ii), (iii), (iv), (v), and (viii) of this subparagraph, the bank shall not pay out any funds from the account prior to 2 banking days after completion of each tour, when the balance in the account shall be paid to the tour operator, upon certification of the completion date by the supplemental air carrier.

(c) The bond required under paragraphs (a) and (b) of this section shall insure the finanical responsibility of the tour operator and the supplying of the transportation and all other accommodations, services, and facilities in accordance with the contract between the tour operator and the tour participants, and shall be in the form set forth following § 378.31.[19] Such bond shall be issued by a reputable and financially responsible bonding or surety company which is legally authorized to issue bonds of that type in the State in which the tour originates. For purposes of this section, the term "State" includes any territory or possession of the United States, or the District of Columbia. The Board will consider that a bonding or surety company is prima facie qualified under this section if such company's surety bonds are accepted by the Interstate Commerce Commission under 49 CFR 1084.6, and if such company is listed in Best's Insurance Reports (Fire and Casualty) with a general policyholders' rating of "A" or better. If the bond does not comply with the requirements of this section, or for any reason fails to provide satisfactory or adequate protection for the public, the Board will notify the supplemental air carrier and the tour operator, by registered or certified mail, stating the deficiencies of the bond. Unless such deficiencies are corrected within the time set forth in such notification, the subject tour or tours shall in no event be operated.

* * * * *

4. Add § 378.16a entitled "Reporting requirements" to read as follows:

§ 378.16a Reporting requirements.

(a) If a tour operator relies upon the bond-depository option of § 378.16(b) for compliance with the requirements of that section, the following monthly reports shall be filed with the Board's Bureau of Operating Rights not later than the 10th day of the month succeeding the reporting period: (1) By the depository bank showing the total amount of deposits received and disbursed during the month; and (2) by

[19] Filed as part of reissued document (SPR-40).

the tour operator showing, for the reporting period, the total amount of customer deposits received by him or his agents, the amount of commissions deducted therefrom by said agents, the amount of commissions repaid by said agents to the depository account, as well as the amount of refunds made by the tour operator or the bank to tour participants: *Provided*, That, the depository bank may, in lieu of subparagraph (1) of this paragraph, elect to file a duplicate monthly statement of the same type it provides to depositors and, when so elected, the reporting period for the tour operator in subparagraph (2) of this paragraph shall correspond to the reporting period of the bank. The term "bank" shall have the meaning set forth in § 378.16. The reports shall be certified by the officer in charge of the bank's or the tour operator's accounts, as the case may be, and the certification shall be in the following form:

CERTIFICATION [1]

I, the undersigned _____
(Title of officer in charge of accounts)
of the _____
(Full name of reporting company)
do certify that this report and all supporting documents which are submitted herewith, filed for the above indicated period, have been prepared by me or under my direction; that I have carefully examined them and declare that, to the best of my knowledge and belief, the information contained therein is complete and accurate.

_____
(Signature)

_____
(Bank or tour operator's post office address)

Date _____, 19__.

5. Add § 378.18 to read as follows:

§ 378.18 Disbursements from depository account.

No tour operator shall cause its agents or the depository bank to make disbursements or payments from tour-participant deposits except in accordance with the provisions of this part.

(Secs. 101(3), 204(a), 401, 402, and 416(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 737, 743, 754 (as amended), 757, 771; 49 U.S.C. 1301, 1324, 1371, 1372, 1386)

NOTE: The record retention and reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.71-4827 Filed 4-6-71;8:51 am]

[1] Title 18 U.S.C. sec. 1001, Crimes and Criminal Procedure, makes it a criminal offense, subject to a maximum fine of $10,000 or imprisonment for not more than 5 years or both, to knowingly and willfully make or cause to be made any false or fraudulent statements or representations in any matter within jurisdiction of any agency of the United States.

SUBCHAPTER E—ORGANIZATION REGULATIONS

[Reg. OR-55, Amdt. 1]

PART 389—FEES AND CHARGES FOR SPECIAL SERVICES

Fees for Certain Documents

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of March 1971.

In SPR-46, issued simultaneously herewith, the Board enacted a new Part 373 of the Special Regulations authorizing, subject to the conditions provided therein, study group charters by study group charterers with the air transportation portion thereof provided by direct air carriers and foreign air carriers, effective May 8, 1971. With an exception not material here, Part 373 will require the study group charterer to file with the Board a Statement, similar to the Tour Prospectus in Part 378, and will provide for waiver requests. We are therefore amending § 389.25 to establish fees for the filing of Study Group Statements and requests for waivers pursuant to Part 373.

Since the amended rule is one of agency procedure and practice, the Board finds that notice and public procedure thereon are not required, and the rule will be made effective immediately.[1]

Accordingly, the Board hereby amends Part 389 of its Organization Regulations (14 CFR Part 389) effective May 8, 1971, as follows:

By amending § 389.25 so as to modify paragraph (j)(1) and add a new paragraph (l-1) to read as follows:

§ 389.25 Schedule of filing and license fees.

* * * * *

(j) *Other exemptions and Parts 208, 295, 373, 378, and 378a waivers.* (1) Except as provided in subparagraph (2) of this paragraph, the filing fee for (i) an application for exemption under section 101(3) or section 416(b) of the Act, except applications within the provisions of paragraph (h) or (i) of this section, or (ii) a request under § 207.16, § 208.3a, § 295.3, § 373.30, § 378.30, or § 378a.20 of this chapter for a waiver of any of the provisions of Part 207, Part 208, Part 295, Part 373, Part 378, or Part 378a of this chapter, respectively, is $55: *Provided*, That the filing fee for an application for exemption or a request for waiver for the performance of a specific number of charters (one-way or round-trip) is $55, plus $5 for each charter (one-way or round-trip) described, subject to a maximum fee of $200.

* * * * *

(l-1) *Study group statements.* The filing fee for each Study Group Statement filed pursuant to § 373.10 of this chapter is $25.

* * * * *

(Sec. 204 of the Federal Aviation Act of 1958, as amended, 72 Stat. 743; 49 U.S.C. 1324)

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.71-4828 Filed 4-6-71;8:51 am]

[1] The Board expects to process applications for waivers as soon as filed or before Part 373 becomes effective.

Proposed Rule Making

FEDERAL TRADE COMMISSION

[16 CFR Part 433]

PRESERVATION OF BUYERS' CLAIMS AND DEFENSES IN CONSUMER INSTALLMENT SALES

Notice of Additional Public Hearing Dates and Extension of Time for Submitting Data, Views, or Arguments Regarding Proposed Trade Regulation Rule

Notice of a public hearing regarding the proposed Trade Regulation Rule to be held on May 10–11, 1971, at the Federal Trade Commission Building in Washington, D.C., was published in the FEDERAL REGISTER January 26, 1971, on page 1211 (36 F.R. 1211). The notice also set forth the text of the proposed rule.

The Federal Trade Commission has scheduled an additional hearing on the above-captioned rule. The hearing will be held on June 7 and 8, 1971, commencing at 10 a.m., e.d.t., each day at the Federal Trade Commission offices, 22d Floor, Federal Building, 26 Federal Plaza, New York, NY.

All interested persons desiring to orally present views at the hearing should so inform Mr. Myron Shapiro, Federal Trade Commission, 22d Floor, Federal Building, 26 Federal Plaza, New York, NY 10007, not later than June 1, 1971, and state the estimated time required for such oral presentation. Reasonable limitations upon the length of time allotted to any person may be imposed. In addition, all parties desiring to deliver a prepared statement at the hearing should file such statement with Mr. Shapiro, on or before June 1, 1971.

The Commission has extended from May 3, 1971, until June 1, 1971, the closing date for the submission of written data, views, or arguments concerning the proposed rule. These should be submitted to the Assistant Director for Industry Guidance, Bureau of Consumer Protection, Federal Trade Commission, Pennsylvania Avenue and Sixth Street NW., Washington, DC 20580.

To the extent practicable, persons filing written presentations or prepared statements which are in excess of two pages should submit 20 copies.

Copies of the original notice including the proposed rule may be obtained upon request to the Federal Trade Commission at either of the addresses shown herein.

Issued: April 7, 1971.

By direction of the Commission.

[SEAL] CHARLES A. TOBIN,
Secretary.

[FR Doc.71-4652 Filed 4-6-71;8:45 am]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 56]

SHELL EGGS

Grading, Standards, and Weight Classes

Notice is hereby given that the U.S. Department of Agriculture is considering amendments to the Regulations Governing the Grading of Shell Eggs and U.S. Standards, Grades, and Weight Classes for Shell Eggs (7 CFR Part 56), under authority of the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621–1627).

Statement of considerations. A study by the Department indicates that a high percentage of the eggs downgraded as B quality in U.S. Grade AA and Fresh Fancy Quality packs are due only to minor shell factors. These do not affect interior quality. The shell quality requirements are the same in the U.S. standards for Grade AA and Grade A. The Department has determined that an adjustment in the tolerances for U.S. Grade AA and Fresh Fancy Quality packs of eggs generally would not lower the quality of eggs packed under this grade, yet would avoid rejection of satisfactory lots. The present standards require 85 percent AA quality eggs at origin with a permitted tolerance of 15 percent A quality of which 5 percent may be B quality, C quality, or checks. It is proposed to amend the shell egg grading regulations (Part 56) to permit a 15-percent tolerance of A and B quality eggs in any combination. Similar adjustments would be made in the U.S. Grade AA and Fresh Fancy Quality packs at destination. The proposed changes would not affect the consumer's satisfaction of Grade AA and Fresh Fancy Quality packs. It does recognize the limitations in producing a pack due to the mechanization of the industry and the improved interior quality of eggs packed under these grades.

All persons who desire to submit written data, views, or comments in connection with this proposal shall file the same in triplicate with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, no later than May 1, 1971.

All written submissions made pursuant to this notice will be made available for public inspection at the Office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposed amendments are as follows:

In § 56.216, paragraph (b) would be amended to read:

§ 56.216 Grades.

* * * * * *

(b) *U.S. Grade AA.* (1) U.S. Consumer Grade AA (at origin) shall consist of eggs which are 85 percent AA quality. The maximum tolerance of 15 percent which may be below AA quality may consist of A or B quality in any combination, with not more than 5 percent C quality or Checks in any combination. No Dirties or Loss are permitted. This grade is also applicable when the lot consists of eggs meeting the requirements set forth in § 56.42.

(2) U.S. Consumer Grade AA (destination) shall consist of eggs which are 80 percent AA quality. The maximum tolerance of 20 percent which may be below AA quality may consist of A or B quality in any combination with not more than 5 percent C quality or Checks in any combination and not more than 0.5 percent Leakers or Dirties in any combination. This grade is also applicable when the lot consists of eggs meeting the requirements set forth in § 56.42.

§ 56.217 [Amended]

2. In § 56.217, Table I would be amended by changing the first two lines in the "Quality" column under "Tolerance Permitted" for both U.S. Consumer Grade (origin) and U.S. Consumer Grade (destination) to read: For line 1, A or B and for line 2, C or Check, respectively.

Signed at Washington, D.C., this 2d day of April 1971.

G. R. GRANGE,
Deputy Administrator, Marketing Services.

[FR Doc.71-4833 Filed 4-6-71; 8:51 am]

[7 CFR Part 908]

VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Expenses and Rate of Assessment and Carryover of Unexpended Funds

Consideration is being given to the following proposals submitted by the Valencia Orange Administrative Committee, established under the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908, 35 F.R. 16625), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), as the agency to administer the terms and provisions thereof: (1) That the expenses which are reasonable and likely to be incurred by the Valencia

Orange Administrative Committee during the period from November 1, 1970, through October 31, 1971, will amount to $256,500; (2) that there be fixed, at $0.013 per carton of oranges, the rate of assessment payable by each handler in accordance with § 908.41 of the aforesaid marketing agreement and order; and (3) that unexpended funds in excess of expenses incurred during the fiscal year ended October 31, 1970, in the amount of $40,000, be carried over as a reserve in accordance with § 908.42.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals should file same in quadruplicate with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, DC 20250, not later than the 10th day after publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Dated: April 2, 1971.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[FR Doc.71-4834 Filed 4-6-71;8:51 am]

[7 CFR Parts 1063, 1070, 1078, 1079]

[Dockets Nos. AO-105-A34, AO-229-A25, AO-272-A19, AO-295-A23]

MILK IN QUAD CITIES-DUBUQUE AND CERTAIN OTHER MARKETING AREAS

Notice of Hearing on Proposed Amendments to Tentative Marketing Agreements and Orders

Notice is hereby given of a public hearing to be held at the Howard Johnson's Motor Lodge, Quad Cities Airport, Moline, IL, beginning at 9 a.m., on April 13, 1971, with respect to proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Quad Cities-Dubuque, Cedar Rapids-Iowa City, North Central Iowa and Des Moines, Iowa, marketing areas.

The hearing is called pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900).

The purpose of the hearing is to receive evidence with respect to the economic and marketing conditions which relate to the proposed amendments, hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreements and to the orders.

Evidence also will be taken to determine whether emergency marketing conditions exist that would warrant omission of a recommended decision under the rules of practice and procedure (7 CFR Part 900.12(d)) with respect to the proposed amendments, and to determine whether such amendments should be made for a temporary period.

In response to an invitation by the Department for amendment proposals on the Quad Cities-Dubuque order, various proposals in addition to those hereinafter set forth were received relative to the Quad Cities-Dubuque, Cedar Rapids-Iowa City, and Des Moines orders. Such additional proposals are being considered for a later hearing to enable timely action on the proposed amendments hereinafter set forth.

The proposed amendments, set forth below, have not received the approval of the Secretary of Agriculture.

PROPOSALS TO AMEND THE QUAD CITIES-DUBUQUE MILK ORDER

Proposed by Mississippi Valley Milk Producers Association and Clinton Cooperative Milk Producers Association:

Proposal No. 1. Amend paragraphs (a) (1) and (b) of § 1063.52 to read as follows:

§ 1063.52 Location adjustments to handlers.

(a) * * *

(1) At a plant in Clayton, Del., Dubuque and Jackson counties, Iowa, and East Dubuque, Ill., by 10 cents; and

(b) For the purposes of calculating such adjustment, transfers between pool plants shall be assigned to Class I disposition remaining at the transferee plant after computations pursuant to § 1063.46(a)(8) and the corresponding step of § 1063.46(b) pro rata to receipts of producer milk and receipts of bulk fluid milk products from other pool plants. Assignment to transferor plants shall be made first to transferor plants at which no location adjustment credit is applicable and then in sequence beginning with the plant at which the least location adjustment would apply.

Proposal No. 2. Amend paragraph (a) of § 1063.61 by the addition of the following:

Except that if such plant was subject to all of the provisions of this part during each of the 3 immediately preceding months, it shall continue to be subject to all of the provisions of this part until the third consecutive month in which a greater proportion of its fluid product disposition, except filled milk, is made in the manner described above in this paragraph, in such other marketing area.

Proposal No. 3. Amend paragraph (a) of § 1063.82, Location Differentials to producers and on Nonpool Milk, to read as follows:

(a) The uniform price for producer milk pursuant to § 1063.72 received at a pool plant or diverted from a pool plant shall be reduced according to the location of the plant of a physical receipt, at the rates set forth in § 1063.52.

Proposed by Mid-America Dairymen, Inc., and Federated Milk Producers Association:

Proposal No. 4. Amend § 1063.52(a)(2), and add to such section a new subparagraph (3) to read as follows:

(2) At a plant located outside the marketing area and outside the Des Moines, Iowa, marketing area as specified in Part 1079, north of U.S. Highway No. 80 and 60 miles or more by the shortest hard-surfaced highway distance, from the nearer of the City Hall, Rock Island, Ill., or the Post Office, West Liberty, Iowa, subtract 9 cents and subtract an additional 1.5 cents for each 10 miles, or fraction thereof, that such distance exceeds 70 miles.

(3) At a plant located outside the marketing area and south of U.S. Highway No. 80, and 60 miles or more, by the shortest hard-surfaced highway distance, from the nearer of the City Hall, Rock Island, Ill., or the Post Office, West Liberty, Iowa, add 9 cents and add an additional 1.5 cents for each 10 miles or fraction thereof that such distance exceeds 70 miles: *Provided, however*, That in no event shall the price so determined exceed the price of the same location pursuant to Part 1079, regulating the handling of milk in the Des Moines marketing area.

PROPOSALS TO AMEND THE QUAD CITIES-DUBUQUE, CEDAR RAPIDS-IOWA CITY, NORTH CENTRAL IOWA, AND DES MOINES, IOWA MILK ORDERS

Proposed by Anderson-Erickson Dairy Co.:

Revise the order regulating the handling of milk in the Des Moines, Iowa, marketing area, 7 CFR Part 1079, as follows:

Proposal No. 5. Revoke § 1079.17 *Base zone.*

Proposal No. 6. Revise § 1079.50(b) to read as follows:

(b) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus $1.15 and plus 20 cents.

Proposal No. 7. Revise § 1079.52(a) to read as follows:

(a) For producer milk received at a plant located outside the marketing area, and 60 miles or more by the shortest hard-surface highway distance, as measured by the market administrator from the main post offices of Des Moines and Ottumwa, Iowa, which is classified as Class I or assigned Class I location adjustment credit pursuant to paragraph (b) of this section and for other source milk for which a location adjustment is applicable, the price specified in § 1079.50(b) shall be reduced 10 cents, and shall be reduced an additional 1.5 cents for each 10 miles or fraction thereof in excess of 75 miles from the designated post offices.

Amend the order regulating the handling of milk in the Quad Cities-Dubuque marketing area, 7 CFR Part 1063, as follows:

Proposal No. 8. Revise § 1063.50(b) to read as follows:

(b) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus $1.15, and plus 20 cents.

Amend the order regulating the handling of milk in the Cedar Rapids-Iowa

City marketing area, 7 CFR Part 1070, as follows:

Proposal No. 9. Revise § 1070.50(b) as follows:

(b) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus $1.15, and plus 20 cents.

Amend the order regulating the handling of milk in the North Central Iowa marketing area, 7 CFR Part 1078, as follows:

Proposal No. 10. Revise § 1078.52(a)(1), as follows:

(1) Zone 2 amount, plus 5 cents. Zone 2 means all the territory in the Iowa counties of Marshall and Tama.

Proposal No. 11. Add a subparagraph (4) to § 1078.52(a), as follows:

(4) Zone 5 amount, plus 10 cents. Zone 5 means all the territory in the Iowa counties of Linn and Johnson.

Proposed by Borden, Inc.:

Proposals for amendment of Part No. 1063.

Proposal No. 12. Amend paragraph (a)(2) of § 1063.52 to read as follows:

(2) At a plant located outside the marketing area and 70 miles or more, by the shortest hard-surfaced highway distance as determined by the market administrator, from the nearer of the City Hall, Rock Island, Ill., or the Post Office, West Liberty, Iowa, by 10 cents and by an additional 1.5 cents for each 10 miles or fraction thereof that such distance exceeds 80 miles.

Proposal No. 13. Amend paragraph (b) of § 1063.52 to read as follows:

(b) For the purposes of calculating such adjustment, transfers between pool plants shall be assigned Class I disposition at the transferee plant, in excess of the sum of receipts at such plant from producers, and the volume assigned as Class I to receipts from other order plants and unregulated supply plants, such assignment to be made first to transferor plants at which no location adjustment credit is applicable and then in sequence beginning with the plant at which the least location adjustment would apply.

Proposal No. 14. Amend paragraph (b) of § 1063.50 to read as follows:

(b) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus $1.19 and plus 20 cents.

Proposal for amendment of Part No. 1078.

Proposal No. 15. Amend the first sentence of paragraph (b) of § 1078.50 to read as follows:

(b) *Class I milk price.* The Class I milk price at plants in Zone 1 shall be the basic formula price for the preceding month plus $1.15, and plus 20 cents.

Proposal for amendment of Part No. 1079.

Proposal No. 16. Amend paragraph (b) of § 1079.50 to read as follows:

(b) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus $1.19 and plus 20 cents.

Proposal No. 17. Amend § 1079.17 by eliminating this entire section from the order.

Proposal No. 18. Amend paragraph (a) of § 1079.61 by the addition of the following:

Except that if such plant was subject to all the provisions of this part during each of the 3 immediately preceding months, it shall continue to be subject to all of the provisions of this part until the third consecutive month in which a greater proportion of its fluid product disposition, except filled milk, is made in the manner described above in this paragraph, in such other marketing area.

Proposed by the Dairy Division, Consumer and Marketing Service:

Proposal No. 19. Make such changes as may be necessary to make the entire marketing agreements and the orders conform with any amendments thereto that may result from this hearing.

Copies of this notice of hearing and the orders may be procured from the Market Administrator E. H. McGuire, Watch Tower Plaza, 924 37th Avenue, Post Office Box 691, Rock Island, IL 61201; Market Administrator J. B. Rosenbury, 909 Sixth Street NW., Rochester, MI 55901; or from the Hearing Clerk, Room 112–A, Administration Building, U.S. Department of Agriculture, Washington, DC 20250, or may be there inspected.

Signed at Washington, D.C., on April 5, 1971.

JOHN C. BLUM,
Deputy Administrator, Regulatory Programs.

[FR Doc.71–4865 Filed 4–6–71;8:54 am]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of Interstate Land Sales Registration

[24 CFR Part 1710]

LAND REGISTRATION

Notice of Extension of Time for Filing of Comments

Certain land development associations and title companies which may have an interest in the proposed amendment of Part 1710 (notice of proposed rule making, 36 F.R. 3419, Feb. 24, 1971) have requested additional time within which to file written comments.

Upon consideration, notice is hereby given that the time within which to file written comments or suggestions in the above-described rule making is extended to and including April 22, 1971.

Issued at Washington, D.C., April 2, 1971.

EUGENE A. GULLEDGE,
Assistant Secretary for Housing Production and Mortgage Credit.

[FR Doc.71–4862 Filed 4–6–71;8:54 am]

FEDERAL MARITIME COMMISSION

[46 CFR Part 502]

[Docket No. 71–33]

INFORMAL PROCEDURE FOR ADJUDICATION OF SMALL CLAIMS

Notice of Proposed Rule Making

In order to expedite the adjudication of small claims under Subpart S of Part 502 of the rules of practice and procedure, the Commission deems it desirable to substitute for the Hearing Examiner an "adjudicator." The adjudicator is to be a Commission representative designated and duly authorized for the purpose of hearing informal complaints. The delegation of such persons is by authority of section 105 of Reorganization Plan No. 7 of 1961 (75 Stat. 840). These representatives are authorized to exercise the duties of their office in accordance with the laws of the United States and the regulations of the Commission, including the resort to all compulsory processes authorized by law and the administration of oaths and affirmances in any matters under consideration by the Commission pursuant to this subpart.

Therefore, pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 552) and in accordance with section 105 of Reorganization Plan No. 7 of 1961 (75 Stat. 840), notice is hereby given that the Federal Maritime Commission is considering amending Subpart S of Part 502 of its rules of practice and procedure.

It is proposed that Title 46 CFR, Chapter IV, Part 502, Subpart S, be amended in the following respects:

1. Section 502.301 would be revised to read as follows:

§ 502.301 Policy.

Claims against common carriers subject to the Shipping Act, 1916, as amended, and the Intercoastal Shipping Act, 1933, as amended, in the amount of $1,000 or less, for the recovery of damages (not including claims for loss of or damage to property), or for the recovery of overcharges, will with the written consent of all parties, be determined, pursuant to this subpart, by "Adjudicators", to be delegated by the Commission, without the necessity for formal proceedings under other rules of this part. Determination of such claims under Subparts S and T of this part shall be administratively final and conclusive.

§ 502.304 [Amended]

2. In paragraphs (d), (e), (f), and (g) of § 502.304 *Procedure*, the term "Hearing Examiner" would be amended to read "Adjudicator".

Interested persons may participate in this rulemaking proceeding by filing with the Secretary, Federal Maritime Commission, Washington, D.C. 20573, on or before May 3, 1971, an original and 15 copies of their views or arguments pertaining to the proposed rules.

By order of the Federal Maritime Commission.

[SEAL] FRANCIS C. HURNEY, *Secretary.*

[FR Doc.71-4859 Filed 4-6-71;8:53 am]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1115]

[Ex Parte No. 275]

ISSUANCE OF SECURITIES, ASSUMPTION OF OBLIGATIONS, AND FILING OF CERTIFICATES AND REPORTS

Expanded Definition of Term "Securities"

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 17th day of March 1971.

This proceeding is directed to examination of the term "securities" in section 20a of the Interstate Commerce Act in view of the present-day situation where a substantial amount of financing by carriers is represented by instruments other than capital stock, bonds, or notes, the traditional forms of securities, taking into consideration changes resulting from the adoption by a majority of the States of the Uniform Commercial Code, as well as practices in the financial community. Much has developed since the passage of section 20a of the Act, and there is need to give maximum effect to the statute's objectives, and to resolve problems apparently experienced by certain carriers in interpreting what constitutes "other evidence of interest in or indebtedness of the carrier" within the meaning of section 20a of the Act.

It is ordered, That, based upon the foregoing explanation and good cause appearing therefor, a proceeding be, and it is hereby instituted under the Interstate Commerce Act and section 553 of the Administrative Procedure Act (49 U.S.C. 553) with a view to amending §1115.2(c) to read as follows:

§ 1115.2 **Definitions.**

* * * * *

(c) The term "securities" is used herein as it is defined in section 20a(2) which hereafter is construed to include stocks, bonds, notes and any other evidence of interest in or indebtedness of a carrier, including, but not limited to, conditional sale contracts, chattel mortgages, security agreements, mortgages, deeds of trust, loan agreements, credit agreements, and advances.

* * * * *

It is further ordered, That any interested persons may submit for consideration original and 15 copies of statements [1] of facts, views, and arguments, such representations to be filed with the Commission on or before May 14, 1971; and

It is further ordered, That a copy of this notice and order be posted in the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., for public inspection, and that another copy be delivered to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER as notice to all interested persons.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4846 Filed 4-6-71;8:52 am]

[1] In lieu of verification under oath, any prepared statement may be made subject to the following declaration: "I solemnly declare that I have examined the foregoing document and that the statements of fact contained therein are true" (Signature).

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Parts 270, 274]

[Release No. IC-6401]

ELECTION BY REGISTERED OPEN-END INVESTMENT COMPANIES TO MAKE CASH REDEMPTIONS ONLY AND WAIVE REDEMPTION IN KIND

Notice of Proposed Rule Making

Notice is hereby given that the Securities and Exchange Commission has under consideration the adoption of (1) proposed Rule 18f-1 (17 CFR 270.18f-1) under the Investment Company Act of 1940 (15 U.S.C. 80a-1 et seq.) (Act) to permit registered open-end investment companies which have the right to redeem their securities in kind, to elect to make only cash redemptions under certain circumstances set forth in the rule and (2) proposed Form N-18F-1 (17 CFR 274.51). The proposed rule and form would be adopted pursuant to the authority granted to the Commission in sections 6(c) and 38(a) of the Act (15 U.S.C. 80a-6(c), 80a-37(a)).

Section 6(c) of the Act provides that the Commission by rule, regulation, or order may exempt any person or transaction or any class of persons or transactions from any provision of the Act if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act. Section 38(a) of the Act authorizes the Commission to issue such rules as are necessary or appropriate to the exercise of the powers conferred upon the Commission in the Act.

Section 22(e) of the Act (15 U.S.C. 80a-22(e)) provides in pertinent part that no registered investment company shall suspend the right of redemption or postpone the date of payment or satisfaction upon redemption of any redeemable security in accordance with its terms for more than 7 days after the tender of such security to the company or its agent designated for that purpose for redemption, with certain exceptions not here relevant. Section 2(a)(32) of the Act (15 U.S.C. 80a-2(a)(32)) (formerly section 2(a)(31) as renumbered by Public Law 91-547, Dec. 14, 1970) defines "redeemable security" as "any security, other than short-term paper, under the terms of which the holder, upon its presentation to the issuer or to a person designated by the issuer, is entitled (whether absolutely or only out of surplus) to receive approximately his proportionate share of the issuer's current net assets, or the cash equivalent thereof." This provision has traditionally been interpreted as giving the issuer the option of redeeming its securities in cash or in kind.

Section 18(f) of the Act (15 U.S.C. 80a-18(f)(1)) provides that it shall be unlawful for any registered open-end company to issue any class of senior security or to sell any senior security of which it is the issuer. Section 18(g) of the Act (15 U.S.C. 80a-18(g)) provides, as here relevant, that "senior security" means any stock of a class having priority over any other class as to distribution of assets.

The securities administrators of several States of the United States, as well as those of certain foreign countries are requiring, or considering requiring, as a condition to doing business in their respective jurisdictions, that open-end investment companies which have the right to redeem in kind file an undertaking that, as to residents within their respective jurisdictions, redemptions will be effected in cash only, or that redemptions in kind will not be effected unless specific approval therefor is first obtained from the securities administrator. Such requirements would involve priorities as to distribution of assets and thus give rise to prohibited senior securities within the meaning of section 18 of the Act.

The Commission believes that under certain circumstances it is desirable for open-end investment companies to have available the flexibility afforded by the ability to redeem in kind. However, redemptions in kind are extremely rare. In order to avoid needless conflicts with State and foreign regulatory authorities, and to enable registered open-end investment companies to continue to make securities available to citizens and residents of foreign jurisdictions, the Commission proposes a rule which will allow any registered open-end fund to waive the right to redeem in kind, subject to certain limitations. Thus, under the proposed rule, any registered open-end investment company which has the right to redeem in kind could file with the Commission, on proposed Form N-18F-1 a notification of election committing itself to pay in cash all requests for redemptions by any shareholder of record, limited in amount during any 90-day period to the lesser of $250,000 or 1 percent of the net asset value of such fund at the beginning of such period. Once the fund files the notification, no change in its practice may occur while the rule is in effect without the prior approval of the Commission. Should redemptions by a shareholder of record during any 90-day period exceed the limit described above, then the fund would have the option of

redeeming the excess in cash or in kind.

The text of the proposed Commission action is as follows:

I. Part 270 of Chapter II of Title 17 of the Code of Federal Regulations would be amended by adding thereunder a new § 270.18f–1 reading as follows:

§ 270.18f–1 Exemption from certain requirements of section 18(f)(1) of the Act for registered open-end investment companies which have the right to redeem in kind.

(a) A registered open-end investment company which has the right to redeem securities of which it is the issuer in assets other than cash may file with the Commission at any time a notification of election on Form N–18F–1 committing itself to pay in cash all requests for redemption by any shareholder of record, limited in amount with respect to each shareholder during any 90-day period to the lesser of

(1) $250,000, or

(2) 1 percent of the net asset value of such company at the beginning of such period.

(b) An election pursuant to paragraph (a) of this section.

(1) Shall be described in the prospectus, and

(2) Shall be irrevocable while this § 270.18f–1 is in effect unless the Commission by order upon application permits the withdrawal of such notification of election as being appropriate in the public interest and consistent with the protection of investors.

(c) Upon making the election described in paragraph (a) of this section, an investment company shall be exempt from the requirements of section 18(f)(1) [of the Act] to the extent necessary for such company to effectuate redemptions in the manner set forth in such paragraph.

II. Part 274 of Chapter II of Title 17 of the Code of Federal Regulations would be amended by adding thereunder a new § 274.51 and by reserving certain sections preceding it, to read as follows:

§§ 274.15—274.50 [Reserved]

§ 274.51 Form N–18F–1, for notification of election pursuant to § 270.18f–1 of this chapter.

(a) This form shall be filed with the Commission in triplicate as the notification of election pursuant to § 270.18f–1 of this chapter by a registered open-end investment company to commit itself to pay in cash all redemptions requested by a shareholder of record as provided in said section.

NOTE: Copies of Form N–18F–1 have been filed as part of Release No. IC–6401 with the Office of the Federal Register, and copies of such release may be obtained on request from the Securities and Exchange Commission, Washington, D.C. 20549.

All interested persons are invited to submit their views and comments on proposed Rule 18f–1 and the proposed Form N–18F–1. Written statements of views and comments in respect of the proposals should be submitted to the Securities and Exchange Commission, 500 North Capital Street, Washington, DC 20549, on or before April 23, 1971. All such communications will be available for public inspection.

(Secs. 6(c), 18(f), 38(a); 54 Stat. 800, 817, 841; 15 U.S.C. 80a–6(c), 80a–18(f), 80a–37(a))

By the Commission, March 24, 1971.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71–4809 Filed 4–6–71;8:49 am]

FEDERAL POWER COMMISSION

[18 CFR Parts 4, 101, 141, 154, 156, 157, 201, 260]

[Docket No. R–416]

UNIFORM SYSTEMS OF ACCOUNTS AND ANNUAL AND MONTHLY REPORT FORMS

Notice of Proposed Rule Making

APRIL 1, 1971.

Revisions in the Uniform Systems of Accounts for Class A and Class B Public Utilities and Licensees, Class A and Class B Natural Gas Companies, FPC Annual Report Forms No. 1 and No. 2, FPC Monthly Report Forms No. 5 and No. 11 and FPC Form of Initial Cost Statement for Licensed Projects, Concerning Interest Charged to Construction.

Pursuant to 5 U.S.C. 553, the Commission gives notice it proposes to amend, effective for the reporting year 1971:

A. Certain accounts in the Uniform System of Accounts for Class A and Class B Public Utilities and Licensees prescribed by Part 101, Chapter I, Title 18, CFR.

B. Certain accounts in the Uniform System of Accounts for Class A and Class B Natural Gas Companies prescribed by Part 201, Chapter I, Title 18, CFR.

C. Certain schedule pages of FPC Form No. 1, Annual Report for Electric Utilities, Licensees and Others, Class A and Class B, prescribed by § 141.1, Chapter I, Title 18, CFR.

D. Certain changes to FPC Form of Initial Cost Statement for Licensed Projects, prescribed by § 141.11, Chapter I, Title 18, CFR.

E. Certain changes to FPC Form No. 5, Monthly Statement of Electric Operating Revenue and Income, prescribed by § 141.25, Chapter I, Title 18, CFR.

F. Certain schedule pages of FPC Form No. 2, Annual Report for Natural Gas Companies, Class A and Class B, prescribed by § 260.1, Chapter I, Title 18, CFR.

G. Certain changes to FPC Form No. 11, Natural Gas Pipeline Company Monthly Statement, prescribed by § 260.3, Chapter I, Title 18, CFR.

H. Certain terminology in § 4.41, in Part 4 of Subchapter B—Regulations Under the Federal Power Act, Chapter I, Title 18, CFR.

I. Certain terminology in §§ 154.63, 156.5, and 157.14 in Parts 154, 156, and 157, of Subchapter E—Regulations Under the Natural Gas Act, Chapter I, Title 18, CFR, respectively.

Any interested person may submit to the Federal Power Commission, Washington, D.C. 20426, not later than May 17, 1971, data, views, comments, or suggestions, in writing, concerning the proposed revised report forms and regulations. An original and 14 conformed copies should be filed with the Secretary of the Commission. In addition, interested persons wishing to have their comments considered in the clearance of the proposed revisions in the report forms under the provisions of the Federal Reports Act of 1942 (44 U.S.C. 3501–3511) may, at the same time, submit a conformed copy of their comments directly to the Clearance Officer, Office of Statistical Policy, Office of Management and Budget, Washington, D.C. 20503. Submissions to the Commission should indicate the name, title, mailing address, and telephone number of the person to whom communications in regard to the proposal should be addressed, and whether the person filing them requests a conference at the Federal Power Commission to discuss the proposed revisions in the report form and regulations. The Commission will consider all such written submissions before acting on the matters herein proposed.

The notice of proposed rule making in Docket No. R–390 (35 F.R. 11246, July 14, 1970 and 35 F.R. 12958, Aug. 14, 1970) invited Class A and Class B utilities to comment concerning account 432, Interest Charged to Construction–Cr. An overwhelming majority of Class A and B electric and gas utility respondents believed that the account number and title of account 432, Interest Charged to Construction–Cr. should be changed along with a corresponding relocation of the account so that it would be logically relocated under Other Income and Deductions in the Uniform System of Accounts as is presently required for reporting purposes. This change was ordered for the Uniform System of Accounts by the Commission in Order No. 419 (36 F.R. 518, Jan. 14, 1971) in Docket No. R–390 for the Class C and Class D electric and gas utilities.

These modifications of the Uniform Systems of Accounts are being proposed to extend to the Class A and Class B companies the same accounting concepts concerning Interest Charged to Construction which were directed in Commission Order No. 419, in Docket No. R–390 (36 F.R. 518, Jan. 14, 1971), for the Class C and Class D electric and gas utilities.

The proposed amendments to the Commission's Uniform System of Accounts for Class A and Class B Public Utilities and Licensees and to FPC Forms No. 1, No. 5, and No. 6 and to the Regulations Under the Federal Power Act would be issued under authority granted to the Federal Power Commission by the Federal Power Act, particularly sections 4, 301, 302, 303, 304, and 309 thereof (41 Stat. 1353, 46 Stat. 798, 49 Stat. 839, 854,

855, 858, 61 Stat. 501; 16 U.S.C. 797, 825, 825a, 825b, 825c, 825h).

The proposed amendments to the Commission's Uniform System of Accounts for Class A and Class B Natural Gas Companies, FPC Forms No. 2 and No. 11 and to the Regulations Under Natural Gas Act would be issued under authority granted the Federal Power Commission by the Natural Gas Act, particularly sections 4, 7, 8, 9, 10, and 16 thereof (52 Stat. 822, 824, 825, 826, 829, 830; 56 Stat. 83, 84; 15 U.S.C. 717c, 717f, 717g, 717h, 717i, 717n, 717o).

Accordingly, it is proposed to amend Part 101, Uniform System of Accounts for Class A and Class B, Public Utilities and Licensees; Part 201, Uniform System of Accounts for Class A and Class B Natural Gas Companies; FPC Form No. 1, Annual Report for Electric Utilities, Licensees and Others, Class A and Class B; FPC Form of Initial Cost Statement for Licensed Projects; FPC Monthly Report Form No. 5, Monthly Statement of Electric Operating Revenue and Income: FPC Form No. 2, Annual Report for Natural Gas Companies, Class A and Class B: FPC Monthly Report Form No. 11, Natural Gas Pipeline Company Monthly Statement; prescribed respectively by §§ 141.1, 141.11, 141.25, 260.1, 260.3, Chapter I, Title 18 of the Code of Federal Regulations in the manner set forth below.

A. The following are proposed amendments and revisions to the Uniform System of Accounts for Class A and Class B Public Utilities and Licensees in Part 101, Chapter I, Title 18 of the Code of Federal Regulations:

1. The Electric Plant Instruction "3. *Components of Construction Cost.*" is amended by deleting the words "Interest during construction" in item (17) and substituting therefor the words "Allowance for funds used during construction." As so amended, that portion of Electric Plant Instruction 3 will read:

Electric Plant Instructions

* * * * *

3. *Components of Construction Cost.*

* * * * *

(17) "Allowance for funds used during construction" includes the net cost for the period of construction of borrowed funds used for construction purposes and a reasonable rate on other funds when so used. * * *

* * * * *

2. In the text of Balance Sheet Accounts, paragraph F of account "181, Unamortized debt discount and expense" is amended to read as follows:

Balance Sheet Accounts

ASSETS AND OTHER DEBITS

* * * * *

4. DEFERRED DEBITS

181 **Unamortized debt discount and expense.**

* * * * *

F. Discount, expense or premium on debt shall not be included as part of the cost of constructing or acquiring any property, tangible or intangible, except under the provisions of account 419.1, Allowance for Funds Used During Construction.

* * * * *

3. In the Chart of Income Accounts amend the chart by adding a new account title "419.1, Allowance for funds used during construction" immediately following account title "419, Interest and dividend income," and by deleting the account title "432, Interest charged to construction–Cr." The amended portion of the Chart of Income Accounts will read:

Income Accounts

(Chart of Accounts)

* * * * *

2. OTHER INCOME AND DEDUCTIONS

A. OTHER INCOME

* * * * *

419.1 Allowance for funds used during construction.

* * * * *

4. In the text of Income Accounts, immediately following account "419, Interest and dividend income," add a new account "419.1, Allowance for funds used during construction," and delete account "432, Interest charged to construction–Cr." The new account will read as follows:

419.1 Allowance for funds used during construction.

This account shall include concurrent credits for interest charged to construction based upon the net cost for the period of construction of borrowed funds used for construction purposes and a reasonable rate upon other funds when so used. (See electric plant instruction 3 (17).)

B. Effective for the reporting year 1971, it is proposed to revise certain pages of FPC Form No. 1, Annual Report for Electric Utilities, Licensees and Others (Class A and Class B) prescribed by § 141.1, Chapter I, Title 18 of the Code of Federal Regulations, all as set out in Attachment A hereto.[1]

C. It is proposed to revise FPC Form of Initial Cost Statement for Licensed Projects (FPC Form No. 6) prescribed by § 141.11, Chapter I, Title 18 of the Code of Federal Regulations, all as set out in Attachment B hereto.[1]

D. It is proposed to revise FPC Form No. 5, Monthly Statement of Electric Operating Revenue and Income prescribed by § 141.25, Chapter I, Title 18 of the Code of Federal Regulations all as set out in Attachment C hereto.[1]

E. The following are proposed amendments and revisions to the Uniform System of Accounts for Class A and Class B Natural Gas Companies, in Part 201, Chapter I, Title 18 of the Code of Federal Regulations:

1. The Gas Plant Instruction "3. Components of construction cost" is amended by deleting the words "Interest during construction" in item (17) and substituting therefor the words "Allowance for funds used during construction." As so amended, that portion of Gas Plant Instruction 3 will read:

Gas Plant Instructions

* * * * *

3. *Components of construction cost.*

* * * * *

(17) "Allowance for funds used during construction" includes the net cost for the period of construction of borrowed funds used for construction purposes and a reasonable rate on other funds when so used. * * *

* * * * *

2. In the text of Balance Sheet Accounts, paragraph F of account "181, Unamortized debt discount and expense" is amended to read as follows:

Balance Sheet Accounts

ASSETS AND OTHER DEBITS

* * * * *

4. DEFERRED DEBITS

181 **Unamortized debt discount and expense.**

* * * * *

F. Discount, expense or premium on debt shall not be included as part of the cost of constructing or acquiring any property, tangible or intangible, except under the provisions of account 419.1, Allowance for Funds Used During Construction.

* * * * *

3. In the Chart of Income Accounts amend the chart by adding a new account title "419.1, Allowance for funds used during construction" immediately following account title "419, Interest and dividend income," and by deleting the account title "432, Interest charged to construction–Cr." The amended portion of the Chart of Accounts will read:

Income Accounts

(Chart of Accounts)

* * * * *

2. OTHER INCOME AND DEDUCTIONS

A. OTHER INCOME

* * * * *

419.1 Allowance for funds used during construction.

* * * * *

4. In the text of Income Accounts, immediately following account "419, Interest and dividend income," add a new account "419.1, Allowance for funds used during construction," and delete account "432, Interest charged to construction–Cr." The new account will read as follows:

419.1 Allowance for funds used during construction.

This account shall include concurrent credits for interest charged to construction based upon the net cost for the period of construction of borrowed funds used for construction purposes and a reasonable rate upon other funds when so used. (See gas plant instructions 3(17).)

F. Effective for the reporting year 1971, it is proposed to revise certain pages

[1] Attachments filed as part of the original document.

of FPC Form No. 2, Annual Report for Natural Gas Companies (Class A and Class B) prescribed by § 260.1, Chapter I, Title 18 of the Code of Federal Regulations, all as set out in Attachment D hereto.[1]

G. It is proposed to revise FPC Form No. 11, Natural Gas Pipeline Co. Monthly Statement, prescribed by § 260.3, Chapter I, Title 18 of the Code of Federal Regulations, all as set out in Attachment E hereto.

H. It is proposed to amend the second paragraph of § 4.41, Exhibit N, in Part 4, Chapter I, Title 18 of the Code of Federal Regulations by changing the words "interest during construction" to "allowance for funds used during construction." As so amended, that portion of Exhibit N will read:

§ 4.41 Required exhibits.

* * * * *

Exhibit N. * * *

When required by the Commission or the Secretary, under each item show quantities, unit costs and total costs; indirect construction costs such as construction equipment, camp and commissary, etc., if the work is not to be done under contract; or if under contract include the indirect costs among the various cost items above; overhead construction costs such as engineering, supervision of construction, legal expense, taxes, allowance for funds used during construction, administrative and general expense, and a contingent item, if necessary.

* * * * *

I. It is proposed to amend Schedule C–12 in § 154.63(f), in Part 154, Chapter I, Title 18 of the Code of Federal Regulations by changing the words "interest during construction" to "allowance for funds used during construction." As so amended, that portion of Schedule C–12 will read:

[1] Attachments filed as part of the original document.

§ 154.63 Changes in tariff, executed service agreement or part thereof.

* * * * *

(f) *Description of statements.* * * *

Schedule C–12, which is to be part of the working papers, and may be cross-referenced if such material is in the company's FPC Form No. 2, complete statement of methods and procedures followed in capitalizing allowance for funds used during construction and other construction overheads, including any policy changes, effective dates and reasons therefor for the last 5 calendar years, ending during the 12 months of actual experience.

* * * * *

J. It is proposed to amend the first sentence of § 156.5(a)(12) in Part 156, Chapter I, Title 18 of the Code of Federal Regulations by changing the words "interest during construction" to "allowance for funds used during construction." As so amended, that portion of § 156.5(a)(12) will read:

§ 156.5 Exhibits.

(a) *Exhibits to be submitted with application.* * * *

(12) *Exhibit K—Cost of facilities.* A detailed estimate of total capital cost of the proposed facilities involved in the application, showing cost of construction by operating units such as distribution facilities, compressor stations, transmission pipelines and laterals, measuring and regulating stations, and separately stating the cost of rights-of-way, damages, surveys, materials, labor, engineering and inspection, administrative overheads, fees for legal and other services, allowance for funds used during construction, and contingencies. * * *

* * * * *

K. It is proposed to amend the first sentence of § 157.14(a)(13), Chapter I, Title 18 of the Code of Federal Regulations by changing the words "interest during construction" to "allowance for funds used during construction." As so amended, that portion of § 157.14(a)(13) will read:

§ 157.14 Exhibits.

(a) *To be attached to each application.* * * *

(13) *Exhibit K—Cost of facilities.* A detailed estimate of total capital cost of the proposed facilities for which application is made, showing cost of construction by operating units such as compressor stations, main pipelines, laterals, measuring and regulating stations, and separately stating the cost of right-of-way, damages, surveys, materials, labor, engineering and inspection, administrative overheads, fees for legal and other services, allowance for funds used during construction, and contingencies. * * *

* * * * *

L. It is proposed to amend the title of Schedule 14 in section III, § 141.11(c) in Part 141, Chapter I, Title 18 of the Code of Federal Regulations by changing the schedule title from "14. Interest during construction" to "14. Allowance for funds used during construction." As so changed, Schedule 14. title will read:

§ 141.11 Form of initial cost statement for licensed projects.

* * * * *

(c) * * *

SECTION III—SUPPORTING DATA

* * * * *

14. Allowance for funds used during construction.

* * * * *

M. The Acting Secretary shall cause prompt publication of this notice to be made in the FEDERAL REGISTER.

By direction of the Commission.

KENNETH F. PLUMB,
Acting Secretary.

[FR Doc.71-4806 Filed 4-6-71;8:49 am]

Notices

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and Conservation Service

[Docket No. SH-292]

HAWAIIAN SUGARCANE

Notice of Hearing on Prices and Designation of Presiding Officers

Pursuant to the authority contained in section 301(c)(2) of the Sugar Act of 1948, as amended (61 Stat. 929; 7 U.S.C. 1131), and in accordance with the rules of practice and procedure applicable to fair price proceedings (7 CFR 802.1 et seq.), notice is hereby given that a public hearing will be held in Hilo, on the Island of Hawaii, in the Council Room of the Hawaii County Building, 25 Aupuni Street, on April 23, 1971, beginning at 9 a.m.

The purpose of this hearing is to receive evidence likely to be of assistance to the Secretary of Agriculture in determining, pursuant to the provisions of section 301(c)(2) of said act, fair and reasonable prices or rates for the 1971 crop of Hawaiian sugarcane to be paid, under either purchase or toll agreements, by producers who process sugarcane grown by other producers and who apply for payments under the said act.

The hearing after being called to order at the time and place mentioned herein, may be continued from day to day within the discretion of the presiding officers, and may be adjourned to a later day or to a different place without notice other than the announcement thereof at the hearing by the presiding officers.

In the interest of obtaining the best possible information, all interested persons are requested to appear at the hearing to express their views and present appropriate data in regard to the foregoing matter. All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Tom O. Murphy, James E. Agnew, C. F. Denny, Robert R. Stansberry, and Masao Katsuki are hereby designated as presiding officers to conduct either jointly or severally the foregoing hearing.

Signed at Washington, D.C., on March 31, 1971.

KENNETH E. FRICK,
Administrator, Agricultural Stabilization and Conservation Service.

[FR Doc.71-4790 Filed 4-6-71;8:47 am]

Packers and Stockyards Administration

W. H. HODGES & CO., INC., ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

Original name of stockyard, location, and date of posting	*Current name of stockyard and date of change in name*
LOUISIANA	
W. H. Hodges & Co., of Alexandria, Inc., Alexandria, July 26, 1946.	W. H. Hodges & Company, Inc., Dec. 31, 1970.
W. H. Hodges & Co., of Crowley, Inc., Crowley, June 12, 1957.	W. H. Hodges & Company, Inc., Dec. 31, 1970.
W. H. Hodges & Co., of New Roads, Inc., New Roads, June 20, 1957.	W. H. Hodges & Company, Inc., Dec. 31, 1970.
W. H. Hodges & Company of New Roads, Inc., Raceland, Mar. 5, 1959.	W. H. Hodges & Company, Inc., Dec. 31, 1970.
NORTH DAKOTA	
Oakes Livestock Terminal, Inc., Oakes, May 13, 1959.	Oakes Livestock Commission Co., Jan. 25, 1971.

Done at Washington, D.C., this 1st day of April 1971.

G. H. HOPPER,
Chief, Registrations, Bonds, and Reports Branch, Livestock Marketing Division.

[FR Doc.71-4840 Filed 4-6-71;8:52 am]

DEPARTMENT OF COMMERCE

Maritime Administration

BULK CARRYING SERVICES

Notice of Proposed Operating-Differential Subsidy

The Maritime Subsidy Board is considering granting operating-differential subsidy for the operation of up to 12 ore-bulk-oil (OBO) vessels of approximately 75,000 to 81,000 DWT for worldwide carriage of liquid and dry bulk cargo in the foreign oceanborne commerce of the United States and the carriage of such cargoes between foreign ports. These vessels will carry exclusively commercial bulk cargoes not subject to the cargo preference statutes including 10 U.S.C. 2631, 46 U.S.C. 1241, and 15 U.S.C. 616a, and will not operate in the domestic trades, unless authorized by the Maritime Subsidy Board pursuant to the statute. Any party having an interest in the granting of such subsidy and who would contest a finding of the Board that the service now provided by vessels of U.S. registry for the worldwide carriage of liquid and dry commercial bulk cargoes moving in the foreign commerce of the United States or in any particular trade in the foreign commerce of the United States is inadequate, must, on or before April 22, 1971, notify the Secretary in writing of his interest and of his position and file a petition for leave to intervene in accordance with the Board's rules of practice and procedure (46 CFR Part 201). Each such statement of interest and petition to intervene shall state whether a hearing is requested under section 605(c) of the Merchant Marine Act, 1936, as amended, and with as much specificity as possible the facts that the intervenor would undertake to prove at such hearing.

In the event that a section 605(c) hearing is ordered to be held, the purpose of such hearing will be to receive evidence relevant to whether the service already provided by vessels of U.S. registry for the worldwide movement of liquid and dry commercial bulk cargoes in the foreign oceanborne commerce of the United States is inadequate and whether in the accomplishment of the purposes and policy of the Act additional vessels should be operated thereon.

If no request for hearing and petition for leave to intervene is received within the specified time, or if the Maritime Subsidy Board determines that petitions for leave to intervene filed within the specified time do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board will

take such action as may be deemed appropriate.

Dated: April 5, 1971.

By order of the Maritime Subsidy Board.

AARON SILVERMAN,
Assistant Secretary.

[FR Doc.71-4940 Filed 4-6-71;8:54 am]

National Oceanic and Atmospheric Administration

YELLOWFIN TUNA

Closure of Season

Notice is hereby given pursuant to § 280.5, Title 50, Code of Federal Regulations, as follows:

On April 2, 1971, the Director of Investigations of the Inter-American Tropical Tuna Commission recommended to the representatives of all nations having vessels operating in the regulatory area defined in 50 CFR 280.1(g) that the yellowfin tuna fishing season be closed at 0001 hours, local time, on April 9, 1971, to assure that the established catch limit of 140,000 short tons for 1971 will not be exceeded. (See announcement of the annual catch limit established for yellowfin tuna from the regulatory area published in the FEDERAL REGISTER of March 6, 1971 (36 F.R. 4514).

I hereby announce that the 1971 season for the taking of yellowfin tuna without restriction as to quantity by persons and vessels subject to the jurisdiction of the United States will terminate at 0001 hours, local time in the area affected, April 9, 1971.

Issued at Washington, D.C. and dated April 5, 1971.

PHILIP M. ROEDEL,
Director,
National Marine Fisheries Service.

[FR Doc.71-4866 Filed 4-6-71;8:54 am]

Office of the Secretary

ARGONNE NATIONAL LABORATORY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 896-51, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 70-00790-33-46070. Applicant: Argonne National Laboratory, 9700 South Cass Avenue, Argonne, IL 60439. Article: Scanning electron microscope, Model Mark IIA. Manufacturer: Cambridge Instrument Co., Ltd. United Kingdom.

Intended use of article: The article will be used to obtain information in three dimensions on the topology of the organs or organelles to be observed. Biological investigations concern amoeba carolinensis surface and internal structures in control and irradiated animals; the effect of negative growth in the embryos of melanoplus differentialis (grasshopper) following irradiation; the effect of irradiation on dog bone marrow hematopoietic cells; and the effect of irradiation on the newly forming chick embryo blood vascular system.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, was being manufactured in the United States at the time the foreign article was ordered (April 15, 1970).

Reasons: The foreign article provides a dual diffusion pump system which permits the vacuum in the column and the specimen chamber to be independently maintained. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated October 19, 1970 that the dual pumping system provided by the foreign article is pertinent to the purposes for which the article is intended to be used. HEW further advises that it knows of no comparable scanning electron microscope being manufactured in the United States, which provided this pertinent capability at the time the foreign article was ordered.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used, which was being manufactured in the United States at the time the foreign article was ordered.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71-4762 Filed 4-6-71;8:45 am]

DEPARTMENT OF AGRICULTURE

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71-00103-60-46040. Applicant: U.S. Department of Agriculture, ARS, Management Services Division for Marketing and Nutrition Research, Post Office Box 53326, 701 Loyola Avenue, Room T-12017, New Orleans, LA 70150. Article: Electron microscope, Model HU-12. Manufacturer: Hitachi, Ltd., Japan.

Intended use of article: The article will be used for the training of graduate students and postdoctorates in the techniques and applications of electron microscopy and, for M.D.'s and Ph. D.'s whose major interest is to obtain results as rapidly as possible. Research projects concern ultrastructural studies of cell walls and their component parts as they relate to texture, investigations of ripening and postharvest cytology as it relates to turgor, color and texture, and for studies of fruit and vegetable skin, peel, shell, and core.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 250 to 500,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU-4C manufactured by the Forgflo Corp. The Model EMU-4C, with its standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU-4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU-4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated December 10, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 250 to 500,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU-4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign

article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71-4771 Filed 4-6-71;8:46 am]

DEPARTMENT OF AGRICULTURE

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71-00125-63-46040. Applicant: U.S. Department of Agriculture, ARS, CR, Shade Tree and Farm Windbreak Invest. Lab., 359 Main Road (Post Office Box 365), Delaware, OH 43015. Article: Electron microscope, Model HU-11E-1. Manufacturer: Hitachi, Ltd., Japan.

Intended use of article: The article will be used for studies of ultrathin sections of plant tissue, fungi, octinsinycates, and mycoplasmas. Purified viral preparations and viruses in thin sections of plant tissue and insects will be investigated to determine normal and pathological cellular events in higher plants and micro-organisms.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 900 to 400,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU-4C manufactured by the Forgflo Corp. The Model EMU-4C, with its standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU-4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU-4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated December 22, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 900 to 400,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU-4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71-4772 Filed 4-6-71;8:46 am]

NORTHEASTERN UNIVERSITY ET AL.

Notice of Applications for Duty-Free Entry of Scientific Articles

The following are notices of the receipt of applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897). Interested persons may present their views with respect to the question of whether an instrument or apparatus of equivalent scientific value for the purposes for which the article is intended to be used is being manufactured in the United States. Such comments must be filed in triplicate with the Director, Special Import Programs Division, Office of Import Programs, Washington, D.C. 20230, within 20 calendar days after date on which this notice of application is published in the FEDERAL REGISTER.

Amended regulations issued under cited Act, as published in the October 14, 1969 issue of the FEDERAL REGISTER, prescribe the requirements applicable to comments.

A copy of each application is on file, and may be examined during ordinary Commerce Department business hours at the Special Import Programs Division, Department of Commerce, Washington, D.C.

Docket No. 71-00389-33-46500. Applicant: Northeastern University, 360 Huntington Avenue, Boston, MA 02115. Article: Ultramicrotome, Model LKB 8800A. Manufacturer: LKB Produkter A.B., Sweden. Intended use of article: The article will be used for cytological studies of a number of marine invertebrates. Investigations involve both delicate, soft-bodied animals such as Ctenophores and hard, difficult to section tissues such as the radular complex of gastropod molluscs. Cytochemical studies of the digestive system of the Ctenophore and of the cells secreting the radular teeth of the molluscs are being conducted. Application received by Commissioner of Customs: February 9, 1971.

Docket No. 71-00391-00-46000. Applicant: Michigan State University, MSU/AEC Plant Research Laboratory, Wilson Road, East Lansing, MI 48823. Article: Microscope stand RA-34 with Quad nose complete with 15 accessory parts and installation. Manufacturer: Carl Zeiss, Inc., West Germany. Intended use of article: The articles are components to be used with existing Zeiss equipment. Application received by Commissioner of Customs: February 10, 1971.

Docket No. 71-00392-65-77030. Applicant: The University of West Florida, Pensacola, FL 32504. Article: NMR Spectrometer, Model JNM-C-60HL. Manufacturer: Japan Electron Optics Lab. Co., Ltd., Japan. Intended use of article: The article will be used by staff members and students to study steroids, carotenoids, marine natural products, biological preparations and routine organic samples. Courses in Organic Chemistry, Physical Chemistry, Inorganic Preparations, Organic Structure Determination, Instrumental Analysis, and Spectroscopic Identification of Organic Compounds will use the article for teaching purposes. Application received by Commissioner of Customs: February 10, 1971.

Docket No. 71-00393-65-46070. Applicant: Southern Illinois University, Carbondale, IL 62901. Article: Scanning electron microscope, Model Mark IIA. Manufacturer: Cambridge Instrument Co., Ltd., United Kingdom. Intended use of article: The article will be used for faculty and graduate research and for teaching a course involving transmission and scanning electron microscopy. Research specimens in the physical sciences will include fracture studies of alloys and composites, precision location of heterojunctions in solid state devices and nucleation and crystal growth studies. Research specimens to be studied in the natural sciences include bacterial spores, protozoa, pollens seeds, leaves and microscopic morphology of fossils. Application received by Commissioner of Customs: February 10, 1971.

Docket No. 71-00394-00-77030. Applicant: North Texas State University, Denton, TX 76203. Article: Deuterium rf oscillator JNM-RH-D. Manufacturer: Japan Electron Optics Lab. Co., Ltd., Japan. Intended use of article: The article is an accessory to be used with an existing PS-100 nuclear magnetic resonance spectrometer. Application received by Commissioner of Customs: February 10, 1971.

Docket No. 71-00395-33-46040. Applicant: University of Colorado Medical Center, 4200 East Ninth Avenue, Denver, CO 80220. Article: Electron microscope, Model EM 9S-2. Manufacturer: Carl Zeiss, Inc., West Germany. Intended use

of article: The article will be used to study the fine structure of vertebrate spinal cord, vertebrate autonomic ganglia, and synaptic junctions between nerve and muscle. Graduate students and postdoctoral fellows will be taught electron microscope techniques in combination with other techniques in neurobiology in a course entitled Physiology. Application received by Commissioner of Customs: February 10, 1971.

Docket No. 71-00396-33-46040. Applicant: The University of Michigan, Ann Arbor, MI 48104. Article: Electron microscope, Model EM6G. Manufacturer: Associated Electrical Industries, Ltd., United Kingdom. Intended use of article: The article will be used for high resolution studies on cytomembranes; size distribution analyses of air pollution particles and to determine the form or three-dimensional configuration of the particles in question; and for the routine examination of tissues after treatment of animals with a variety of toxic agents to determine whether subcellular abnormalities are induced by the treatment. Application received by Commissioner of Customs: February 10, 1971.

Docket No. 71-00397-00-46040. Applicant: Columbia University, Department of Biological Sciences, New York, NY 10027. Article: 70-mm. roll film camera. Manufacturer: Siemens A.G., West Germany. Intended use of article: The article is an accessory for an existing Elmiskop 101 electron microscope. Application received by Commissioner of Customs: February 11, 1971.

Docket No. 71-00398-33-07730. Applicant: Yale University, Purchasing Department, 260 Whitney Avenue, New Haven, CT 06520. Article: X-ray diffraction camera. Manufacturer: Baird & Tatlock, United Kingdom. Intended use of article: The article will be used for research on the molecular arrangements present in biological membranes and the structure of atheroselerotic deposits in deceased human arterial tissue. X-ray diffraction theory and technique will be taught in courses on Molecular Biophysics and Biochemistry for undergraduate and graduate students. Application received by Commissioner of Customs: February 16, 1971.

Docket No. 71-00399-33-46040. Applicant: Sloan-Kettering Institute for Cancer Research, 410 East 68th Street, New York, NY 10021. Article: Electron Microscope, Model EM 300. Manufacturer: Philips Electronics NVD, The Netherlands. Intended use of article: The article will be used for a study of virus-infected cells correlating morphological events with physical, chemical, and biochemical changes occurring within those cells. The biological materials to be studied include highly purified samples of animal viruses containing RNA, both cytocidal and tumorigenic; and, samples of whole cells or subcellular fractions from mammalian or avian cells infected with either cytocidal or tumorigenic viruses. Application received by Commissioner of Customs: February 16, 1971.

Docket No. 71-00400-33-46040. Applicant: Mayo Foundation, Mayo Clinic, 200 First Street SW., Rochester, MN 55901. Article: Electron microscope, Model EM 300. Manufacturer: Philips Electronics NVD, The Netherlands. Intended use of article: The article will be used to study the peripheral nerve tissue from healthy man and from patients with neuropathy, particularly inherited neuropathy. Peripheral nerve tissue from animals with experimental neuropathy will also be studied. The macromolecular organization of various organelles of Schwann cells and of myelinated and unmyelinated fibers of the nerve of healthy man will be compared to similar structures seen in various diseases of nerves occurring in man and those produced experimentally in animals. Application received by Commissioner of Customs: February 16, 1971.

Docket No. 71-00402-33-46040. Applicant: Department of Law & Public Safety, Office of State Medical Examination, 150 Cabinet Street, Newark, NJ 07107. Article: Electron microscope, Model EM 9S-2. Manufacturer: Carl Zeiss, Inc., West Germany. Intended use of article: The article will be used to study specimens from animal and human (autopsy and surgical) tissues. The experimental design or disease will dictate the particular tissue, such as heart, liver and kidney, for ultrastructural studies of cell changes in these organs. Students, residents, postdoctoral trainees, and other persons without previous experience will be trained in electron microscopy. Application received by Commissioner of Customs: February 17, 1971.

Docket No. 71-00403-82-01200. Applicant: U.S. Department of Interior, Bureau of Mines, % B & K Instruments, Inc., 5111 West 164th Street, Cleveland, OH 44142. Article: Miniature sound level meter (includes piezoelectric microphone) and portable acoustic calibrator. Manufacturer: Bruel & Kjaer, Denmark. Intended use of article: The article will be used by men in a mine, where it is desired to minimize the operation and calibration procedural steps for the measurement of sound levels within mines. Application received by Commissioner of Customs: February 17, 1971.

Docket No. 71-00404-01-77030. Applicant: University of Arkansas, Fayetteville, AR 72701. Article: NMR spectrometer. Model HFX-90/7-18". Manufacturer: Bruker Scientific, Inc., West Germany. Intended use of article: The article will be used for research on the elucidation of molecular structure of organic and inorganic compounds; studies of chemically induced dynamic nuclear polarization; reaction rate and mechanism studies; identification of unknown compounds; quantitative analysis of mixtures and determination of sample purity; the study of solvent effects and the state of aggregation of organometallic reagents; and to train graduate students in the use of nuclear magnetic resonance spectroscopy for the above purposes. Application received by Commissioner of Customs: February 19, 1971.

Docket No. 71-00408-75-88600. Applicant: Argonne National Laboratory, 9700 South Cass Avenue, Argonne, IL 60439. Article: Shielding windows. Manufacturer: Schott Optical Glass, Inc., West Germany. Intended use of article: The article will be used to provide shielded cells and support facilities for examination of radioactive nuclear materials. The shielding window viewing glass blocks will be used in window assemblies which provide shielding and particulate containment protection for personnel who are engaged in the examination of irradiated reactor fuels and irradiated materials from reactors and reactor loops. The materials to be studied include uranium and plutonium as well as metals and metal alloys used in the fabrication of reactor fuel. Application received by Commissioner of Customs: February 22, 1971.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71-4763 Filed 4-6-71;8:45 am]

NORTHWESTERN UNIVERSITY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897), and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71-00100-33-46040. Applicant: Northwestern University Medical School, 303 East Chicago Avenue, Chicago, IL 60611. Article: Electron microscope, Model HU-12. Manufacturer: Hitachi, Ltd., Japan.

Intended use of article: The article will be used for research in the fine structure and cytochemistry of catecholamine uptake, storage and release mechanisms, analysis of extracellular transport mechanisms in the central nervous system; ultrastructural analysis of microtubular transport system of neurons and neuroglial cells; a study of the oligodendroglial cells in experimental allergic encephalomyelitis; and for a study of the intercellular matrix of human gliablastoma multiforme.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 250 to 500,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU-4C manufactured by the Forgflo Corp. The Model EMU-4C, with its

standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnifications induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU–4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU–4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated December 10, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 250 to 500,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU–4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4764 Filed 4–6–71;8:45 am]

NORTHWESTERN UNIVERSITY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hous of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71–00099–33–46040. Applicant: Northwestern University Medical School, 303 East Chicago Avenue, Chicago, IL 60611. Article: Electron microscope, Model HU–11F. Manufacturer: Hitachi, Ltd., Japan.

Intended use of article: The article will be used for research projects concerning a sterometric study of nerve cells in a variety of experimental; situations; an investigation of the structure and distribution of motor end plates in extraocular muscles and the relation of fine structure to function in the larynx and middle ear of rodents, bats, and man; and for ultrastructural analysis of embryonic chick otocysts in tissue culture.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 900 to 250,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU–4C manufactured by the Forgflo Corp. The Model EMU–4C, with its standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU–4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU–4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated December 10, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 900 to 250,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU–4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4765 Filed 4–6–71;8:45 am]

OHIO STATE UNIVERSITY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71–00171–33–46040. Applicant: The Ohio State University, Department of Pathology, 190 North Oval Drive, Columbus, OH 43210. Article: Electron microscope, Model HU–12. Manufacturer: Hitachi, Ltd., Japan.

Intended use of article: The article will be used in teaching and training of medical students, graduate students, interns, residents, and fellows as well as research personnel (research assistants and research associates) in the techniques and biomedical application of electron microscopy. In addition, the article will be used for research and service by the faculty members, students and other personnel using the electron microscope. Fields of research include: Atherosclerosis research, myocardial histochemistry, study of the breast, myocardial hypertropy, cardiac conduction system and malignancy-associated lymphocytic changes.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 250 to 500,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU–4C manufactured by the Forgflo Corp. The Model EMU–4C, with its standard pole-piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU–4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU–4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated January 8, 1971, that the applicant requires the capability of

rapid change from very low to very high magnification without opening the column.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 250 to 500,000 magnifications without changing pole pieces, while at the same time providing high-quality low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU–4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4766 Filed 4–6–71;8:45 am]

PUBLIC HEALTH SERVICE HOSPITAL, BALTIMORE, MD.

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71–00042–33–46040. Applicant: U.S. Public Health Service Hospital, 3100 Wyman Park Drive, Baltimore, MD 21211. Article: Electron microscope, Model JEM–100B. Manufacturer: Japan Electron Optics Lab. Co., Ltd., Japan.

Intended use of article: The article will be used for ultrastructural studies of the hematopoietic tissues of patients with lymphoma and acute leukemia before and during treatment, of experimental pathology and chemotherapy in relevant animal model systems and in the search for and the identification of viruses in these pathological states.

Comments: No comments have been received with respect to this application.

Decision: Application approved No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 500 to 500,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU–4C manufactured by the Forgflo Corp. The Model EMU–4C, with its standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU–4C that for the highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU–4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated November 20, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 500 to 500,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU–4C is not of equivalent scientific value to the foreign article for such purposes as this article in intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4773 Filed 4–6–71;8:46 am]

TEXAS CHRISTIAN UNIVERSITY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71–00036–33–46040. Applicant: Texas Christian University, Fort Worth, Tex. 76129. Article: Electron Microscope, Model EM 300. Manufacturer: Philips Electronics NVD, The Netherlands.

Intended use of article: The article will be used for research studies on the fine structural changes in rat anterior pituitary after various hormone treatments; for electron microscopic studies on the Crustacean molt gland (Y-organ) involving both thin sectioned and negatively stained preparations; and to carry out electron microscopic and electron diffraction studies on thin films of aluminum oxide.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 220 to 550,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU–4C, manufactured by the Forgflo Corp. The Model EMU–4C, with its standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU–4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU–4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated November 20, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 220 to 550,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU–4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes at this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4767 Filed 4–6–71;8:45 am]

UNIVERSITY OF MIAMI

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 70–00521–33–46040. Applicant: University of Miami, Office of the Purchasing Agent, Coral Gables, FL 33124. Article: Electron microscope, Model AEI EM–801. Manufacturer: Associated Electrical Industries, Ltd., United Kingdom. Intended use of article: The article will be used in a study of the five structures of attachment mechanisms which bind cells to each other and to connective tissue components; a study of developing contractile filament systems within cells, including cells highly specialized in this regard (muscle) and cells having only subtle contractile properties; and for the comparison of intracellular filament systems which are involved in contraction as against filament systems which function in terms of mechanical support, and which are closely related to sites of intercellular adhesion.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article is equipped with a tilt stage having a guaranteed resolving power of 5 angstroms. The most closely comparable domestic instrument is the Model EMU–4B electron microscope which was formerly manufactured by the Radio Corp of America and which is currently being produced by Forgflo Corp. (Forgflo). The Model EMU–4B can be equipped with a tilt stage but the guaranteed resolving power of this stage is 8 angstroms. (The lower the numerical rating in terms of angstrom units, the better the resolving power.) We are advised by the Department of Health, Education, and Welfare in its memorandum dated November 6, 1970, that the guaranteed resolving power of the tilt stage of the foreign article is pertinent to the applicant's research studies. We, therefore, find that the Model EMU–4B electron microscope is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4768 Filed 4–6–71;8:45 am]

UNIVERSITY OF NEBRASKA ET AL.

Notice of Applications for Duty-Free Entry of Scientific Articles

The following are notices of the receipt of applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651; 80 Stat. 897). Interested persons may present their views with respect to the question of whether an instrument or apparatus of equivalent scientific value for the purposes for which the article is intended to be used is being manufactured in the United States. Such comments must be filed in triplicate with the Director, Special Import Programs Division, Office of Import Programs, Washington, D.C. 20230, within 20 calendar days after date on which this notice of application is published in the FEDERAL REGISTER.

Amended regulations issued under cited Act, as published in the October 14, 1969, issue of the FEDERAL REGISTER, prescribed the requirements applicable to comments.

A copy of each application is on file, and may be examined during ordinary Commerce Department business hours at the Special Import Programs Division, Department of Commerce, Washington, D.C.

Docket No. 71–00407–00–46500. Applicant: University of Nebraska, Department of Microbiology, Lincoln, Nebr. 68508. Article: Glass Knife making instrument for ultramicrotome, Model Messer Type C. Manufacturer: Sunkay Laboratory, Inc., Japan. Intended use of article: The article will be used to make glass knives for ultrathin sectioning of specimens for electron microscopy. Application received by Commissioner of Customs: February 22, 1971.

Docket No. 71–00409–33–46500. Applicant: University of Minnesota, Department of Veterinary Obstetrics and Gynecology, College of Veterinary Medicine, 118 Veterinary Clinic, St. Paul, MN 55101. Article: Ultramicrotome, Model LKB 8800A. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article will be used to study a variety of biological tissues including testis, secondary male accessory organs, uterus, ovary, cervix, and blood cells. The ultrastructure of these tissues will be studied as it relates to their physiological function and pathological alteration. Seven courses for graduate students will be using the ultramicrotome for advanced morphological and pathological studies. Application received by Commissioner of Customs: February 23, 1971.

Docket No. 71–00410–33–46500. Applicant: Sloan-Kettering Institute for Cancer Research, 425 East 68th Street, New York, NY 10021. Article: Ultramicrotome, Model LKB 8800A. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The research project for which the article is intended to be used will be an integrated study of virus-infected cells correlating morphological events with physical, chemical and biochemical changes occurring within these cells. The biological materials to be studied are highly purified samples of cytocidal and tumorigenic viruses containing RNA; and samples of whole cells or subcellular fractions from mammalian or avian cells infected either with cytocidal or tumorigenic viruses containing RNA. Application received by Commissioner of Customs: February 23, 1971.

Docket No. 71–00411–33–46500. Applicant: Sloan-Kettering Institute for Cancer Research, 425 East 68th Street, New York, NY 10021. Article: Ultramicrotome, Model LKB 8800A, and Accessories. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article will be used for research to determine the nature of the alterations in the cell surface associated with malignant transformation of normal cells. Another project concerns electron microscopic screening of human and other mammalian tumors and tumor-derived cell lines in an attempt to detect potentially oncogenic viruses. These studies require serial sectioning of single cells. Application received by Commissioner of Customs: February 23, 1971.

Docket No. 71–00412–00–46040. Applicant: Iowa State University, Electron Microscope Laboratory, Engineering Research Institute, 120 Engineering Annex, Ames, IA 50010. Article: Electrical exposure shutter with equipment for exposure measurement. Manufacturer: Siemens AG, West Germany. Intended use of article: The article is an accessory to an existing electron microscope. Application received by Commissioner of Customs: February 23, 1971.

Docket No. 71–00413–01–77040. Applicant: Long Island University, Chemistry Department, 385 Flatbush Avenue, Extension, Brooklyn, NY 11201. Article: Mass spectrometer, Model GH–7. Manufacturer: Varian MAT, West Germany. Intended use of article: The article will be used as both a teaching and research tool. Studies concern quantitative analyses of trace amounts of material, measurement of molecular weight, scanning of ion fragmentation spectra and determination of isotope abundance ratios. The research programs involve inorganic, organic, biological, physical and nuclear chemistry. Application received by Commissioner of Customs: February 23, 1971.

Docket No. 71–00414–33–46040. Applicant: University of Maryland, College Park, MD 20740. Article: Electron Microscope, Model HU–12. Manufacturer: Hitachi, Ltd., Japan. Intended use of article: The article will be used for the study of the ultrastructure and assembly of myofibrils, myofilaments, and microtubles in dividing and differentiating chick-embryo muscle cells grown in tissue culture; and to study isolated molecules

of messenger RNA, DNA, and RNA–DNA hybrids from embryonic and adult muscle cells. Also electron microscopy will be taught in zoology courses. Application received by Commissioner of Customs: February 23, 1971.

Docket No. 71–00415–33–77040. Applicant: Research Triangle Institute, Post Office Box 12194, Research Triangle Park, N.C. 27709. Article: Mass spectrometer, Model CH–7. Manufacturer: Varian MAT, West Germany. Intended use of article: The article will be used as a tool or aid in the separation and structure identification of the metabolites of drugs in common usage. Research involves measurement of molecular weights, scanning of ion fragmentation spectra, observation of metastable ions and analyses for trace components of mixtures in research programs in drug metabolism, synthesis of pure drugs and the identification or interpretation of the organic and biological chemistry of their metabolic products. Application received by Commissioner of Customs: February 23, 1971.

Docket No. 71–00416–33–46500. Applicant: Minneapolis Medical Research Foundation, Inc., at Hennepin County General Hospital, 619 Fifth Street South, Minneapolis, MN 55415. Article: Ultramicrotome, Model LKB 8800A. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article will be used to perform ultrathin structures of a variety of tissues and materials in preparation for ultrastructural examination by an electron microscope. These materials include insulin secreting granules from pancreatic islets; lung tissue from baboons, dogs, and humans; clostridium perfringens bacteria; mumps virus; neurons and glial elements from nervous tissue; and various human tissue biopsies including liver, kidney, and intestine. Application received by Commissioner of Customs: February 24, 1971.

Docket No.: 71–00417–33–46070. Applicant: University of California, San Francisco, Purchasing Department, 1438 South 10th Street, Richmond, CA 94804. Article: Scanning electron microscope, Model S–4, and accessories. Manufacturer: Cambridge Scientific Instruments Ltd., United Kingdom. Intended use of article: The article will be used for the study of a wide variety of biological tissues including, normal and abnormal blood cells, developing embryos of rats, tumor cells in culture, spermatozoa, serum lipoproteins, developing athrosclerotic plaques, corneal lesions and normal and abnormal gastrointestinal epithelia. Tissues will be frozen-dried or dried by the critical point method, gold evaporated on their surfaces and examined in the scanning microscope. In most cases it will be necessary to remove surfaces in a step-by-step manner by means of the ion etching device in order to study underlying structures. Application received by Commissioner of Customs: February 25, 1971.

Docket No. 71–00418–00–80045. Applicant: NASA Manned Spacecraft Center, Houston, Tex. 77058. Article: Spare parts for solar optical telescope systems. Manufacturer: Bernard Halle Nachfl, West Germany. Intended use of article: The articles, filter elements, will be used as directly interchangeable components in 10 solar filters from the same manufacturer. The filters are used in the Solar Particle Alert Network (SPAN) which provides the MSC Flight Operations Division with in-flight data of solar flair details. Application received by Commissioner of Customs: February 25, 1971.

Docket No. 71–00419–65–46070. Applicant: Purdue University, Lafayette, Ind. 47907. Article: Scanning electron microscope, Model JSM–U3. Manufacturer: Japan Electron Optics Lab. Co., Ltd., Japan. Intended use of article: The article will be used for studies of minerals, cements, woods, oxides, metals and alloys, semiconductors (including devices), meteorites, and polymers. The primary properties of the material to be investigated are the structure (size, shape, number, arrangement of phases) and the elemental composition. Experiments to be conducted involve determination of how structure of various materials can be modified by various treatments to improve properties. Educational purposes include courses in Microstructure of Materials, Physical Metallurgy, and Special Investigations in Materials Science. Application received by Commissioner of Customs: February 25, 1971.

Docket No. 71–00420–65–46070. Applicant: University of Illinois, Purchasing Division, 223 Administration Building, Urbana, IL 61801. Article: Scanning Electron Microscope, Model JSM–U3. Manufacturer: Japan Electron Optics Lab. Co., Ltd., Japan. Intended use of article: The article will be used to study metals, semiconductors, ceramics, rocks and minerals, plastics, and biological tissues. Metals and ceramics will be examined while subjecting them to stress or temperature variations with a view to obtaining information on phase changes that occur in such systems. Rocks and minerals, including structural materials, such as concrete, are to be examined for morphological characteristics and chemical compositions of individual phases in such materials. Application received by Commissioner of Customs: February 25, 1971.

Docket No. 71–00422–73–07700. Applicant: National Aeronautics and Space Administration, Manned Spacecraft Center, Houston, Tex. 77058. Article: 35mm Nikon Camera. Manufacturer: Nippon Kogaku, Japan. Intended use of article: The article will be used in an experiment to photograph with visible and ultraviolet light the earth's ozone layer and the twilight airglow. The earth will be photographed through two broad band filters admitting light from several wavelength bands in the ultraviolet, one centered within the ozone absorption region between 2550 Å and 2750 Å, and one just outside the ozone absorption region near 3200 Å. Application received by Commissioner of Customs: February 25, 1971.

Docket No. 71–00426–00–61800. Applicant: Santa Monica College, 1815 Pearl Street, Santa Monica, CA 90405. Article: Planetarium projector, Model MS–8. Manufacturer: Minolta Camera Co. Ltd., Japan. Intended use of article: The article will be used in courses entitled Elementary Astronomy, Arstronomical Observation, History of Science and Astronomy for Science Majors. Also, primary and secondary students in the area will be offered scheduled astronomy classes at the college planetarium. Application received by Commissioner of Customs: March 5, 1971.

Docket No. 71–00427–00–20700. Applicant: University of California, Lawrence Radiation Laboratory, East End of Hearst Avenue, Berkeley, CA 94720. Article: Glass blocks for Cerenkov counter-12 each. Manufacturer: Ohara Glass, Japan. Intended use of article: The articles will be used to construct a detector for 100 MeV gamma rays. Application received by Commissioner of Customs: March 5, 1971.

Docket No. 71–00428–00–46040. Applicant: Arizona State University, Tempe, AZ 85281. Article: Goniometer stage. Manufacturer: Japan Electron Optics Lab Co., Ltd., Japan. Intended use of article: The article is an accessory for an existing JEM–100B electron microscope. Application received by Commissioner of Customs: March 5, 1971.

Docket No. 71–00430–33–07520. Applicant: University of Minnesota Hospitals, University of Minnesota Mayo Box 494, Minneapolis, MN 55455. Article: Batch calorimeter (microcalorimeter) system. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article will be used in the investigation of the calorimetric features of the antibody-antigen interaction. Antibody shall be obtained by stimulation of several mammalian species with both particulate and soluble antigens (antibody inducing substances). The source of the antibody will be the serum of these species, and the antibody will be purified from the serum by standard chromatography procedures. The experiment to be conducted will be the reaction of the purified antibody with the antigen in the microcalorimeter. Application received by Commissioner of Customs: March 5, 1971.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4769 Filed 4–6–71;8:45 am]

UNIVERSITY OF UTAH

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71–00075–33–46040. Applicant: University of Utah, Purchasing Department, Salt Lake City, Utah 84112. Article: Electron microscope, Model Elmiskop IA. Manufacturer: Siemens A.G., West Germany.

Intended use of article: The article will be used for examination of selected pathologic specimens from patients (biopsies, autopsies); studies of plant and animal cell division, correlating light and electron microscopic observations; and studies of the effects of high cholesterol, cholic acid and taurocholic acids diets on the ultrastructure of rat liver, kidney, and vessels.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 200 to 200,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU–4C manufactured by the Forgflo Corp. The Model EMU–4C, with its standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMC–4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU–4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated November 20, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 200 to 200,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU–4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4770 Filed 4–6–71;8:46 am]

WISTAR INSTITUTE OF ANATOMY AND BIOLOGY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C.

Docket No. 71–00090–33–46040. Applicant: The Wistar Institute of Anatomy and Biology, 36th Street at Spruce, Philadelphia, PA 19104. Article: Electron microscope, Model HU–11 F. Manufacturer: Hitachi, Ltd., Japan.

Intended use of article: The article will be used for research concerning a study of human cells aging in tissue culture; studies on cells incorporating a novel sterol into their membranes; a study of the connections between cells; and for a study of virus infections in cells.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purpose as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides a continuous magnification from 900 to 400,000 magnifications, without changing the pole piece. The most closely comparable domestic instrument is the Model EMU–4C manufactured by the Forgflo Corp. The Model EMU–4C, with its standard pole piece, has a specified range from 1,400 to 240,000 magnifications. For survey and scanning, the lower end of this range can be reduced to 200 magnifications or less. But the continued reduction of magnification induces an increasingly greater distortion. The domestic manufacturer suggests in its literature on the Model EMU–4C that for highest quality, low magnification electron micrographs in the magnification range between 500 and 70,000 magnifications, an optional low magnification pole piece should be used. Changing the pole piece on the Model EMU–4C requires a break in the vacuum of the column. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated November 20, 1970, that the applicant requires the capability of taking high-quality micrographs at low magnifications in order to achieve the purposes for which the article is intended to be used.

HEW further advises that breaking the vacuum in the column induces the danger of contamination which would very likely lead to the failure of the experiment. Therefore, the capability of moving from 900 to 400,000 magnifications without changing pole pieces, while at the same time providing high-quality micrographs at low magnifications, is considered to be a pertinent characteristic. For these reasons, we find that the Model EMU–4C is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

SETH M. BODNER,
Director,
Office of Import Programs.

[FR Doc.71–4774 Filed 4–6–71;8:46 am]

[Dept. Organization Order 15–7]

OMBUDSMAN FOR BUSINESS

Establishment and Functions

The following order was issued by the Secretary of Commerce on March 26, 1971.

SECTION 1. *Purpose.* This order establishes an office of Ombudsman for Business and prescribes the functions of that office.

SEC. 2. *Designation and status.* There is hereby established in the Office of the Secretary the position of Ombudsman for Business. The Ombudsman for Business shall have the status of a Special Assistant to the Secretary of Commerce. The Ombudsman for Business may, as necessary, call upon the units of the Department for services of personnel and other assistance in carrying out his functions.

SEC. 3. *Functions.* .01 The Ombudsman for Business shall have the following functions:

a. Receive and answer questions on Federal Government programs of interest to business;

b. Assist business by providing a focal point for receiving and handling communications involving information, complaints, criticisms, and suggestions about Government activities relating to business;

c. Arrange conferences with appropriate officials within the Department and in other agencies, and follow up on referrals to determine whether further assistance is necessary and appropriate; and

d. Develop suggested changes to remedy the causes of business complaints about the Federal Government, as appropriate, and refer them to the Secretary of Commerce for further action.

.02 In carrying out these functions, the Ombudsman for Business shall not represent, intervene on behalf of or otherwise seek to assist business and individuals on specific matters, cases or issues before Federal regulatory agencies or before Federal departments exercising a regulatory function with respect thereto. On such matters, the Ombudsman for Business shall limit his activities to the provision of information, in response to inquiries from businesses and individuals, on what department, or agency or subordinate element thereof to contact on the specific matter involved, and, as applicable, to bring to the attention of inquirers regulations or other published procedures on such matters.

.03 The Ombudsman shall not participate in, intervene in regard to, or in any way influence, the negotiation or renegotiation of the terms of contracts between business and the Government.

Effective date: March 26, 1971.

LARRY A. JOBE,
Assistant Secretary for Administration.

[FR Doc.71-4797 Filed 4-6-71;8:48 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[DESI 11636; Docket No. FDC-D-286; NDA 11-636]

FLUDROCORTISONE HEMISUCCINATE OPHTHALMIC SOLUTION

Drugs for Human Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on the following drug:

Florinef Ophthalmic Solution, containing fludrocortisone hemisuccinate; E. R. Squibb & Sons, Inc., Georges Road, New Brunswick, N.J. 08903 (NDA 11-636).

The drug is regarded as a new drug (21 U.S.C. 321(p)). Supplemental new-drug applications are required to revise the labeling in and to update previously approved applications providing for such drug. A new-drug application is required from any person marketing such drug without approval.

The Food and Drug Administration is prepared to approve new-drug applications and supplements to previously approved new-drug applications under conditions described in this announcement.

A. *Effectiveness classification.* The Food and Drug Administration has considered the Academy's report, as well as other available evidence, and concludes that:

1. Fludrocortisone hemisuccinate is effective as an ophthalmic solution for reducing inflammation due to bacterial infection, allergy, and chemical or physical irritants.

2. Fludrocortisone hemisuccinate lacks substantial evidence of effectiveness for use following operations for cataract, glaucoma, or strabismus.

B. *Conditions for approval and marketing.* The Food and Drug Administration is prepared to approve abbreviated new drug applications and abbreviated supplements to previously approved new drug applications under conditions described herein.

1. *Form of drug.* Fludrocortisone hemisuccinate preparations are in sterile aqueous solution form suitable for topical ophthalmic administration.

2. *Labeling conditions.* a. The label bears the statement "Caution: Federal law prohibits dispensing without prescription" and a statement that the product is sterile.

b. The drug is labeled to comply with all requirements of the Act and regulations. Its labeling bears adequate information for safe and effective use of the drug and is in accord with the guidelines for uniform labeling published in the FEDERAL REGISTER of February 6, 1970. The "Indications" section is as follows:

INDICATIONS

For steroid responsive inflammatory conditions of the palpebral and bulbar conjuctiva, cornea, and anterior segment of the globe.

3. *Marketing status.* Marketing of such drugs may be continued under the conditions described in the notice entitled "Conditions for Marketing New Drugs Evaluated in Drug Efficacy Study," published in the FEDERAL REGISTER July 14, 1970 (35 F.R. 11273), as follows:

a. For holders of "deemed approved" new-drug applications (i.e., an application which became effective on the basis of safety prior to October 10, 1962), the submission of a supplement for revised labeling and an abbreviated supplement for updating information as described in paragraphs (a)(1) (i) and (iii) of the notice of July 14, 1970.

b. For any person who does not hold an approved or effective new-drug application, the submission of an abbreviated new-drug application as described in paragraph (a)(3)(i) of that notice.

c. For any distributor of the drug, the use of labeling in accord with this announcement for any such drug shipped within the jurisdiction of the Act as described in paragraph (b) of that notice.

C. *Opportunity for a hearing.* 1. The Commissioner of Food and Drugs proposes to issue an order under the provisions of section 505(e) of the Federal Food, Drug, and Cosmetic Act withdrawing approval of all new-drug applications and all amendments and supplements thereto providing for the indications for which substantial evidence of effectiveness is lacking as described in paragraph A2 of this announcement. An order withdrawing approval of the applications will not issue if such applications are supplemented, in accord with this notice, to delete such indications. Promulgation of the proposed order would cause any drug for human use containing the same components and offered for the indications for which substantial evidence of effectiveness is lacking, to be a new drug for which an approved new-drug application is not in effect. Any such drug then on the market would be subject to regulatory proceedings.

2. In accordance with the provisions of section 505 of the Act (21 U.S.C. 355), the Commissioner will give the holders of any such applications, and any interested person who would be adversely affected by such an order, an opportunity for a hearing to show why such indications should not be deleted from labeling. A request for a hearing must be filed within 30 days after the date of publication of this notice in the FEDERAL REGISTER. A request for a hearing may not rest upon mere allegations or denials, but must set forth specific facts showing that a genuine and substantial issue of fact requires a hearing, together with a well-organized and full-factual analysis of the clinical and other investigational data the objector is prepared to prove in a hearing. Any data submitted in response to this notice must be previously unsubmitted and include data from adequate and well-controlled clinical investigations (identified for ready review) as described in § 130.12(a)(5) of the regulations published in the FEDERAL REGISTER of May 8, 1970 (35 F.R. 7250). Carefully conducted and documented clinical studies obtained under uncontrolled or partially controlled situations are not acceptable as a sole basis for approval of claims of effectiveness, but such studies may be considered on their merits for corroborative support of efficacy and evidence of safety. If a hearing is requested and justified by the response to this notice, the issues will be defined, a hearing examiner will be named, and he shall issue a written notice of the time and place at which the hearing will commence.

A copy of the Academy's report has been furnished to the firm referred to above. Any other interested person may obtain a copy by request to the Food and Drug Administration, Press Relations Office (CE-200), 200 C Street SW., Washington, D.C. 20204.

Communications forwarded in response to this announcement should be identified with the reference number DESI 11636, directed to the attention of the appropriate office listed below, and addressed to the Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20852:

Supplements (identify with NDA number): Office of Scientific Evaluation (BD-100), Bureau of Drugs.

Original abbreviated new-drug applications (identify as such): Drug Efficacy Study Implementation Project Office (BD-5), Bureau of Drugs.

Request for Hearing (Identify with Docket number): Hearing Clerk, Office of General Counsel (GC-1), Room 6-62, Parklawn Building.

All other communications regarding this announcement: Drug Efficacy Study Implementation Project Office (BD–5), Bureau of Drugs.

This notice is issued pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050–53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: March 16, 1971.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.71–4778 Filed 4–6–71;8:46 am]

[DESI 3034]

PREPARATION CONTAINING BISMUTH HYDROXIDE, KAOLIN, AND BENTONITE

Drugs for Human Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on Bismakaolin Suspension, containing bismuth hydroxide, kaolin, and bentonite; marketed by the Vale Chemical Co., Inc., 1201 Liberty Street, Allentown, Pa. 18102 (NDA 3–034).

Such drugs are regarded as new drugs (21 U.S.C. 321(p)). The effectiveness classification and marketing status are described below.

A. *Effectiveness classification.* The Food and Drug Administration has considered the Academy's report, as well as other available evidence, and concludes that this drug is possibly effective for use in the treatment of peptic ulcer, gastritis, gastroenteritis, ulcerative colitis, chronic enteritis and enterocolitis, diarrheas, and functional disorders of the stomach.

B. *Marketing status.* Marketing of such drug with labeling which recommends or suggests its use for indications for which it has been classified as possibly effective may be continued for 6 months as described in paragraphs (d), (e), and (f) of the notice "Conditions for Marketing New Drugs Evaluated in Drug Efficacy Study," published in the FEDERAL REGISTER July 14, 1970 (35 F.R. 11273).

A copy of the Academy's report has been furnished to the firm referred to above. Any other interested person may obtain a copy by request to the Food and Drug Administration, Press Relations Office (CE–200), 200 C Street SW., Washington, D.C. 20204.

Communications forwarded in response to this announcement should be identified with the reference number DESI 3034, directed to the attention of the appropriate office listed below, and addressed to the Food and Drug Administration, 5600 Fishers Lane, Rockville, Maryland 20852:

Supplements (identify with NDA number): Office of Scientific Evaluation (BD–100), Bureau of Drugs.

Original new-drug applications: Office of Scientific Evaluation (BD–100), Bureau of Drugs.

All other communications regarding this announcement: Drug Efficacy Study Implementation Project Office (BD–5), Bureau of Drugs.

This notice is issued pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050–53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: February 25, 1971.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.71–4777 Filed 4–6–71;8:46 am]

[DESI 11679]

SODIUM THIOPENTAL RECTAL SUSPENSION

Drugs for Human Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on the following drug:

Pentothal Sodium (sodium thiopental) Rectal Suspension; Abbott Laboratories, 14th and Sheridan Road, North Chicago, Illinois 60064 (NDA 11–679).

Such drugs are regarded as new drugs (21 U.S.C. 321(p)). Supplemental new-drug applications are required to revise the labeling in and to update previously approved applications providing for such drug. A new-drug application is required from any person marketing such drug without approval.

A. *Effectiveness classification.* The Food and Drug Administration has considered the Academy's report, as well as other available evidence, and concludes that sodium thiopental rectal suspension is effective for preanesthetic sedation or basal narcosis by the rectal route and for brief, minor procedures where muscular relaxation and analgesia are not required.

B. *Conditions for approval and marketing.* The Food and Drug Administration is prepared to approve abbreviated new-drug applications and abbreviated supplements to previously approved new-drug applications under conditions described in this announcement.

1. *Form of drug.* Sodium thiopental preparations are in suspension form suitable for rectal administration.

2. *Labeling conditions.* a. The label bears the statement "Caution: Federal law prohibits dispensing without prescription."

b. The label bears the statement "Warning—May be habit forming".

c. The drug is labeled to comply with all requirements of the Act and regulations. The labeling bears adequate information for safe and effective use of the drug and is in accord with the guidelines for uniform labeling published in the FEDERAL REGISTER of February 6, 1970. The "Indications" section is as follows: (Labeling guidelines for the drug are available from the Administration on request.)

INDICATIONS

Sodium thiopental rectal suspension is recommended whenever preanesthetic sedation or basal narcosis by the rectal route is desired. It may be employed as the sole agent in selected brief, minor procedures where muscular relaxation and analgesia are not required.

3. *Marketing status.* Marketing of such drugs may be continued under the conditions described in the notice entitled "Conditions for Marketing New Drugs Evaluated in Drug Efficacy Study" published in the FEDERAL REGISTER July 14, 1970 (35 F.R. 11273), as follows:

a. For holders of "deemed approved" new-drug applications (i.e., an application which became effective on the basis of safety prior to October 10, 1962), the submission of a supplement for revised labeling and an abbreviated supplement for updating information as described in paragraphs (a) (1) (i) and (iii) of the notice of July 14, 1970.

b. For any person who does not hold an approved or effective new-drug application, the submission of an abbreviated new-drug application as described in paragraph (a) (3) (i) of that notice.

c. For any distributor of the drug, the use of labeling in accord with this announcement for any such drug shipped within the jurisdiction of the Act as described in paragraph (b) of that notice.

A copy of the Academy's report has been furnished to the firm referred to above. Any other interested person may obtain a copy by request to the Food and Drug Administration, Press Relations Office (CE–200), 200 C Street SW., Washington, D.C. 20204.

Communications forwarded in response to this announcement should be identified with the reference number DESI 11679, directed to the attention of the appropriate office listed below, and addressed to the Food and Drug Administration, 5600 Fishers Lane, Rockville, Maryland 20852:

Supplements (identify with NDA number): Office of Scientific Evaluation (BD–100), Bureau of Drugs.

Original abbreviated new-drug applications (identify as such): Drug Efficacy Study Implementation Project Office (BD–5), Bureau of Drugs.

All other communications regarding this announcement: Drug Efficacy Study Implementation Project Office (BD–5), Bureau of Drugs.

This notice is issued pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050–53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the

Commissioner of Food and Drugs (21 CFR 2.120).

Dated: March 17, 1971.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.71-4780 Filed 4-6-71;8:46 am]

[Docket No. FDC-D-240; NADA 8-947V etc.]

WILSON & CO., INC., ET AL.

Certain Additional Veterinary Products Containing Rumen Bacteria; Notice of Withdrawal of Approval of New Animal Drug Applications

A notice of opportunity for a hearing proposing to withdraw approval of certain new animal drug applications for products containing rumen bacteria was published in the FEDERAL REGISTER of December 19, 1970 (35 F.R. 19275).

Holders of new animal drug applications listed therein did not file written appearances of election, regarding whether or not they wished to avail themselves of the opportunity for a hearing, within the 30-day filing period provided for in said notice.

This is construed as an election by said holders not to avail themselves of the opportunity for a hearing in support of:

1. Rumex, NADA (new animal drug application) No. 8-999V; by Vitamins Inc., 809 West 58th Street, Chicago, Ill. 60621;

2. Rufis Concentrate Plus, NADA 9-404V; by Poul-An Laboratories Inc., 207 Westport Road, Kansas City, Mo. 64111;

3. Ruf-Stil, NADA 9-952V; by Poul-An Laboratories Inc.;

4. Rufis Bio-Concentrate, NADA 9-206V; by Poul-An Laboratories Inc.;

5. Bovirum, NADA 9-734V; by The Cudahy Laboratories, Division of Cudahy Packing Co., Omaha, Nebr. 68107;

6. Ruminox, NADA 9-291V; by Pitman-Moore Inc., Camp Hill Road, Fort Washington, Pa. 19034;

7. Rumen Concentrate, NADA 9-128V; by The Ray Ewing Co., 1097 South Marengo Avenue, Pasadena, Calif. 91106;

8. Ru-Zyme Concentrate, NADA 9-106V; by Biochemical Corp. of America, Salem, Va. 24153;

9. Ru-Bac Bolus and Ru-Bac Tablets, NADA 9-084V; by Vet Products Co., 1522-24 Holmes Street, Kansas City, Mo. 64108;

10. Floravite, NADA 8-977V; by Hance Bros. & White Co., 12th and Hamilton Streets, Philadelphia, Pa. 19123;

11. Rufis Calf Inoculum, NADA 8-950V; by Wilson & Co., Inc., 4100 Ashland Avenue, Chicago, Ill. 60609;

12. Rufis Gainer, NADA 8-949V; by Wilson & Co., Inc.;

13. Rufis Concentrate, NADA 8-948V by Wilson & Co., Inc.; and

14. Live Bovine Rumen Organisms Concentrate, NADA 8-947V; by Wilson & Co., Inc.

Based on the grounds set forth in said notice and the response thereto, the Commissioner of Food and Drugs concludes that approval of the new animal drug applications listed herein should be withdrawn. Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512(e), 82 Stat. 345-47; 21 U.S.C. 360b(e)) and under authority delegated to the Commissioner (21 CFR 2.120), approval of NADA's numbered 8-999V, 9-404V, 9-952V, 9-206V, 9-734V, 9-291V, 9-128V, 9-106V, 9-084V, 8-977V, 8-950V, 8-949V, 8-948V, and 8-947V, including all amendments and supplements thereto, is hereby withdrawn effective on the date of signature of this document.

Dated: March 23, 1971.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.71-4781 Filed 4-6-71;8:47 am]

Public Health Service

FOOD AND DRUG ADMINISTRATION

Statement of Organization, Functions, and Delegations of Authority

Part 6, formerly part 10 (Food and Drug Administration), of the Statement of Organization, Functions, and Delegations of Authority of the Department of Health, Education, and Welfare (35 F.R. 3685-92 dated February 25, 1970) is amended to reflect the establishment of the Bureau of Product Safety approved by the Secretary on October 21, 1970. This reorganization modifies the present Statement of Organization, Functions, and Delegations of Authority of the Bureau of Drugs by reassigning regulatory responsibilities concerning clinical and medical devices to the Bureau of Product Safety. The Division of Clinical and Medical Devices, currently constituted as an organizational element of the Bureau of Drugs, is hereby transferred and established within the Bureau of Product Safety.

Section 6B is amended as follows:

SEC. 6B *Organization.* * * *

(p) *Bureau of Product Safety.* Develops and conducts programs to reduce injuries and to eliminate hazards associated with consumer products, toys, flammable fabrics, and hazardous substances. Evaluates the safety and effectiveness of therapeutic, diagnostic, and clinical devices and initiates action to prevent the production and distribution of unsafe or ineffective devices.

Supports research on poisoning treatment problems and prevention techniques and provides a national network of poison control centers with toxicity and treatment information on toxic substances. Conducts investigational, analytical, and research activities to evaluate the nature and scope of consumer product safety problems, and develops and implements corrective programs.

Develops, issues, and evaluates results of compliance and surveillance activities covering industries and products falling under the responsibility of the Bureau.

Develops and issues educational, advisory, and informational releases designed to make the consumer and industry aware of hazards to health and safety involving household products, and on the safety and effectiveness of therapeutic and diagnostic devices.

(p-1) *Division of Consumer Product Safety.* Develops and conducts programs designed to reduce the injury hazards of consumer products, equipment and appliances.

Conducts surveillance studies to determine the extent, nature and effect of injuries due to consumer products.

Reviews reports of investigations of deaths, injuries, and economic losses resulting from accidents associated with consumer products, including toys and flammable fabrics.

Recommends safety standards for consumer products used in the home environment and develops criteria for standards and codes for products designed to reduce their injury-producing characteristics.

Plans, conducts, and participates in projects and demonstrations for the purpose of developing and encouraging the application of new methods, techniques, and equipment for the prevention and control of injuries due to the use of consumer products.

(p-2) *Division of Hazardous Substances and Poison Control.* Serves as a research and guidance center for all matters bearing on hazardous substances; supports research on poisoning treatment problems and prevention techniques.

Collects and evaluates clinical and statistical data concerning the effects of hazardous household substances on humans and other animals; evaluates reports on accidental ingestion of hazardous substances, caustics, and all other toxic substances, and on injuries and deaths resulting therefrom; makes recommendations to the Bureau as to those reported cases which should be further investigated for more detailed study.

Promotes the establishment and maintenance of a network of effective State, county, and city poison control centers throughout the Nation, providing them with toxicity and treatment information bearing on household products, medicines, and other toxic substances that may accidentally be ingested.

Provides medical guidance in developing warning and first aid statements for hazardous and potentially hazardous substances. Evaluates inspectional and analytical findings, making recommendations as to the adequacy of labeling.

Develops proper precautionary labeling of potentially hazardous substances and recommends banning of those substances found too hazardous to market under any labeling.

Develops consumer-oriented educational and informational programs designed to reduce accidental poisonings.

Conducts and supports research on hazards associated with the use of consumer products and the product modifications considered necessary to reduce their injury producing characteristics.

(p-3) *Division of Clinical and Medical Devices.* Reviews new and marketed therapeutic devices and clinical devices

intended for use in hospitals, clinics, and physicians' offices to determine those that should (1) be exempt from any controls, (2) be subject to manufacturing standards and (3) be reviewed to determine safety and efficacy prior to marketing.

Designs, directs, and monitors investigations and physical testing of marketed therapeutic and clinical devices; develops standards for the manufacture of clinical and therapeutic devices to insure safety, reliability, and effectiveness.

Recommends field investigations of marketed devices and, where required, assists the field in making these investigations.

Collects and evaluates data on significant hazards to the public health caused by the use of clinical and therapeutic devices and proposes necessary laws and regulations to protect the public.

Approved: March 31, 1971.

RONALD BRAND,
Deputy Assistant Secretary for Management.

[FR Doc.71-4789 Filed 4-6-71;8:47 am]

CIVIL AERONAUTICS BOARD

[Docket No. 23256; Order 71-4-17]

FLYING TIGER LINE, INC.

Order of Suspension and Investigation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 2d day of April 1971.

By tariff revisions[1] filed February 19, for effectiveness April 5, 1971, The Flying Tiger Line Inc. (Flying Tiger), proposes to reduce the 3,000-pound general commodity rate from Los Angeles to New York and San Francisco to New York, and establish Item 1023, and rates thereon, for shipments tendered in containers in the same markets as noted above. In support of its proposal and in answer to the complaints, Flying Tiger asserts, inter alia, that the present $1/cwt. containerization discount is insufficient to attract appreciable traffic, reducing the 3,000-pound weight-break general commodity rate produces the same effects as increasing the containerization discount, and that the traffic which would move under the proposed container rates would not require prime-time service.

Complaints requesting suspension and investigation were filed by American Airlines, Inc. (American), and United Air Lines, Inc. (United), and allege, among other things, that the proposed reduction in general commodity rates is not warranted during a period of revenue need; that the proposed rates would create anomalies with the remainder of the air freight rate structures; and, with respect to the proposed container rates, are discriminatory in that they require shipments of three or more included commodities in order for the low rates to apply. Additionally, the complaints assert that the proposed rates are unduly low and do not bear a reasonable relationship to the costs of providing the service.

Upon consideration of the complaints and other relevant matters, the Board finds that proposals of Flying Tiger may be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and should be investigated. We further conclude that the proposals should be suspended pending investigation.

The reduced container rates applicable to a new specific commodity description covering a broad spectrum of commodities (Item 1023) would be available only if three or more commodities are included in the shipment. Flying Tiger makes no contention that any cost savings result from a three-commodity container shipment as distinguished from a container shipment of one or two commodities, nor is there any basis upon which the Board could assume such savings. Further, the complainants allege that its purpose is to favor one class of shipper over other shippers who could not meet the three-commodity requirement. This circumstance creates a discrimination issue and the Board will not permit such rates to become effective without investigation.[2]

The proposed reduction in the 3,000-pound general commodity rates from Los Angeles and San Francisco to New York would create long-haul/short-haul anomalies to such places as Binghamton, Philadelphia, or Syracuse, and it would increase the disparity between the eastbound and westbound differential. It was stated by Flying Tiger to have been filed to enable the carrier to be in conformity with the industry's contained agreement.[3] Both the proponent and the complainants have indicated their intent to withdraw from the industry container agreement which was stated by Flying Tiger to have generated the need for the proposed general commodity rate reduction. The suspension order will therefore include the proposed revision to the 3,000-pound general commodity rates.[4]

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 1002 thereof:

It is ordered, That:

1. An investigation be instituted to determine whether the rates, charges, and provisions described in Appendix A hereto,[5] and rules, regulations, or practices affecting such rates, charges, and provisions are or will be, unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful rates, charges, and provisions, and rules, regulations, or practices affecting such rates, charges, and provisions;

2. Pending hearing and decision by the Board, the rates, charges, and provisions described in Appendix A[5] are suspended and their use deferred to and including July 3, 1971, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. Except to the extent granted herein, the complaint of American Airlines, Inc. in Docket 23159 and United Air Lines, Inc., in Docket 23158 are dismissed;

4. The proceeding herein designated as Docket 23256 be assigned to hearing before an examiner of the Board at a time and place hereafter to be designated;

5. Copies of this order shall be filed with the tariffs and served upon The Flying Tiger Line Inc., American Airlines, Inc., and United Air Lines, Inc., which are hereby made parties to Docket 23256.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.71-4829 Filed 4-6-71;8:51 am]

[1] Revisions to Airline Tariff Publishers, Inc. Agent, Tariff CAB No. 8 and No. 131.

[2] The Board in order 70-11-137 suspended pending investigation certain multi-container rates proposed by Flying Tiger, noting that the carrier "made no showing that the rates will cover costs." The instant container-rate proposal involves rates and charges which are lower in the affected markets than the rates previously suspended, and similarly no showing is made to support the lower rating for shipments meeting the special conditions of the tariff.

[3] CAB agreement 21225.

[4] The tariffs in question are now under investigation in Docket 22859, Domestic Air Freight Rate Investigation.

[5] Appendix A filed as part of the original document.

[Docket No. 22301]

PIEDMONT AVIATION, INC.

Deletion of Southern Pines/Pinehurst/Aberdeen, N.C.; Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on May 4, 1971, at 10 a.m., e.d.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, DC, before the undersigned examiner.

Dated at Washington, D.C., April 1, 1971.

[SEAL] WILLIAM H. DAPPER,
Hearing Examiner.

[FR Doc.71-4830 Filed 4-6-71;8:51 am]

[Docket No. 22374]

PIEDMONT AVIATION, INC.

Deletion of Elizabeth City, N.C.; Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing

in the above-entitled proceeding will be held on April 28, 1971, at 10 a.m., e.d.s.t., in Room 805, Universal Building, 1825 Connecticut Avenue NW., Washington, DC, before the undersigned examiner.

Dated at Washington, D.C., April 1, 1971.

[SEAL] WILLIAM H. DAPPER,
Hearing Examiner.

[FR Doc.71-4831 Filed 4-6-71;8:51 am]

FEDERAL COMMUNICATIONS COMMISSION

[Dockets Nos. 19186-19190; FCC 71-321]

ALBERT L. CRAIN ET AL.

Memorandum Opinion and Order Designating Applications for Consolidated Hearing on Stated Issues

In regard applications of Albert L. Crain, Humble, Tex., Docket No. 19186, File No. BP-17550, requests: 850 kc., 500 w., DA, Day; Artlite Broadcasting Co., Houston, Tex., Docket No. 19187, File No. BP-17577, requests: 850 kc., 10 kw., DA, Day; Jester Broadcasting Co., Nassau Bay, Tex., Docket No. 19188, Filed No. BP-17579, requests: 850 kc., 1 kw., DA, Day; Space City Broadcasting Co., Houston, Tex., Docket No. 19189, File No. BP-17871, requests: 850 kc., 10 kw., DA, Day; and Houston Radio, Inc., Houston, Tex., Docket No. 19190, File No. BP-17866, requests: 850 kc., 10 kw., DA, Day; for construction permits.

1. The Commission has before it the above-captioned and described mutually exclusive applications; a petition filed by Albert L. Crain to deny the applications of the Strauss Broadcasting Company of Houston,[1] the Artlite Broadcasting Co., the Jester Broadcasting Co., and "all others on file;" and a motion in opposition to the petition to deny filed by the Space City Broadcasting Co.

2. Also before the Commission is a preliminary matter of the acceptability of the Houston Radio application. The application was tendered on August 17, 1967, the last day on which an applicant could file to receive concurrent consideration with the application of Albert L. Crain. The Houston Radio application was not accompanied by the prescribed fee. By letter of September 13, 1967, the Artlite Broadcasting Co. claimed that the Houston Radio application was defective and not substantially complete because of the failure to tender the fee and suggested that it would be necessary to return the application. In opposition, Houston Radio draws attention to a covering letter accompanying its application in which counsel referred to an earlier application tendered by Houston Radio with the required fee, but the application was returned for failure to comply with the Commission's allocation standards. The letter requested that the application be credited with the amount previously tendered. When counsel was advised of the necessity of paying an additional fee, the required amount was submitted on August 18, 1967.

3. In view of the fact that counsel was under the impression that the fee accompanying the earlier application could be applied to the later application and because the fee was tendered only 1 day late, the Commission does not believe that, under the circumstances, the application was defective or incomplete. Accordingly the Commission will not return the application.

4. One other aspect of the Houston Radio application presents some difficulty. When the application was tendered, section I of the application form had not been signed by an officer of the corporation. In addition, section I of the application specified a power of 5 kilowatts while section V of the application specified 10 kilowatts. Upon noting the omission of a signature and the error in specifying 5 kilowatts, the Commission requested the applicant to submit a statement concerning the circumstances in which the application was filed without a signed section I, the basis upon which it was assumed that the applicant had made the three undertakings at the top of page 2 of section I,[2] and the basis of the applicant's belief that the mode of filing meets the requirements of Instruction B of the application form.[3]

5. In response, Houston Radio filed a statement signed under oath by its president, M. J. Butler. Mr. Butler explained that Houston Radio first tendered an application specifying a power of 5 kilowatts in December 1966. That application did not comply with § 73.37 of the rules inasmuch as the operation then proposed involved prohibited overlap with station KONO, San Antonio, Tex. (860 kc., 1 kw., 5 kw.-LS, DA-N, U). The application was returned to the applicant in February of 1967. It was assumed by the applicant at that time that it was necessary to act quickly to retender the application, and for that purpose a covering letter was prepared in which it was stated that "the accuracy of [the application's] contents is hereby affirmed." It was intended that the original signed section I would be retendered. Thereafter, it was discovered that more extensive amendments than originally anticipated would be necessary, and the applicant also realized that more time was available for preparing the amendments than had been assumed at first. With the additional time available, section I, page 2, of the form was retyped with the intention that it would be signed at the appropriate time. When the application was ready for resubmission, however, the cover letter mentioned above was utilized instead of a signed section I.

6. Mr. Butler further explains that the applicant was fully aware of the representations on page 2 of section I, and the signed letter was intended to constitute an affirmation of those representations. Mr. Butler describes the later application as identical to the earlier application and states that the application filed in August of 1967 was intended as an amendment to the application tendered in December of 1966. Mr. Butler suggests that the covering letter would appear to be satisfactory and acceptable as in the case of similar letters accompanying amendments to other applications.

7. The Commission does not agree that the two Houston Radio applications are identical. In fact, they are different in material respects. For example, if the second application were tendered as an amendment to the first, the application would then be considered a new application because of the increase in power. Moreover, the site specified in the second application is different from the site specified in the first application, and the radiation pattern submitted in the second application is substantially different from that submitted with the first application. Nevertheless, it appears that the failure to sign section I of the second application was an inadvertance, and the Commission will accept the application and consolidate it in a hearing proceeding with the other applications.

8. Section 1.580(b) of the Commission's rules provides that no application will be acted upon less than 30 days following the issuance of a public notice of the acceptance of the application. The application of Houston Radio, Inc., has not been accepted, and, therefore, notice of its acceptance has not been issued. However, the Commission will, on its own motion, waive § 1.580(b) in order that the applications herein may proceed to hearing without further delay.

9. Following the receipt of the petition to deny competing applications filed by Albert L. Crain, several apparent procedural deficiencies in the petition were pointed out to Mr. Crain by the Commission's letter of December 6, 1968. One of the more serious deficiencies was the apparent failure to serve copies of the petition on those applicants against which it was directed. Although the motion in opposition to the petition filed by the Space City Broadcasting Co. (Space City) states that a copy of the petition was received by Space City, there is no indication that any other applicant received a copy. In any event,

[1] The application of the Strauss Broadcasting Company of Houston is being dismissed at the request of the applicant.

[2] The undertakings printed at the top of page 2 to which an applicant subscribes in signing the applications are a waiver of any claim to the use of any frequency as against the regulatory power of the United States; a representation that the application is not filed for the purpose of impeding, obstructing or delaying determination on any conflicting application; and an acknowledgment that the statements made in the application and the attached exhibits are material representations.

[3] Instruction B directs the applicant to prepare three copies of the form and exhibits and to sign one copy of sections I and IV. Instruction B contains other directives not here pertinent.

Mr. Crain failed to file the required proof of service with the Commission. See § 1.47 of the rules. Space City contends that the petition should be rejected on the ground that, under the provisions of § 1.580(i) of the rules, which provides that no petition to deny will be accepted after an applicant's cutoff date, the petition is not timely. Mr. Crain's petition filed on November 22, 1968, was received after April 11, 1968, the last of the assigned cutoff dates. Therefore, Mr. Crain's petition is subject to dismissal on procedural grounds, and also must be rejected on the merits.

10. It appears to be Mr. Crain's position that he should be accorded some procedural advantage for having filed an unacceptable application in 1965. He asserts that the application originally tendered was returned "for a very minute objection", i.e., failure to protect Mexican Class I–B station XETQ, Orizaba, Vera Cruz, in violation of the United States-Mexican Bilateral Agreement and § 1.570 of the Commission's rules. With regard to the latter, the Commission would not agree that noncompliance with an international agreement could be accurately described as "a very minute objection." Apparently, Mr. Crain believes that, in some manner, an artificially advanced cutoff date, bearing some relation to the date the unacceptable application was tendered, could be assigned and that the applications filed to compete with his could be summarily dismissed. However, such is not the case. It is the Commission's consistent practice to place applications in line to be assigned cutoff dates only after an application is found to be acceptable. Mr. Crain's cutoff was assigned in the regular manner, and the competing applications were received within the period fixed by public notice in accordance with the Commission's rules of procedure. Accordingly, the competing applications will not be dismissed.

11. Of the five applications in this proceeding, three specify Houston as the station location. The other two applications, those of Albert L. Crain (Crain) and the Jester Broadcasting Co. (Jester), specify other communities, Humble and Nassau Bay, respectively, which are in the Houston area. The 5 mv/m contours proposed in the Humble and Nassau Bay applications would penetrate the geographic boundaries of Houston. The 1960 population of Houston was 938,219.[4] In 1960, the population of Humble was 1,711. The Nassau Bay application contains a population estimate of the "Clear Lake Area", of which Nassau Bay is apparently a part. The estimate of that area population is 35,000. The Rand McNally 1970 Commercial Atlas & Marketing Guide gives a population of 3,000 for Nassau Bay. It seems clear therefore that Houston is well over twice the size of either Humble or Nassau Bay. Accordingly, a rebuttable presumption that the applicants realistically propose to serve the larger community arises under the Commission's "Policy Statement on Section 307(b) Considerations for Standard Broadcast Facilities Involving Suburban Communities," 2 FCC 2d 190, 6 R.R. 2d 1901, adopted December 22, 1965.

12. Both Crain and Jester seek to avoid the specification of a suburban community issue, and for this purpose both applicants have filed general statements in apparent efforts to rebut the presumption raised by the policy statement. Both applicants claim that their respective communities are inadequately served by stations in other communities and that there are sufficient resources in each community to provide revenues without depending on Houston.

13. Crain points out, among other things, that the directional antenna system proposed will direct the signal away from the center of Houston and that the power proposed is only 500 watts. He also refers to the fact that population data included in applications filed with the Commission are figures based on the 1960 U.S. Census. Then he seems to contend that 1960 municipal boundaries should be the basis on which to determine the applicability of the Commission's rules and policies. It is true, as Crain suggests, that applicants as well as the Commission rely on population figures compiled by the most recent decennial census. This, however, is not invariably the case. The Commission will accept, in an appropriate case, any reliable population figures which can be found, under the circumstances, to provide a reasonable, accurate representation of the actual situation. Having been informed that the city of Houston has annexed additional areas in the vicinity of Humble, the Commission may appropriately base any ultimate conclusion in this proceeding on the boundaries as they now exist.[5]

14. Jester, in its effort to overcome the suburban community presumption, claims that the development of the area has been due to the establishment of the National Aeronautics and Space Administration's Manned Spacecraft Center; that the area is not dependent on the larger metropolitan centers (Houston, Texas City, and Galveston); that the area is self-sufficient and independent of the metropolitan centers; and that the majority of the residents are employed in the area. Jester cites the growth in the number of business establishments and an increase in public school enrollment. Jester states that the directional antenna system was designed to suppress radiation in the direction of Houston[6] and that it has no intention of directing its program service to, or relying on revenue from, Houston.

15. Upon consideration of the contentions of both Crain and Jester, the Commission must conclude that neither applicant has rebutted the suburban community presumption. One shortcoming of both showings is the lack of factual support for many of the general conclusions. Moreover, in the context of this proceeding where section 307(b) considerations may well be a significant factor, the Commission is of the view that the more satisfactory resolution of the entire case can best be reached after hearing on this basis of a complete hearing record. Accordingly, appropriate issues will be specified.

16. Examination of the financial material submitted by Albert L. Crain indicates that it is not an adequate basis upon which to establish his financial qualifications. Although he has increased his estimates of construction costs and operating expenses since the application was filed, the present estimate of $20,000 for construction costs and $20,000 for operating expenses appears to be substantially lower than estimates of other applicants proposing similar installations. Moreover, several occurrences intervening since the filing of the Humble application may have some impact on Crain's present financial position. When the Humble application was filed, Crain was licensee of station KBSN, Crane, Tex., and presumably income from that station was to be applied toward expenses at the Humble station. In 1968, Crain assigned the KBSN license to another licensee. Later in 1968, he acquired a 50 percent interest in station WTNN, Millington, Tenn. He relinquished the WTNN interest in 1969. On November 10, 1970, the Commission approved the assignment of the license of station WPIP, Collierville, Tenn., to Crain. Piper Broadcasting Company, 26 FCC 2d 464, 20 RR 2d 701.[7] What impact those transactions may have had on Crain's financial plans for Humble has not been clarified. It appears that his present plans for financing the Humble station include the use of funds secured through loans from an individual and a bank. He seems undecided as to whether he may utilize deferred credit from an equipment supplier. He claims that advertising will produce $2,000 a month, but he submitted no evidence to show that such advertising accounts are available. The individual lender has promised to lend Crain $12,500 and claims to have in excess of that in a savings and loan institution. However, no balance sheet of that individual was submitted, and therefore

[4] The preliminary 1970 population figure for the city of Houston is 1,213,064.

[5] Crain also includes some discussion of the purposes of the annexation to extend the sanitation controls of the city over major municipal water supply source. The applicant seems to hint at some improper motive for this action because Homer L. Ford, one of Artlite's principals, was a city councilman at the time of the action. This suggestion is without factual support, and the Commission therefore rejects it.

[6] Jester concedes that a 5 mv/m signal will be provided for 70 percent of Houston and the remaining 30 percent apparently will receive a signal in excess of 2 mv/m.

[7] In addition, Crain filed an application on Dec. 23, 1969, requesting authority to construct and operate an FM station in Oxnard, Calif., File No. BPH–6980. The filing of this application would not appear to affect Mr. Crain's financial qualifications since the Review Board recently approved an agreement under the terms of which a competing applicant would reimburse Crain in consideration for the dismissal of his application. Crain's FM application was dismissed on Dec. 3, 1970, Albert L. Crain, et al., 26 FCC 2d 571.

it cannot be determined if the prospective lender has assets in excess of current liabilities with which to meet the commitment. The difficulty with the two proposed bank loans is that one was a commitment in connection with an application for a permit to construct an FM station in Oxnard, Calif., since dismissed, and the other was for the purpose of meeting expenses in connection with the assignment of WPIP. However, Crain furnished no assurance that these loans secured for other purposes are available for the purpose of constructing and operating a station at Humble. Curiously, Crain seems to say, without explanation, that the loan to be used in connection with his acquisition of WPIP is no longer needed apparently because the Commission has approved the assignment. In view of the foregoing, it is evidenced that a financial issue must be specified.

17. The cash requirements of the Jester Broadcasting Co. for the construction and first-year's operation of its proposed station would appear to be, based on the applicant's estimates, $100,300, including down payment on equipment, $10,825; first-year payments on equipment with interest, $11,575; land, $2,400; building, $5,000; miscellaneous, $6,000; interest on stockholder loans, $4,500; and 1-year's working capital, $60,000. To meet these costs, Jester proposes to use $20,000 in new capital and loans from two stockholders in the total amount of $70,000. Thus, the applicant has shown the availability of only $90,000. It follows that an issue must be specified to determine whether additional funds are available to meet anticipated costs.

18. The financial plans of Houston Radio, Inc., contemplate the expenditure of $269,034 which includes the following: Down payment on equipment, $18,750; first-year payments on equipment with interest, $20,284; building, $20,000; miscellaneous, $30,000; 1-year's working capital, $180,000. To meet construction costs and operating expenses, Houston Radio relies on existing capital of $1,000 and loans from two stockholders totaling $400,000. Each of the two stockholders proposing to lend money to the applicant has signed a statement indicating that he has cash, marketable securities, and cash value of life insurance above all liabilities in an amount sufficient to meet his commitment. The applicant, however, has failed to file balance sheets of those individuals to establish the availability of liquid assets to fulfill their commitments. Accordingly, a financial issue will be specified as to Houston Radio.

19. In Suburban Broadcasters, 30 FCC 951 (1961); Public Notice of August 22, 1968, FCC 68-847, 13 RR 2d 1903; City of Camden (WCAM), 18 FCC 2d 412 (1969); and more recently in the "Primer On Ascertainment of Community Problems by Broadcast Applicants," FCC 71-176 released February 23, 1971, the Commission indicated that applicants were expected to provide full information on their awareness of and responsiveness to local community needs and interests. The Artlite Broadcasting Co. and the Space City Broadcasting Co. have filed evidence of having conducted interviews with a cross section of the prospective listeners and have described the suggestions received and the manner in which they propose to be responsive to the needs and interests which have been ascertained. On the other hand, Crain, Jester, and Houston have not clearly indicated that their efforts have been adequate, that they are sufficiently aware of the needs and interests of the community or that their proposed broadcast services will be responsive to those needs.

20. In the case of Crain, it is not clear whether persons interviewed represent an adequate cross section of the community or whether various representative groups have been consulted. Some needs have been ascertained, but whether his proposed program service will be responsive to community interests is not clear.

21. The principal efforts to ascertain community needs on behalf of Jester seem to have been those of an advertising and public relations firm. Whether there has been adequate dialogue between the applicant's principals and community leaders and members of the general public is not indicated. See Primer, supra, Question and Answer No. 12. Jester has supplied little in the way of information concerning community problems which the professional survey revealed apart from broadcast service generally, and the manner in which it proposes to meet community problems is stated only in the most general terms.

22. Houston Radio, Inc., appears to have conducted interviews of various individuals during two different periods. Persons interviewed during the first period seem to place some emphasis on program preferences. Following the interviews conducted during the second period, Houston Radio filed summaries of interviews of 33 persons. The summaries contain some descriptive matter concerning the community and various fields of interest of the interviewees. From time to time some of the persons interviewed made reference to various problems of which they were aware. The total number of interviewees does not appear to represent a cross section of all the population which may be expected to receive the program service, and there is virtually nothing concerning what the applicant intends to do in an effort to be responsive to the needs and interests of which it may have become aware.

23. Upon examination of the material submitted by Crain, Jester, and Houston Radio, the Commission finds that it is inadequate to persuade the Commission that these applicants are aware of community needs and interests, and there is no sufficient indication that they have formulated adequate plans to be responsive to those needs and interests. Therefore, an issue will be specified to afford the applicants an opportunity to show the steps taken to ascertain community needs and interests and the manner in which their services may be responsive to those needs and interests.

24. Studies of the proposals of Crain, Artlite, and Space City indicate that the MEOV's of radiation are large enough or the degree of suppression is so low that no difficulty should be encountered in adjusting and maintaining the arrays within the proposed values of radiation. However, since our studies indicate that the antenna systems of these applicants are somewhat sensitive to variations in field and phase, appropriate conditions will be included in the event of a grant.

25. The site photograph submitted with the application of Houston Radio, Inc., is of insufficient clarity to determine the nature of the terrain in the vicinity of the transmitter site or whether there may be objects in the area which would distort the proposed radiation pattern. In addition, in some of the deep null areas of the proposed directional pattern, the applicant failed to indicate clearly the calculated and maximum expected operating values of radiation. Moreover, stability studies conducted by the Commission reveal that minor variations in field and phase will result in radiation values which exceed the proposed maximum expected operating values. Accordingly, appropriate issues will be specified.

26. Although three of the applications specify Houston and the other two specify Humble and Nassau Bay, communities in the Houston area, each of the proposals would serve a substantial area in common. Consequently, in addition to determining, pursuant to section 307(b) of the Communications Act of 1934, as amended, which of the proposals would best provide a fair, efficient and equitable distribution of radio service, a contingent comparative issue will also be specified.

27. Except as indicated by the issues specified below, the applicants are qualified to construct and operate as proposed. However, since the proposals are mutually exclusive, they must be designated for hearing in a consolidated proceeding on the issues specified below.

28. *Accordingly, it is ordered,* That the petition to deny the applications in conflict with the application of Albert L. Crain which was filed by Crain is dismissed; Space City Broadcasting Co.'s motion in opposition to the petition is dismissed as moot; that the application of Houston Radio, Inc., is hereby accepted for filing; that, on the Commission's own motion § 1.580(b) of the Commission's rules is waived; and that, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

(1) To determine the areas and populations which would receive primary service from the proposed operations and the availability of other primary aural service to such areas and populations (1.0 mv/m or greater in the case of FM).

(2) To determine whether the proposals of Albert L. Crain and the Jester Broadcasting Co. will realistically provide a local transmission facility for their

specified station locations or for another larger community, in light of all the relevant evidence, including, but not necessarily limited to, the showing with respect to:

(a) The extent to which the specified station locations have been ascertained by the applicants to have separate and distinct programing needs;

(b) The extent to which the needs of the specified station locations are being met by existing standard broadcast stations;

(c) The extent to which the applicant's program proposals will meet the specific unsatisfied programing needs of the respective specified station locations; and

(d) The extent to which the projected sources of the applicants' advertising revenues within the specified station locations are adequate to support the proposals, as compared with the projected sources from all other areas.

(3) To determine, in the event that it is concluded, pursuant to the foregoing issue (2), that the proposals will not realistically provide a local transmission service for the specified station locations, whether such proposals meet all the technical provisions of the rules for standard broadcast stations assigned to the most populous community for which it is determined that the proposal will realistically provide a local transmission service, namely, Houston, Tex.

(4) To determine whether the transmitter site proposed by Houston Radio, Inc., is satisfactory in particular regard to any conditions that may exist in the vicinity of the antenna system which would distort the proposed antenna radiation pattern.

(5) To determine whether the radiation pattern submitted by Houston Radio, Inc., adequately shows the calculated and maximum expected operating values of radiation.

(6) To determine whether Houston Radio, Inc., will be able to adjust and maintain the directional antenna system proposed in its application.

(7) To determine in light of the evidence adduced pursuant to issues 4, 5, and 6, what conditions, if any, should be included on the construction permit in the event of a grant of the proposal of Houston Radio, Inc.

(8) To determine with respect to the application of Albert L. Crain:

(a) The bases for the estimates of construction costs and first-year's operating expenses and whether such estimates are reasonable;

(b) The present availability of funds to meet construction costs and operating expenses;

(c) In the event the applicant will depend upon operating revenues during the first year of operation to meet fixed costs and operating expenses, the basis of such estimated revenues;

(d) Whether, in the light of the evidence adduced pursuant to (a), (b), and (c) above, Albert L. Crain is financially qualified.

(9) To determine with respect to the application of the Jester Broadcasting Co.:

(a) Whether additional funds are available to meet construction costs and the first-year's operating expenses;

(b) Whether, in the light of the evidence adduced pursuant to the foregoing (a), the Jester Broadcasting Co. is financially qualified.

(10) To determine with respect to the application of Houston Radio, Inc.:

(a) Whether the principals proposing to lend funds to the applicant have sufficient liquid assets with which to fulfill their commitments;

(b) Whether, in the light of the evidence adduced pursuant to the foregoing (a), Houston Radio, Inc., is financially qualified.

(11) To determine the efforts made by Albert L. Crain, the Jester Broadcasting Co., and Houston Radio, Inc., to ascertain the community needs and interests of the areas to be served and the means by which they propose to meet those needs and interests.

(12) To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the proposals would best provide a fair, efficient and equitable distribution of radio service.

(13) To determine, in the event it is concluded that a choice between the applications should not be based solely on considerations relating to section 307(b), which of the proposals would best serve the public interest.

(14) To determine, in the light of the evidence adduced pursuant to the foregoing issues, which, if any, of the applications should be granted.

29 *It is further ordered*, That, in the event of a grant of the applications of Crain, Artlite, or Space City, the construction permit shall contain the following conditions:

Upon the completion of the proof of performance measurements, the permittee shall, without making any adjustment of the operating parameters, observe the daily variations occurring in the phases and currents of the individual towers as well as the nondirectional and directional fields at the monitoring points, over a period of at least 30 days. The data shall be recorded and plotted in a manner that will permit a determination of the permissible limits of parameter variations for incorporation in the station license. This information shall be submitted 45 days after commencement of authorized program test operation.

In order to insure maintenance of the radiated fields within the required tolerance, a propertly designed phase monitor shall be installed in the transmitter room, and shall be continuously available as a means of correctly indicating the relative phase and magnitude of the currents in the several elements of the directional antenna system. The accuracy, resolution, and repeatability of the monitor shall be adequate to demonstrate that the array is maintained during day to day operation within the maximum expected operating values of radiation.

30. *It is further ordered*, That, to avail themselves of the opportunity to be heard, the applicants, pursuant to § 1.221 (c) of the Commission's rules, in person or by attorney shall, within twenty (20) days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

31. *It is further ordered*, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Adopted: March 24, 1971.

Released: March 31, 1971.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[FR Doc.71-4819 Filed 4-6-71;8:50 am]

[Docket No. 19184; FCC 71-308]

HEART OF TEXAS TV

Memorandum Opinion and Order Designating Application for Hearing on Stated Issues

In regard applications of Doyle J. Todd, doing business as Heart of Texas TV, Brady, Rochelle, and rural area, Texas, File No. BPTTV-3948; Doyle J. Todd, doing business as Heart of Texas TV, Brady, Rochelle, and rural area Texas, Docket No. 19184, File No. BPTTV-3949; for construction permits for new VHF television broadcast translator stations; Doyle J. Todd, doing business as Heart of Texas TV (KØ4GI), Brady, Rochelle, and rural area, Texas, File No. BMPTTV-655; Doyle J. Todd, doing business as Heart of Texas TV (KØSEF), Brady, Rochelle, and rural area, Texas, File No. BMPTTV-656; Doyle J. Todd, doing business as Heart of Texas TV (K12HW), Brady, Rochelle, and rural area, Texas, File No. BMPTTV-657; Doyle J. Todd, doing business as Heart of Texas TV (K10HF), Brady, Rochelle, and rural area, Texas, File No. BMPTTV-658; for modifications of construction permits.

1. The Commission has before it for consideration the above-captioned applications of Doyle J. Todd, doing business as Heart of Texas TV, requesting modification of the construction permits of television broadcast translator stations KØ4GI, KØ5EF, K12HW, and K10HF, Brady, Rochelle, and rural area. Texas, and a petition to deny, filed December 9,

1970, by Television Enterprises, Inc., owner and operator of a CATV system in Brady, Texas.[1] Two of the applications (BMPTTV-655, for KØ4GI, and BMPTTV-656, for KØ5EF) propose only changes in transmitter location and antenna orientation. They are, therefore, only minor changes[2] against which a petition to deny will not lie, Liberty Television, Inc. (K11GT), 18 FCC 2d 531, 16 RR 2d 805, and the petition to deny, to the extent that it is directed against grant of these applications, will, therefore, be dismissed. On September 23, 1970, the Commission granted the applications (BPTTV-3946 and BPTTV-3947) of Doyle J. Todd for construction permits for new translator stations to operate on output Channels 4 and 5, respectively, and made partial grants of the other two applications (BPTTV-3948 and BPTTV-3949), specifying that the translator proposed for operation on output Channel 11 would operate on output Channel 12 instead (BPTTV-3948), and the translator proposed for operation on output Channel 13 would operate on output Channel 10 instead (BPTTV-3949), Doyle J. Todd, 25 FCC 2d 754, 20 RR 2d 353. On reconsideration (Doyle J. Todd, 27 FCC 2d 205, 20 RR 2d 1203), the Commission reaffirmed grant of the applications (BPTTV-3946 and BPTTV-3947) for Channel 4 and Channel 5 translators, but stayed its action making partial grant of the applications (BPTTV-3948 and BPTTV-3949) for a Channel 11 and a Channel 13 translator, pending a further order of the Commission. Since we did not dispose of the merits of the petition for reconsideration insofar as the latter two applications are concerned, we also have them before us for consideration.[3]

2. Petitioner claims standing as a "party in interest" within the meaning of section 309(d) of the Communications Act of 1934, as amended, on the grounds that operation of the stations as proposed will cause electrical interference and will result in economic injury to the petitioner. We find that the petitioner has standing. Federal Communications Commission v. Sanders Brothers Radio Station, 309 U.S. 470, 60 S. Ct. 693, 9 RR 2008.

3. The genesis of this controversy is set forth in the two previously cited decisions. The applicant now proposes to relocate its translators from a site approximately 6 miles northeast of Brady, Tex., to a site approximately 2.5 miles southwest of Brady, and to reorient its transmitting antennas from 191° True to 28° True. The applicant also proposes to change the output of Station K12HW from Channel 12 to output Channel 2 and to change primary station from KHFI-TV, Channel 42, Austin, Tex. (NBC), to KTXS-TV, Channel 12, Sweetwater, Tex. (CBS) (BMPTTV-657), and to change the output channel of Station K10HF from Channel 10 to Channel 11 (BMPTTV-658).

4. Petitioner here repeats, without any further support, arguments which we have twice rejected. Petitioner urges that both the CATV and the proposed translator system are commercial enterprises of a subscription nature and that the Commission should not favor one over the other. We agree with the latter observation, but petitioner fails to recognize the fact that, unlike the CATV, the translator system has no means to enforce collection of money from those who would avail themselves of its service without offering voluntary financial support, Community Television, Inc. v. United States, 404 F. 2d 771 (10th Cir., 1969). Petitioner further states that UHF translators may be used, but the applicant has not requested UHF translators and has chosen to prosecute its applications for VHF translators. With the exception of one translator, we are unable to find any impediments to grant of the applications for VHF translators. Moreover, we are unable to reconcile petitioner's suggestion that the applicant use UHF translators with the petitioner's recent attack on the applicant's financial ability to construct and operate even VHF translators, which are less expensive. Finally, the petitioner introduces, for the first time, the novel argument that any changes which it may make in its distribution pattern on its system may result in adverse customer reaction. Petitioner has not furnished any support in law, nor are we able to find any, to justify refusing to authorize broadcast services for such a reason.

5. The basic thrust of the petition is the repeated claim of economic injury to the CATV system and the claim of electrical interference. We considered, and rejected, the economic injury argument in our last decision in this matter. Consistent with the decision of the Court of Appeals in H & B Communications Corporation v. Federal Communications Commission (—— U.S. App. D.C. ——, 420 F. 2d 638, 17 RR 2d 2069), we weighed the gain in television service which would result from grant of the applications against any possible loss of television service which might result. We found that, except for any loss which might occur as the result of the arbitrary refusal of the CATV to act to protect its subscribers, there would be no loss of television service and the public interest, therefore, clearly required the grants. In the H & B case, there were no vacant cable channels to which stations could be changed on the system, and operation of the proposed translator station would, necessarily, have caused some loss of television service to subscribers to the CATV system. The situation before us is quite different, as we have pointed out, because here we can have total public gain against total absence of loss. With no loss of television service to consider, and in the absence of any showing by petitioner as to how private economic injury to it will result in injury to the public interest, we again reject this contention. We believe, however, that the electrical interference allegations merit close scrutiny. In our prior decisions, we indicated certain changes which the CATV would be required to make in its distribution pattern before further relief would be warranted from this agency. Those changes involved vacating cable Channels 2 and 4, leaving cable Channel 5 unused, and carrying the signals now carried or proposed for those channels on one of petitioner's four unused cable channels. When these changes are made by the CATV, Channels 2, 4 and 5 will be unused.[4] Since there are no off-the-air Channel 2, 3, 4, 5, or 6 signals in the area, there can be no interference caused by operation of the authorized Channel 4 (KØ4GI) and Channel 5 (KØ5EF) translator stations, nor can there be any interference to subscribers' reception of those channels at their receiving sets, irrespective of the location of the translators or the orientation of their transmitting antennas. The same is true of a translator operating on output Channel 2, as proposed in BMPTTV-657. We are left, then, with the applicant's proposal to change the frequency of station K10HF to output Channel 11.

6. Petitioner contends that operation on output Channel 11 will cause interference to reception by the public of the incoming signals of station KTXS-TV, Channel 12, Sweetwater, Tex., as well as to reception of those signals by the CATV at its headend and to reception by subscribers of cable Channel 11. The applicant originally proposed, in BPTTV-3948, a translator to operate on output Channel 11. We declined to grant that proposal because we found that there were channels which the cable system was not using and we believed that the translator could operate on a channel which would not present the danger of interference to subscribers' reception on cable Channel 11. For this reason, we granted the application specifying operation on output Channel 12. Now the applicant again asks that we authorize a Channel 11 translator, but he has not given any reasons to indicate why he believes that the proposal which we have once rejected can now be justified. Under such circumstances, we think that it is incumbent upon the applicant to establish the need for this translator

7. Sweetwater lies generally northwest of Brady (about 325° True) and the

[1] Also before the Commission is a response to the petition to deny, filed Jan. 12, 1971, by the applicant. No reply thereto was filed by the petitioner.

[2] Section 1.572(a)(1) of the rules defines a major change in television translator stations as (1) a change of output channel, (2) a change in principal community, or (3) a change in primary station. All other changes are minor changes.

[3] On Feb. 25, 1971, petitioner submitted, pursuant to our direction, a plan for revised distribution on its system, leaving cable Channels 2, 4, and 5 unused. The system is now wholly compatible with our decisions of Sept. 23, 1970, and Jan. 20, 1971. To the extent that this document seeks reconsideration of our order of Jan. 20, 1971, disposing of the petition for reconsideration, it will be denied for failure to raise any matters not already considered and disposed of.

[4] These changes have been made. See footnote 3, supra.

translator site is about 2.5 miles southwest (approximately 247° True) of the CATV headend. The major lobe of the transmitting antenna's radiation pattern will be oriented at 28° True. It may be seen that the translator's signals will be directed toward Brady and would obviously deliver a high intensity signal at the CATV receiving antenna for Channel 12. The possibility of interference to the incoming Channel 12 signal appears to be significant, and the possibility of interference to the CATV subscribers' reception of cable Channel 11 appears to be equally as great. For these reasons, we are unable to find that grant of an authorization for a translator to operate on output Channel 11 would serve the public interest, convenience and necessity, and we are of the opinion that the basic application (BPTTV-3949) must be designated for hearing. We are setting aside our action of September 23, 1970, in which we made a partial grant of the original application, which will restore the application to pending status specifying operation on output Channel 13. This confers upon the modification application the anomalous status of an application to modify a pending application. In the interests of administrative orderliness and to simplify the hearing, we will, therefore, dismiss the modification application (BMPTTV-658) and direct that it be considered as an amendment to the basic application.

8. Since we did not, in our January 20, 1971, order, dispose of the petition for reconsideration on its merits with respect to the application (BPTTV-3948) for a translator to operate on Channel 11 (which we authorized to operate on output Channel 12), we now make that disposition in accordance with the provisions of section 1.106(k) of our rules. For the reasons set forth in this opinion, we are reaffirming our grant of the application (BPTTV-3948) to authorize a translator to operate on output Channel 12 and we are granting the application (BMPTTV-657) to modify that authorization to specify operation on output Channel 2 in lieu of output Channel 12. Accordingly, we find that the applicant is qualified to construct and operate the Channel 4, 5, and 2 translators as proposed in BMPTTV-655, 656, and 657, respectively, and that grant of those applications and the basic application (BPTTV-3948) for the Channel 2 translator would serve the public interest, convenience and necessity. We further find that, except with respect to the applications (BPTTV-3949 and BMPTTV-658) for a Channel 11 translator, petitioner has raised no substantial or material questions of fact. The relief which we have provided to petitioner in this proceeding is predicated upon the CATV's good faith exercise of its responsibilities to the public to the extent of vacating cable Channels 2 and 4 and leaving cable Channel 5 unused, in accordance with our previous decisions in this matter.[5]

[5] See footnote 3, supra.

Accordingly, it is ordered, That the petition to deny filed herein by Television Enterprises, Inc., insofar as it pertains to the applications of Doyle J. Todd, doing business as Heart of Texas TV, for modification of the authorizations of television translator stations KØ4GI and KØ5EF (BMPTTV-655 and BMPTTV-656), is dismissed: insofar as it pertains to the application (BMPTTV-657) for modification of the authorization of television translator station K12HW, it is denied; insofar as it pertains to the application (BMPTTV-658) for modification of the authorization of television translator station K10HF, it is granted.

It is further ordered, That, pursuant to § 1.106(k) of the Commission's rules, the petition for reconsideration filed previously in this matter by Television Enterprises, Inc., insofar as it pertains to the application (BPTTV-3948) of Doyle J. Todd, doing business as Heart of Texas TV, for a translator station to operate on Channel 11 ,authorized by the Commission to operate on Channel 12 in lieu of Channel 11, on its merits, is denied.

It is further ordered, That, pursuant to § 1.106(k) of the Commission's rules, the petition for reconsideration filed previously in this proceeding by Television Enterprises, Inc., insofar as it pertains to the application (BPTTV-3949) of Doyle J. Todd, doing business as Heart of Texas TV, for a translator station to operate on Channel 13, authorized by the Commission to operate on Channel 10 in lieu of Channel 13, is granted; the Commission's action of September 23, 1970 (25 FCC 2d 754, 20 RR 2d 353) granting said application, is set aside.

It is further ordered, That the application (BMPTTV-658) of Doyle J. Todd, doing business as Heart of Texas TV, for modification, is dismissed, and said application shall be considered as an amendment to BPTTV-3949.

It is further ordered, That the applications of Doyle J. Todd, doing business as Heart of Texas TV, for modification of the authorizations of television translator stations KØ4CI (BMPTTV-655), KØ5EF (BMPTTV-656), and K12HW (BMPTTV-657), are granted, in accordance with specifications to be issued.

It is further ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned application of Doyle J. Todd, doing business as Heart of Texas TV, for a translator to operate on Channel 11, is designated for hearing, upon the following issues:

(1) To determine whether operation of the translator station as proposed would cause objectionable interference to reception by the public or by the CATV system operated by Television Enterprises, Inc., of the signals of television station KTXS-TV, Channel 12, Sweetwater, Tex., or to reception by subscribers of the CATV system on cable Channel 11, and, if so, the nature and extent of such interference.

(2) In the event that it is determined, pursuant to the foregoing issue, that objectionable interference would be caused by the translator, to determine the extent, if any, to which such interference can be reduced or eliminated.

(3) To determine the areas and populations which may be expected to gain or lose television service in the event of a grant of the application and the other television services, including that provided by the CATV, available to such areas and populations.[6]

(4) To determine, on the basis of a weighing of the gains and losses, if any, ascertained pursuant to the foregoing issue, whether the public interest, convenience and necessity would be served by grant of the application.

(5) To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether the application should be granted.

It is further ordered, That Television Enterprises, Inc., is made a party to this proceeding.

It is further ordered, That, the Chief, Broadcast Bureau, is made a party to this proceeding.

It is further ordered, That the hearing hereby ordered shall be held in Brady, Tex., at a time to be fixed by subsequent order.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and the party respondent herein, pursuant to §.1.221(c) of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That, the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

It is further ordered, That, the request filed February 25, 1971, by Television Enterprises, Inc., to the extent that it seeks reconsideration of our memorandum opinion and order of January 23, 1971 (27 FCC 2d 205, 20 RR 2d 1203) is denied, for failure to allege any matter not already considered and disposed of by the Commission.

Adopted: March 24, 1971.

Released: April 1, 1971.

FEDERAL COMMUNICATIONS COMMISSION,[7]

[SEAL] BEN F. WAPLE,
Secretary.

[FR Doc.71-4820 Filed 4-6-71;8:50 am]

[6] For the purpose of this issue, computations made in accordance with the provisions of § 73.684 of the rules may be used to estimate area and population to be served by the proposed translator.

[7] Commissioner Robert E. Lee absent.

[Dockets Nos. 19180, 19181; FCC 71-293]

PORTLAND MARINE RADIO AND COMMUNICATIONS COMPANY OF MAINE

Memorandum Opinion and Order Designating Applications for Consolidated Hearing on Stated Issues

In regard applications of Portland Marine Radio, Docket No. 19180, File No. 816-M-L-70, Arthur L. Lezette, John F. Larison, and Harry L. Brock, Jr., doing business as Communications Company of Maine for a Public Coast Class III-B Radio Station to serve the Portland, Maine, locality, Docket No. 19181, File No. 966-M-L-90.

1. On July 17, 1970, Portland Marine Radio (Portland Marine) filed an application, amended on September 15, 1970, and on September 2, 1970, Arthur L. Lezette, John F. Larison, and Harry L. Brock, Jr., doing business as Communications Company of Maine (Communications) filed an application, for Public Coast Class III-B radio station to serve the Portland, Maine, locality. Portland Marine proposes operation on the frequency 162.0 MHz from a station located at Cape Elizabeth and Communications proposes operation on the frequency 161.9 MHz from a station located at Falmouth, Maine. Both locations are on the outskirts of Portland. This class of station provides VHF radiocommunication services to ships. Except for the issues herein specified, both applicants are otherwise qualified. Both applicants assert there is a need for additional VHF public coast maritime facilities in the Portland, Maine, locality. Neither applicant, however, has submitted a showing of need for more than one station at that location.

2. On November 17, 1970, Coastal Communications, Inc. (Coastal), licensee of Public Coast Station KQU-620 at Camden, Maine, about 60 miles from Portland, Maine, authorized to operate on the frequency 161.9 MHz, filed petition to deny the application of Portland Marine. Coastal asserts that there is no need for additional VHF public coast facilities at Portland, that the Portland area lies within its coverage area, and that the establishment of another station there would cause it economic injury. Coastal also asserts that there would be electrical interference by the Portland station but this was later rendered moot by an amendment to the Portland Marine application specifying a different working frequency. Portland Marine furnished a letter headed "Exception to Petition to Deny," with a notation showing that a copy had been furnished the petitioner, disagreeing that the Portland area is being adequately served by the station at Camden and asserting that a public coast station of this class should be located at least every 50 miles along the coast. Coastal did not file a petition to deny the application of Communications, but by counsel, filed a letter protesting the application on the grounds of electrical interference.

3. The Commission does not, ordinarily, authorize two stations of this class to serve the same geographical area, nor, pursuant to § 81.303 of the rules, do we grant an application for a station of this class to serve an area already served, unless a satisfactory showing of need for additional service is made. Since neither applicant has made any showing of the need for more than one station, and because of the questions of fact raised in the petition to deny, a hearing is needed to determine which, if either, application should be granted.

4. In view of the foregoing: *It is ordered*, That the petition to deny filed by Coastal is granted to the extent that the application of Portland Marine is designated for hearing as hereinafter ordered, on the issues specified, and the petition in all other respects is denied.

5. *It is further ordered*, That the above-entitled applications of Communications and Portland Marine are designated for consolidated hearing at a time and place to be specified in a subsequent order on the following issues:

(a) To determine the need for additional VHF Public Coast Maritime Radio facilities in the Portland, Maine, locality.

(b) To determine the harmful economic impact, if any, of the proposed stations on Station KQU-620 at Camden, Maine.

(c) To determine the coverage area of Station KQU-620.

(d) To determine the extent of overlap, if any, in coverage area of Station KQU-620 and the proposed stations and whether such overlap is contrary to the public interest.

(e) To determine the degree, if any, of cochannel electrical interference which would result from simultaneous operation of the proposed Portland station of Communications and Station KQU-620.

(f) To determine whether the degree of electrical interference described in issue e is mutually destructive and therefore against the public interest.

(g) To determine comparatively which applicant if either, will provide the public with the better public coast station service based on the following considerations:

(1) Coverage area and its relation to the greatest number of potential users;

(2) Hours of operation;

(3) Ability to effectively participate in the maritime mobile radio safety system;

(4) Rates and charges;

(5) Qualifications of management, operators, and other personnel;

(6) Interconnection with landline facilities; and

(7) Reliability and efficiency of service.

(h) To determine in the light of the evidence adduced on all the foregoing issues, which application, if either, should be granted.

6. *It is further ordered*, That the burden of proceeding with the introduction of evidence on issues a and g is placed on each applicant insofar as the respective items pertain to each of these parties; and on issues b, c, and e is placed on Coastal. Issues d, f, and h are conclusory.

7. *It is further ordered*, That the guide and reference source for the preparation of exhibits showing the geographical area in which satisfactory ship-shore maritime communications can be technically exchanged will be the criteria contained in the Commission's notice of proposed rule making released August 28, 1970, in Docket 18944, which proposes technical standards for the computation of service areas for public coast Class III-B stations.

8. *It is further ordered*, That Coastal Communications, Inc., is found to be a party in interest in this matter and that for Coastal, Portland Marine Radio, and Communications Company of Maine to avail themselves of an opportunity to be heard, pursuant to § 1.221 (c) and (e) of the Commission's rules, they shall within 20 days of the mailing of this order file with the Commission, in triplicate, a written appearance stating an intention to appear on the date set for hearing and present evidence on the issues specified in this order. Pursuant to § 1.221(b) of the rules, the Chiefs of the Safety and Special Radio Services Bureau and the Common Carrier Bureau are parties to this proceeding and shall be served copies of all filings and orders herein.

Adopted: March 24, 1971.

Released: April 1, 1971.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] BEN F. WAPLE, *Secretary.*

[FR Doc.71-4821 Filed 4-6-71;8:50 am]

FEDERAL MARITIME COMMISSION

CERTIFICATES OF FINANCIAL RESPONSIBILITY (OIL POLLUTION)

Notice of Certificates Issued

Notice is hereby given that the following vessel owners and/or operators have established evidence of financial responsibility, with respect to the vessels indicated, as required by section 11(p)(1) of the Federal Water Pollution Control Act, as amended, and, accordingly, have been issued Federal Maritime Commission Certificates of Financial Responsibility (Oil Pollution) pursuant to Part 542 of Title 46 CFR.

Certificate No.	*Owner/operator and vessels*
01012---	A/S Holmen-Hellefos: Harald Rinde. Ingeborg Rinde.
01020---	Skibsaktieselskapet William Hansens Rederi II: Hafnia.
01031---	Garth Shipping Co., Ltd.: Glyntaf.
01075---	Valdemar Skogland A/S: M/S Valhall. M/S Varild. M/S Notos.

[1] Commissioner Robert E. Lee absent.

Certificate No.	Owner/operator and vessels
01015---	A/S Rederiet Odfjell:
	Bow Lind.
	Olga.
	Lyng.
	Oak.
	Ek.
	Lotos.
	Liana.
	Hassel.
	Selje.
	Bow Rogn.
	Bow Gran.
	Lonn.
	Birk.
	Bow Cedar.
	Cypress.
01017---	Westfal-Larsen & Co., A/S:
	M/T Hallanger.
	M/S Taranger.
	M/T Samnanger.
	M/S Villanger.
	M/S Brimanger.
	M/S Malmanger.
	M/T Haukanger.
	M/T Orkanger.
	M/S Davanger.
	M/S Heranger.
	M/S Falkanger.
	M/S Fossanger.
	M/S Fjellanger.
	M/T Austanger.
	M/T Grenanger.
	M/T Kaupanger.
	M/S Hosanger.
	M/S Hoyanger.
	M/S Ravnanger.
	M/S Fauskanger.
	M/S Risanger.
	M/S Porsanger.
	M/S Evanger.
	M/S Siranger.
01028---	Flensburger Schiffsparten-Vereinigung AG.:
	Neptun.
	Uranus.
	Sirius.
	Saturn.
01019---	Hagb. Waage:
	Symra.
	Ruth.
	Runa.
	Rinda.
01021---	Kommandittselskapet Ocean Bulk A/S:
	Star Taro.
01024---	Sig. S. Arstads Rederi A/S:
	Gaston Micard.
01023---	Lovenskiold og Hoyers Rederi, Skien, Norway:
	Fossum.
	Fossheim.
01032---	The Craig Shipping Co., Ltd.:
	Graigwerdd.
	Crigffion.
01035---	Ove Skou:
	M/S Atlantic Skou.
	M/S Pacific Skou.
	M/S Dorte Skou.
	M/S Ditte Skou.
	M/S Dinna Skou.
	M/S Maren Skou.
	M/S Birgitte Skou.
	M/S Benny Skou.
	M/S Jytte Skou.
	M/S Lotte Skou.
	M/S Susanne Skou.
	M/S Inger Skou.
	M/S Mette Skou.
	M/S Kirsten Skou.
	M/S Marie Skou.
	M/S Petra Skou.
	M/S Else Skou.
	M/S Hanne Skou.
	M/S Grete Skou.
	M/S Mads Skou.
	M/S Helle Skou.
	M/T Kis Skou.
	M/T Tegiholmen.
01038---	A/S S/S Mathilda:
	Bow Cecil.
	Bow Queen.
01039---	Den Norski Amerikalinje A/S:
	Skiensfjord.
	Foldenfjord.
	Drammensfjord.
	Tanafjord.
	Sunndalsfjord.
	Tyrifjord.
	Norefjord.
	Idefjord.
	Topdalsfjord.
	Kongsfjord.
	Vindafjord.
	Altafjord.
	Vigrafjord.
	Vistafjord.
	Bergensfjord.
	Sagafjord.
01041---	Liberian National Shipping Lines Inc.:
	James Benedict.
	President Wm. V. S. Tubman.
01042---	Tramp Shipping Corp.:
	New Horizon.
01060---	London & Overseas Bulk Carriers Ltd.:
	Overseas Adventurer.
01043---	Maritime Bulk Carriers Corp.:
	New Adventure.
	New Frontiers.
01051---	Van Nievelt, Goudriaan & Co. Stoomvaart Maatschappij (Hamburg) G.m.b.h.:
	Polaris.
	Zosma.
	Gemma.
	Spica.
01057---	Schlussel Reederei KG:
	Stephanitor.
	Linsertor.
	Ansgaritor.
	Wienertor.
	Buntentor.
	Hahnentor.
01058---	States Steamship Co.:
	Idaho.
	Wyoming.
	Michigan.
	C. E. Dant.
	M. M. Dant.
	California.
	Oregon.
	Washington.
	Hawaii.
	Arizona.
	Illinois.
01061---	London & Overseas Tankers Ltd.:
	Overseas Discoverer.
	Overseas Ambassador.
01059---	London & Overseas Freighters Ltd.:
	London Independence.
	London Confidence.
	London Citizen.
	London Advocate.
	London Banker.
	London Craftsman.
	London Statesman.
	London Explorer.
	London Pioneer.
	London Prestige.
	London Resolution.
	London Tradition.
	London Harmony.
01065---	Reederei Richard Schroder:
	Paul Schroder.
	Peter Schroder.
	Clarita Schroder.
	Martin Schroder.
	Monique Schroder.
	Ernst Schroder.
	Edwin Schroder.
	Erich Schroder.
01070---	P.F.S. Heering:
	Heering Lotte.
01067---	Klosters Rederi A/S:
	Skyward.
	Starward.
	Sunward.
01069---	Oglebay Norton Co.:
	Huron.
	W. C. Richardson.
	Robert C. Norton.
	J. Clare Miller.
	W. W. Holloway.
	Crispin Oglebay.
	J. R. Sensibar.
	James Davidson.
	Frank Purnel.
	Ashland.
	Joseph H. Frantz.
	Reserve.
	Armco.
	Middletown.
	Edmund Fitzgerald.
	Wyandotte.
01071---	Kommanditselskabet AF August 1968 (Komplementar: P.F.S. Heering):
	Heering Kirse.
01076---	D/S A/S Gudvin:
	M/V Gudvor.
	M/V Gudvin.
	M/V Gudvang.
01072---	Kommanditselskabet AF 26.9.1966 (Komplementar: P.F.S. Heering):
	Heering Elsie.
01077---	H. M. Wrangell & Co. A/S:
	H. M. Wrangell.
	Minerva.
	Hoegh Augvald.
	Hoegh Meling.
	Hoi Kung.
	Hoi Ying.
	Hoi Houw.
	Hoi Wong.
01078---	Commerce Tankers Corp.:
	Barbara.
01081---	Skibsaktieselskapet Karlander:
	Slevik.
	Djatiprana.
01082---	The New Zealand Shipping Co., Ltd.:
	Otaio.
	Cumberland.
	Haparangi.
	Huntingdon.
	Hertford.
	Hurunui.
	Hauraki.
	Hinakura.
	Sussex.
	Essex.
	Otaki.
	Manapouri.
	Mataura.
	Tongariro.
	Westmoreland.
	Tekoa.
	Taupo.
	Northumberland.
	Rakaia.
	Dorset.
	Turakina.
	Somerset.
	Piako.
	Devon.
	Nottingham.
01085---	Tropwood, A.G.:
	M/V Tropwood.
	M/V Tropical Plywod.
	M/V Tropical Veneer.
01091---	Rasmus F. Olsen:
	Linnea.
01093---	Buckingham Tanker Co., Ltd.:
	Warwick Fort.
	Fort St. Catherine.
01094---	St. Andrews Shipping Co., Ltd.:
	Dunadd.
	Dunkyle.
01193---	A/S Berpa:
	Panamerica.

Certificate No.	Owner/operator and vessels
01092	Thor Dahls Hvalfangerselskap, A/S:
	Thorskog.
	Thorshov.
	Thorshovdi.
	Thorstar.
	Thorsheimer.
	Thorsdrake.
	Thorshavn.
	Thorswave.
	Thorsisle.
	Thorsriver.
	Thorsorient.
	Thor 1
	Thorsgaard.
	Thorstind.
	Thorsdrott.
	Thorsoy.
01095	British Steam Shipping Co., Ltd.:
	Sir Andrew Duncan.
	Duncraig.
01097	Glendon Shipping Co., Ltd.:
	Beaufort Sea.
	Greenland Sea.
01098	Sovereign Shipping Co., Ltd.:
	Naess Sovereign.
	Naess Endeavour.
	Naess Champion.
01179	Skibsaksjeselskapet Danmotor:
	Alex.
01099	Scottish Ore Carriers, Ltd.:
	Craigallian.
	Crinan.
	Arisaig.
01172	H. Clarkson and Co., Ltd.:
	Gallic Bridge.
	Spey Bridge.
	Iron Endeavour.
	Jersey Bridge.
	Clarkeden.
	Clarkavon.
01178	Olaf Pedersen's Rederi, A/S:
	Sunny Girl.
	Sunny Baby.
	Sunny Boy.
	Sunny Prince.
	Sunny Queen.
01180	T. S. Bendixen, A/S:
	Sea Breeze.
01182	Dampskibsaktieselskabet Ora:
	M/V Orania.
01183	A/S Bulktransport:
	Sunray.
01184	Niels Onstads Tankrederi, A/S:
	Astrid.
01186	Aamodt's Tankrederi, A/S:
	Sonja.
	Sylvania.
01187	Skibsaktieselskapet Gylfe:
	Gylfe.
	Gefion.
	Gimle.
01189	A/S Haanes Rederi:
	Gimlekollen.
	Gimleland.
	Gimleskog.
	Gimlevang.
01190	A/S Gerrards Rederi & A/S Gerrards Rederi II:
	M/S Gerore.
	M/S Gervalla.
	M/S Geranta.
	M/S Gerlin.
	M/T Georgia.
01192	Odd Bergs Tankrederi A/S:
	Kollfinn.
	Kollgeir.
	Kollbryn.
	Kollbris.
01101	Inverness Shipping Co. (Bermuda) Ltd.:
	Naess Trader.
01102	Favorite Shipping Co., Ltd.:
	Darius.
01104	Hyundai International, Inc.:
	Atlas Pioneer.
	Atlas Promoter.
01107	N. V. Stoomvaart-Maatschappij "Oostzee" (Curacao):
	Poinciana.
	Jasmine.
	Hibiscus.
	Farmsum.
	Britsum.
01109	C. Mackprang Jr.:
	M/V Nordstern.
01113	A/S J. Ludwig Mowinckels Rederi:
	Salta.
	Palma.
	Egda.
	Horda.
	Norma.
	Hada.
	Strinda.
	Borga.
	Lista.
	Heina.
	Hitra.
	Frosta.
	Sygna.
	Troma.
	Molda.
01121	Getty Tankers, Ltd.:
	Veedol.
	Wafra.
01120	Transoceanic Shipping Corp:
	Pennsylvania Getty.
	Massachusetts Getty.
	Maryland Getty.
	Virginia Getty.
01122	Getty Oil Co.:
	Providence Getty.
	Wilmington Getty.
	Louisiana Getty.
	New York Getty.
	Delaware Getty.
01123	Hemisphere Transportation Corp.:
	Tidewater.
	Washington Getty.
	Texas Getty.
	George F. Getty.
	Minnehoma.
	Oklahoma Getty.
	California Getty.
001125	n.v. U B E M s.a. (Union Belge D'Entreprises Maritimes):
	Loveral.
	Marly II.
	Tielrode.
	Eeklo.
	Temse.
	Zelzate.
	Belval.
	Chertal.
01127	Johnstone Shipping Ltd.:
	Congar.
01149	Viet-Nam Hang-Hai:
	M/S Viet-Nam Thuongtin I.
01151	Overseas Tankship Corp.:
	Chevron Genoa.
	Chevron Frankfurt.
	Lamyra.
	Chevron Antwerp.
	Chevron Brussels.
	Chevron Liege.
	Chevron Venice.
	Chevron Genoa.
01157	Rederiaktiebolaget Ragne:
	Maj Ragne.
	Birgit Ragne.
01158	Rederiet Bjorn Ragne:
	Bjorn Ragne.
01170	Fratelli D'Amico-Armatori:
	Mare Sereno.
	Mare Felice.
	Mare Dorico.
	Mare Piceno.
01241	A/S Jensens Rederi II:
	M/T Cerno.
01243	A/S Jensens Rederi IV:
	M/T Capto.
01244	Mytilus A/S:
	M/S Claro.
01246	A/S Atlantic:
	M/S Condo.
01247	Tonnevolda Tankrederi A/S:
	Thorhild.
	Thorunn.
	Fatum.
01252	Aktieselskapet Havtor:
	M/V Havtor.
	M/V Havsul.
	M/V Havtroll.
01253	Aktieselskapet Havkong:
	M/V Havgast.
01272	Cardenosa Compania Naviera S.A.:
	M/V Havskar.
	Neptune.
01273	Frontera Compania Naviera S.A.:
	Captain Demosthenes.
01274	Rio Valioso Compania Naviera S.A.:
	Skylark.
01276	Crociere D'Oltremare S.P.A.:
	Italia.
01277	H & P Shipping I/S:
	Inge Frank.
	Helle Frank.
01280	Compania Salaminia De Navegacion S.A.:
	Myrtidiotissa.
01204	A/S Sunde:
	Ventura.
01202	A/S Rudolf:
	Filefjell.
	Arnefjell.
01203	Rederiaktiebolaget Monacus:
	Holma.
	Nanny.
	Palma.
	Brita Onstad.
01206	Interessentskapte Norbu:
	Norbu.
01207	Interessentskapte Norbella:
	Norbella.
01212	A/S Selvaagbygg:
	Gunvor Brovig.
	Bertha Brovig.
	Andrea Brovig.
01213	A/S Tanktransport:
	Marita.
01220	Skibs A/S Gausdal and A/S "Vesterhav":
	Gausdal.
01223	I/S M/S "Frio Trader" S. L. Paulsen Bergen:
	M/S "Frio Trader".
01224	A/S Inger:
	Ingertre.
	Ingerseks.
	Elin Horn.
	Baie Commeau.
01227	Skips A/S J O J O L O:
	M/S Bertil Karlbom.
01228	A/S Consensio:
	M/S Stove Scotia.
	M/S Stove Caledonia.
	M/S James Stove.
01229	Belships Co., Ltd., Skibs A/S:
	M/S Belnippon.
	M/S Belforest.
	M/S Belkarin.
	M/S Belevelyn.
	M/S Belmaj.
	M/S Belcargo.
	M/S Belblue.
	M/S Belocean.

Certificate No.	Owner/operator and vessels
01233---	Buries Markes, Ltd.:
	Alberta.
	La Hacienda.
	La Colina.
	La Chacra.
	La Quinta.
	Bulk Eagle.
	La Pampa.
	La Sierra.
	La Estancia.
01234---	A/S Bill:
	M/T Stolt Brali.
01235---	I/S Bibisary:
	M/S Beth.
01237---	Aksjeselskapet Tank:
	T/S Trollheim.
01238---	A/S Hakedal & A/S Tank:
	M/T Granheim.
01239---	A/S Nittedal & A/S Tank:
	M/S Bjorgfjell.
	M/S Bjorghav.
01240---	A/S Jensens Rederi I:
	M/T Credo.
01282---	Cia. Evoia de Navegacion S.A.:
	Thios Thanasis.
01281---	Golfos Navegacion S.A.:
	Yangos.
01300---	Crusader Shipping Co., Ltd.:
	Crusader.
01301---	Skipsreder Kristian Ravn:
	M/T Kristian Ravn.
01329---	Chevron Asphalt Co.:
	Morania Abaco.
01339---	Compagnie Africaine D'Armement:
	Berenice.
	Flora.
01354---	H. E. Hansen-Tangen:
	Katarina.
	Kristina.
	Regina.
	Stolt Sagona.
	Sunrana.
	Evina.
01334---	American President Lines, Ltd.:
	President Buchanan.
	President McKinley.
	President Lincoln.
	President Hayes.
	President Harrison.
	President Fillmore.
	President Madison.
	President Jackson.
	President Hoover.
	President Taylor.
	President Garfield.
	President Arthur.
	President Harding.
	President Pierce.
	President Polk.
	President Monroe.
	President Adams.
	President Coolidge.
	President Tyler.
	President Van Buren.
	President Grant.
	President Taft.
	President Wilson.
	President Cleveland.
01363---	Compania de Navegacion Caldimor, S.A. (Panama).
	Acamar.
01361---	Transportacion Maritima Mexicana, S.A.:
	Maya.
	Azteca.
	El Mexicano.
	Puebla.
	Anahuac II.
	Aguascalientes.
	Tlaxcala.
	Jalapa.
	Campeche.
	Bibi.
	Gela.

Certificate No.	Owner/operator and vessels
01362---	Chevron Tankers (Nederland) N.V.:
	Chevron Delfzijl.
	Chevron Leiden.
	Chevron the Hague.
	Chevron Naples.
	Chevron Amsterdam.
	Chevron Rotterdam.
	Chevron Arnhem.
	Chevron Eindhoven.
	Chevron Nederland.
	Chevron Madrid.
01385---	Aggeliki Prostasia Compania Maritima S.A.:
	Angelic Protector.
01386---	Aggeliki Doxa Compania Maritima S.A.:
	Angelic Glory.
01422---	The Booth Steamship Co., Ltd.
	Viajero.
	Venimos.
	Veloz.
	Veras.
	Crispin.
	Cyril.
	Cuthbert.
	Clement.
	Dominic.
01387---	Asomotoi Compania Maritima S.A.:
	Archangelos G.
01388---	Agglelikai Dynameis Compania Maritima S.A.:
	Angelic Power.
01389---	Aggelikai Ptera Compania Maritima S.A.:
01390---	Angel Michael Compania Maritima S.A.:
	Archon Michael.
01391---	San Cherubim Compania Maritima S.A.:
	Archon Cherubim.
01415---	Athelduchess Tankers Co., Ltd.:
	Anco Duchess.
01418---	Athelknight Tankers Co., Ltd.:
	Anco Knight.
01499---	Standard Oil Company of British Columbia Ltd.:
	Sobc 2.
	B. C. Standard.
	Standard Service.
01559---	Rederiaktiebolaget Fraternitas:
	Avenir.
	Aleppo.
01520---	Transmarina S.N.C.:
	Citta di Savona.
	Albisola.
	Finale.
	Giesse.
	Fiducia.
01515---	M. Thorviks Rederi A/S:
	M/S Bris.
01519---	Rederi Aktieselskabet Myren Copenhagen:
	Gautatyr.
	Angantyr.
	Bogatyr.
01523---	Rederiaktiebolaget Sirius:
	Milos.
01551---	Rederiaktiebolaget Nordic:
	Nordia.
	Scantic.
01556---	Polichri Shipping Co., S.A.:
	Nefos.
01576---	Henriksens Rederi A/S:
	M/V Brott.
01580---	I/S Jahre Line:
	Kronprins Harald.
01582---	Bibolini Societa di Navigazione S.P.A.:
	Anna Bibolini.
	Aldora.
01584---	Eagle Terminal Tankers, Inc.:
	Eagle Courier.
	Eagle Transporter.
	Eagle Charger.
	Eagle Leader.

Certificate No.	Owner/operator and vessels
01585---	Sea Transport Corp.:
	Eagle Traveler.
	Eagle Voyager.
01605---	D'Amico Societa di Navigazione S.P.A.:
	Christina d'Amico.
	Mina d'Amico.
	Mirella d'Amico.
	Cielo Rosso.
	Giovannella d'Amico Chemist.
	Marinella d'Amico.
	Cielo Azzurro.
	Luigi d'Amico.
	Cesare d'Amico.
	Paolo d'Amico.
	Lorenzo d'Amico.
	Anna Maria d'Amico.
01607---	Milos Shipping Co., Ltd.:
	Milos.
01641---	The Bank Line Ltd.:
	M/V Shirranbank.
	M/V Teviotbank.
	M/V Maplebank.
	M/V Gowanbank.
	M/V Nairnbank.
	M/V Irisbank.
	M/V Hazelbank.
	M/V Taybank.
	M/V Tweedbank.
	M/V Beechbank.
	M/V Ernebank.
	M/V Roybank.
	M/V Weybank.
	M/V Speybank.
	M/V Marabank.
	M/V Carronbank.
	M/V Crestbank.
	M/V Dartbank.
	M/V Forresbank.
	M/V Elmbank.
	M/V Pinebank.
	M/V Garrybank.
	M/V Minchbank.
	M/V Ashbank.
	M/V Rosebank.
	M/V Levernbank.
	M/V Avonbank.
	M/V Olivebank.
	M/V Springbank.
	M/V Lossiebank.
	M/V Laurelbank.
	M/V Oakbank.
	M/V Rowanbank.
	M/V Testbank.
	M/V Inverbank.
	M/V Sprucebank.
	M/V Hollybank.
	M/V Northbank.
	M/V Larchbank.
	M/V Weirbank.
	M/V Lindenbank.
	M/V Willowbank.
	M/V Firbank.
	M/V Riverbank.
	M/V Streambank.
	M/V Teabank.
	M/V Wavebank.
	M/V Yewbank.
	M/V Nessbank.
	M/V Cedarbank.
	M/V Foylebank.
	M/V Laganbank.
01608---	D'Amico Scoieta di Navigazione A.R.L.:
	Elena d'Amico.
	Sofiia d'Amico.
	Linda Giovanna.
	Felice d'Amico.
	Giovanni d'Amico.
	Maria Carla d'Amico.
	Massimino d'Amico.
01823---	Aretusa S.P.A.—Palermo:
	Aretusa.
	Capriolo.
	Edera.
	Gazzella.
	Rapido.
	Tigre.

Certificate No.	Owner/operator and vessels
01824---	Erice S.P.A.—Palermo:
	Erice.
	Pallade.
	Sportivo.
	Manuela Prima.
01827---	Partenreederei M/S Leanna, Hamburg:
	Leanna.
01835---	Johan Hagenaes:
	M/V Karitind.
	M/V Carbibia.
	M/V Westbulk.
01837---	N.V. Tanker Handel Maatschappij Tahama:
	Tahama.
	Tamara.
01839---	Keystone Tankship Corp.:
	Golden Gate.
	Valley Forge.
	Keytanker.
	Keytrader.
	Keystoner.
	Ticonderoga.
	Catawba Ford.
01840---	Keystone Shipping Co.:
	Edgar M. Queeny.
	Chancellorsville.
	Perryville.
01841---	Chas. Kurz & Co., Inc.:
	Spirit of Liberty.
	Monmouth.
	Sandy Lake.
	Meadowbrook.
	Tullahoma.
	Northfield.
	Julesburg.
	Naeco.
	Fort Fetterman.
	Mill Spring.
	Gaines Mill.
	Cherry Valley.
	Bennington.
01842---	Christensen Canadian Enterprises Ltd.:
	Theron.
	Theta.
01843---	A. F. Harmstorf & Co.:
	Rungholtsand.
	Medemsand.
	Pagensand.
	Fahrmannsand.
	Luhesand.
01882---	State Shipping Co., Inc.:
	Vanmint.
01892---	Michigan Tankers, Inc.:
	City of Detroit.
01886---	Navigas S.A.C.I.M.:
	Lavoisier.
01845---	Kauffahrtei Seereederei Adolf Wiards & Co.:
	Hedi Wiards.
	Monika Wiards.
	Catharina Wiards.
	Diederika Wiards.
	Cap Race.
	Adel Weert Wiards.
01858---	Transatlantica de Navegacion, S.A.:
	M/S Calais.
01859---	Scheepvaart Maatschappij Suriname N.V.:
	Corantijn.
	Suriname.
	Gran Rio.
01875---	Sicula Sarda—Societa di Navigazione S.P.A.:
	M/V Giovanni Queirolo.
	M/V Pugliola.
01802---	Insa Societa di Navigazione S.N.C.:
	Arlesiana.
01894---	Miramar Shipping Co., Inc.:
	S/S Dagny K.
01863---	Trident Tankers Ltd.:
	Ardvar.
	Ardlui.
	Ardshiel.
	Ardtaraig.
	Ottawa.
	Grafton.
	Heythrop.
	Eridge.
	Orissa.
	Opawa.
	Orama.
	Talamba.
	Megna.
	Garonne.
	Busiris.
	Malwa.
	Mantua.
	Quiloa.
	Maloja.
01895---	Victoria Maritime & Shipping Co., Inc.:
	S/S Judy K.
01917---	Casa Blanca Shipping Corp.:
	Desert Queen.
01918---	Jackson Steamship Co.:
	Desert Leader.
01681---	A/S Vafos Brug.:
	M/S Ole Rinde.
01992---	Nordstrom & Thulin Ab.:
	M/S Roslagen.
	M/S Greta Thulin.
01991---	Malmros Rederi Aktiebolag:
	Lake Ontario.
	Jacob Malmros.
	Frans Malmros.
	Malmohus.
	Paul Endacott.
	White Ocean.
	Crystal Sea.
	Pearl Sea.
01980---	Ab Oceankompaniet:
	Pacific Ocean.
	Lake Eyre.
01904---	Waterman Steamship Corp.:
	Madaket.
	Topa Topa.
	Yaka.
	Kyska.
	Iberville.
	De Soto.
	City of Alma.
	Andrew Jackson.
	Hastings.
	John B. Waterman.
	Morning Light.
	Noonday.
	Citrus Packer.
	Mobilian.
	Jeff Davis.
	LaFayette.
	La Salle.
	Hurricane.
	Carrier Dove.
	Chatham.
	Fanwood.
	Stonewall Jackson.
	Robert E. Lee.
01945---	Albert Jensen A/S:
	Jens Alb.
	Helle Alb.
01682---	A/S Traelandsfos:
	M/S Eilert Rinde.
01685---	Zushi Shipping Corp., S.A.:
	Cali.
01686---	Caliatis Shipping Co., S.A.:
	Eugenia K.
01689---	Kadano Shipping Co., Ltd.:
	Tina D.
01708---	Benedict Shipping Corp.:
	Benedict.
	Cape Horn.
01709---	Capoverde Compania Naviera:
	Capoverde.
01713---	Egeria S.P.A.—Palermo:
	Egeria.
	Sorrento.
01714---	Elios S.P.A.—Palermo:
	Elios.
	Lily Prima.
	Penelope.
	Raffaele Cafiero.
01716---	Achille Lauro—Napoli.
	Achille Lauro.
	Angelina Lauro.
	Callao.
	Coraggio.
	Fede.
	Lavoro.
	Liana.
	Napoli.
	Pegaso.
	Pomona.
	Ravello.
	Tenacia.
	Valparaiso.
	Volere.
01754---	Blue Peter Steamship Ltd.:
	M/V Blue Peter II.
	M/V Blue Cloud.
	M/V Blue Spruce.
	M/V Blue Trader.
01756---	Pansuiza, Compania de Navegacion S.A.:
	Hermosa.
01757---	La Pintada Compania de Navegacion S.A.:
	La Pintada.
01767---	Gulf & South American Steamship Co., Inc.:
	Gulf Merchant.
	Gulf Trader.
	Gulf Shipper.
	Gulf Farmer.
	Gulf Banker.
01798---	Stag Line, Ltd.:
	M/V Camellia.
	M/V Gloxinia.
	M/V Photinia.
	M/V Ixia.
	M/V Zinnia.
01799---	Giuseppe Mazzini Navigation Co.:
	Egle.
01801---	Aurora Sarda—Compagnia di Navigazione S.P.A.:
	Alfredo Primo.
01804---	Uk Tankschiff Reederei G.m.b.h.:
	Fortuna.
	Union.
01811---	Partenreederi M/S Amelie Thyssen:
	Amelie Thyssen.
01812---	Partenreederei M/S Rhenania:
	Rhenania.
01813---	Partenreederi M/S Iberia:
	Iberia.
01814---	Partenreederei M/S Candia:
	Candia.
01815---	August-Thyssenhutte A.G., Duisburg, as Bareboat-Chartered Owners:
	Fiona.
	Francesca.
02101---	Capricorn Shipping Co.:
	World Nautilus.
02102---	Agate Shipping Co.:
	World Navigator.
02103---	Jasper Shipping Co.:
	World Negotiator.
01067---	Klosters Rederi A/S:
	Skyward.
	Starward.
	Sunward.

Certificate No.	Owner/operator and vessels
02354---	Armatrice Santa Lucia Societa per Azioni:
	Vioca.
	Agrigentum.
	Carlo Cameli.
05044---	Sider Line Compania de Navigacion S.A.:
	Primrose.
02344---	Empresa Lineas Maritimas Argentinas:
	Lago Argentino.
	Rio Bermejo.
	Lago Lacar.
	Lago Traful.
	Lago Nahuel Huapi.
	Rio Carcarana.
	Rio Colorado.
	Rio Corrientes.
	Uruguay.
	Libertad.
	Argentina.
	Rio Tunuyan.
	Lago Alumine.
	Rio Dulce.
	Rio Salado.
	Presidente Castillo.
	Rio Belen.
	Rio Primero.
	Rio Belgrano.
	Almirante Stewart.
	Entre Rios.
	Mendoza.
	Rio Atuel.
	Rio Aguapey.
	Rio Araza.
	Cordoba.
	Santa Fe.
	Overo.
	Campero.
	Marinero.
	Hornero.
	Naviero.
	Granadero.
	Fletero.
	Rio Cuarto.
	Rio Quinto.
	Rio Segundo.
	Rio Tercero.
	Rio Santiago.
	Rio Queguen.
	Rio Gallegos.
	Rio Lujan.
	Rio San Juan.
	Rio Mendoza.
01271---	N.V. Nederlandsch-Amerikaansche Stoomvaart-Maatschappij, Holland Amerika Lijn:
	S/S Nieuw Amsterdam.
	S/S Statendam.
	S/S Ryndam.
	M/S Moerdyk.
	M/S Gaasterdyk.
	M/S Grebbedyk.
	M/S Grotedyk.
	M/S Gorredyk.
	M/S Kamperdyk.
	M/S Korendyk.
	M/S Katsedyk.
	M/S Poeldyk.
01153---	Atlas Levante-Linie G.m.b.H.:
	Pacifico.
02104---	Libra Shipping Co.:
	World Neighbour.
02105---	Opal Shipping Co.:
	World News.
02106---	Jade Shipping Co.:
	World Nobility.
02107---	Onyx Shipping Co.:
	World Nomad.
02108---	Questra Shipping Co.:
	Northern Conqueror.
02109---	Remus Shipping Co.:
	Northern Conquest.
02110---	Priam Shipping Co.:
	Northern Joy.
02111---	Amber Shipping Co.:
	Northern Naiad.
02112---	Samson Shipping Co.:
	Northern Unity.
02113---	Andromeda Tanker Corp.:
	Philip S. Niarchos.
02114---	World Brilliance Corp.:
	Princess Sophie.
02115---	Tudor Shipping Co.:
	World Sea.
02116---	Easton Corp.:
	World Seafarer.
02117---	Ursa Shipping Co.:
	World Sincerity.
02118---	Newfane Corp.:
	World Skill.
02119---	Vega Shipping Co.:
	World Spirit.
02120---	Ulysses Tanker Corp.:
	Spyros.
02121---	Walden Shipping Co.:
	Spyros Niarchos.
02122---	Wolsey Shipping Co.:
	World Unity.
02123---	Bethel Shipping Co.:
	Eugenie S. Niarchos.
02137---	Arne Teigen:
	M/S Ryttersund.
	M/S Rytternes.
	M/S Ryttervik.
	M/S Rytter.
	M/S Suninger.
	M/S Rytterholm.
	M/T Tora.
02147---	Mathiasen's Tanker Industries, Inc.:
	S/S Tampico.
	S/S Prairie Grove.
	S/S Joseph D. Potts.
02157---	St. George Shipping Corp.:
	Panagiotis K.
01148---	Oliver J. Olson & Co.:
	J. Whitney.
	Oliver J. Olson III.
02160---	Antilles Steamship Co., Ltd.:
	Alchemist.
02163---	Rederiet Ocean A/S, Copenhagen:
	Kinna Dan.
	Selma Dan.
	Tanja Dan.
	Nippon Reefer.
	Persian Reefer.
	Roman Reefer.
	Chilean Reefer.
	Ecuadorian Reefer.
	Arabian Reefer.
	Belgian Reefer.
	Thora Dan.
	Helga Dan.
	Ritva Dan.
	Saima Dan.
	Frida Dan.
	Perla Dan.
	Thala Dan.
02164---	Rederiet Vesterhavet A/S, Copenhagen:
	Nella Dan.
02169---	Arabella Shipping Co., Ltd.:
	Nike.
02171---	Margaret Shipping Co., Ltd.:
	Pantazis Calas.
02172---	Elizabeth Shipping Co., Ltd.:
	Georgios T.
02182---	Flanigan, Loveland Shipping Co. S.A. & Intercontinent Tankers, Inc.:
	Challenge.
02183---	Tanker Ventures S.A.:
	Venture.
02184---	Titan Tankers, Inc.:
	Intercontinent.
02185---	Trinidad Corp.:
	Houston.
	Fort Worth.
	Austin.
	Pasadena.
	San Antonio.
	Lyon's Creek.
02199---	Atlantic Richfield Co.:
	Sinclair Birmingham.
	Sinclair No. 8.
	Sinclair No. 16.
	Sinclair No. 9.
	Sinclair No. 7.
	Arco No. 1.
	Sinclair Lube Oil.
	Sinclair Petrochem.
	Sinclair Road Oil.
	Sinclair Asphalt.
	S/S Sinclair Great Lakes.
	S/S Sheldon Clark.
	S/S Thomas K. Kimball.
	S/S P. C. Spencer.
	S/S Atlantic Enterprise.
	S/S Atlantic Endeavor.
	S/S Atlantic Communicator.
	S/S Atlantic Navigator.
	S/S J. E. Dyer.
	S/S Atlantic Prestige.
	S/S Edward L. Steiniger.
	S/S Atlantic Heritage.
	S/S Sinclair Texas.
	S/S Cuyama Valley.
	S/S Kenai Peninsula.
	S/S Atlantic Competitor.
	S/S Atlantic Challenger.
	S/S Arco Colombia.
	Sinclair No. 17.
	Atlantic Barge 131.
	M/V Sinclair St. Louis.
	Atlantic 28.
	Sinclair No. 6.
	Sinclair No. 5.
	Atlantic No. 27.
01876---	Sicula Ligure Compagnia Armatoriale Siciliana SPA:
	M/V Sunmalka.
03706---	Cary-Davis Tug & Barge Co.:
	Barge PS 206.
03707---	Alaska British Columbia Transportation Co.:
	Barge ABC 24.
03709---	Tank Barge 11, Inc.:
	Barge 11.
02210---	American Mail Line Ltd.:
	Alaskan Mail.
	American Mail.
	Canada Mail.
	Hong Kong Mail.
	Indian Mail.
	Japan Mail.
	Korean Mail.
	Oregon Mail.
	Philippine Mail.
	Washington Mail.
04619---	Argyll Shipping Co., Ltd.:
	Argyll.
	Coral Venture.
04856---	Flota Bananera Ecuatoriana S.A.:
	Islas Galapagos.
	Rio Amazonas.
04423---	San Juan Carriers, Ltd.:
	S/S San Juan Voyager.
	S/S San Juan Venturer.
	S/S San Juan Vanguard.
	S/S San Juan Prospector.
	S/S San Juan Pathfinder.
	S/S San Juan Pioneer.
	M/S San Juan Trader.
	M/S San Juan Exporter.
	S/S Marconaflo Merchant.
	S/S San Juan Traveler.
04584---	Oswego Petroleum Carriers, Inc.:
	Oswego Concord.
02904---	Swedish Gulf Line A.B.:
	M/S Frances Salman.
	M/S David Salman.
	M/S Andrew Salman.
	M/S Michael Salman.

Certificate No.	Owner/operator and vessels
02687---	Trans Pacific Transporters Inc.:
	Nego Harmony.
02929---	Soflumar-Societe d'Armement Fluvial & Maritime:
	Port Vendres.
	Port la Nouvelle.
	Port Tudy.
	Port Blanc.
	Port Etienne.
	Port St. Louis.
	Port de Bouc.
01261---	Interessentskapet Bulktrading:
	Bardu.
	Bani.
02452---	Dover Navigation Co. Ltd.:
	Freja.
01258---	Skibsaktieselskapet Baumare:
	Baumare.
	Bauta.
	Baune.
01919---	Aksjeselskapet Pelagos:
	Pedro.
02451---	Magellan Strait Development Corp.:
	S/S Thalatta.
02450---	Rederiaktiebolaget Hildegaard:
	Ibis.
	Brettenham.
	Doris.
	Lancing.
01114---	Hjalmar Roed & Co.:
	M/S Finship.
	M/S Finna.
02359---	A/S Bonheur:
	Bruno.
01262---	Interessentskapet Bagru:
	Bagru.
02357---	A/S Ganger Rolf:
	Bolinas.
	Bencomo.
03305---	Grand Bassa Tankers, Inc.:
	J. Ed. Warren.
	Burl S. Watson.
	W. Alton Jones.
	Statue of Liberty.
	Cradle of Liberty.
	Liberty Bell.
	Cities Service Valley Forge.
03316---	Afran Bahamas, Ltd.:
	Gulf Scot.
	Gulf Dane.
	Gulf Finn.
	Gulf Briton.
01467---	Lowland Tanker Co., Ltd.:
	Border Shepherd.
	Border Falcon.
	Border Castle.
	Border Chieftain.
	Border Pele.
	Border Laird.
	Border Reiver.
	Border Terrier.
	Border Minstrel.
01458---	St. Vincent Shipping Co., Ltd:
	Helen Miller.
01468---	Northumbrian Shipping Co., Ltd.:
	Caribbean Venture.
	Caribbean Enterprise.
01846---	Ocean Oil Ventures, Inc.:
	Golar Patricia.
01263---	Interessentskapet Bangor:
	Bangor.
01106---	N.V. Stoomvaart-Maatschappij Oostzee:
	Hilversum.
	Ittersum.
	Loppersum.
	Witmarsum.
	Woltersum.
03298---	Aida Shipping Co., Ltd.:
	S/T Aida.
01250---	A/S Meyers Tankrederi:
	Havfru.
01847---	Bahamas Shipping Corp.:
	New Bahama Star.
03302---	World Wide Tankers, Inc.:
	Barbara Jane.
01848---	Ares Shipping Corp.:
	Ariadne.
01257---	Skibsaktieselskapet Akersviken:
	Sira.
	Simoa.
	Sefra.
	Skarva.
	Spildra.
03306---	Cities Service Tankers Corp.:
	Cities Service Miami.
	Cities Service Baltimore.
	Cities Service Norfolk.
	Bradford Island.
	Cantigny.
	Council Grove.
	Fort Hoskins.
01254---	Aktieselskapet Havbor:
	M/S Havjo.
	M/S Havlom.
	M/S Havmann.
	M/S Havmoy.
	M/T Havbor.
03314---	Gulf Oil Corp.:
	Gulfqueen.
	Gulfprince.
	Gulfking.
	Gulfknight.
	Gulfoil.
	Gulfsupreme.
	Gulfpride.
	Gulfspray.
	Gulfsolar.
	Gulfcrest.
	Gulfbear.
	Gulfdeer.
	Gulfbeaver.
	Gulftiger.
	Gulfseal.
	Gulfjaguar.
	Gulflion.
	Gulfpanther.
	Gulfservice.
	Gulflube.
	Yacona.
	Paratex.
	Regent.
	Manhasset.
	GOC 4.
	GOC 5.
	Niagara.
	Cayuga.
	Mohican.
	Oswego.
02550---	Primo Transport Corp.:
	Island Skipper.
	Island Engineer.
	Island Mariner.
05160---	Astra Carriers Corp. Monrovia:
	Narcea.
	Nervion.
03318---	Nedgulf Tankers N.V.:
	Gulf Italian.
	Gulf Hansa.
	Gulf Swede.
	Gulf Hollander.
02588---	Adirondack Shipping Corp.:
	Canopus.
02100---	Gemini Shipping Co.:
	World Nature.
05180---	Navigazione Arenella:
	M/V Ilice.
03317---	Belgulf Tankers S.A.:
	Belgulf Strength.
	Belgulf Enterprise.
	Belgulf Union.
	Belgulf Glory.
	Belgulf Progress.
02552---	Ellerman & Bucknall Steamship Co., Ltd.:
	City of St. Albans.
	City of Dundee.
05074---	Pehrson & Wessel:
	Booker Valiance.
02560---	Aethalia Shipping Corp.:
	Aethalia.
01340---	Compagnie Auxiliaire de Navigation:
	Gilda.
	Gwenola.
	Fausta.
	Fabiola.
	Esmeralda.
	Dalila.
	Bethsabee.
02570---	N.V. Scheepvaartmastschappij Katwijk:
	M/S Katwijk.
01384---	Capetan Diamantis Compania Maritima S.A.:
	Kyriakoula D. Lemos.
03321---	Marunouchi Kisen K.K.:
	Everett Maru.
	Asia Maru.
	Chuoh Maru.
03705---	Grundstads Rederi A/S:
	Gruno Reidar.
	Granega.
	Gruno Trude.
02565---	American Foreign Steamship Corp.:
	American Falcon.
	American Oriole.
	American Hawk.
	American Robin.
03743---	Ypapantis Shipping, Inc.:
	M/V Melias.
02519---	S.A. Louis-Dreyfus & CIE:
	Charles L.D.
	Pierre L.D.
	Gerard L.D.
	Francois L.D.
	Alain L.D.
	Robert L.D.
	Philippe L.D.
02590---	Belvientos Compania Naviera S.A.:
	Ulysses.
02574---	N. V. Stoomvaart Maatschappij Oisterwijk:
	S/T Schelpwijk.
05095---	Esso Tankvaart Maatschappij N.V.:
	Esso Nederland.
	Esso Europoort.
	Esso Den Haag.
03333---	Ivory Coast Transport Corp.:
	Sfakia.
	Kriti.
05087---	Porter Shipping, Ltd.:
	Liquilassie.
03322---	Daiichi Chuo Kisen Kabushiki Kaisha:
	Kashima Maru.
	Biscay Maru.
	Atlantic Maru.
	Port Latta Maru.
	Dampier Maru.
	Australia Maru.
	Genkai Maru.
	Kokura Maru.
	Wakayama Maru.
	Darwin Maru.
	Alaska Maru.
	Hososhima Maru.
	Weipa Maru.
	Liverpool Maru.
	Bintan Maru.
	Noumea Maru.
	Sematan Maru.
	Rocky Maru.
	Spencer Maru.
	Hakusui Maru.
02022---	C. T. Gogstad & Co.:
	Stolt Lady.
	Concordia Lara.
03663---	Globe Seaways, Inc., New York:
	Overseas Rebecca.
02589---	Astro Protector Compania Naviera S.A.:
	Capetan Elias.
	Capetan Stathes.

Certificate No.	Owner/operator and vessels
05045---	CIE. Generale D'Armements Maritimes:
	Loire.
03474---	Castle Shipping Corp.:
	Alkis.
02021---	Atlantska Plovidba:
	Petka.
	Ruder Boskovic.
	Drzic.
	Kragujevac.
	Plitvice.
	Hercegovina.
	Miho Pracat.
	Banija.
	Baranja.
	Bosanka.
	Banja Luka.
	Getaldic.
	Gundulic.
02591---	Gemini Tanker Corp.:
	Stolt Gemini.
03280---	Hansand Steamship Corp.:
	Joseph H. Thompson.
05052---	Silos Granari Della Sicilia S.P.A.:
	Benedetta F.
	Elisa F.
02592---	Sociedad Transoceanica Canopus S.A.:
	Vega.
	Perseus.
	Antares.
	Andromeda.
	Aries.
	Pegasus.
	Procyon.
	Castor.
	Pollux.
03286---	The Flinders Shipping Co., Pty. Ltd.:
	Matthew Flinders.
02593---	Tankstar Shipping Co., S.A.:
	Taurus.
05051---	Silos Granari Del Mezzogiorno S.P.A.:
	Francesco F.
	Desideria F.
02594---	Transeas Tankers, Inc.:
	Sirius.
03296---	Elektra Shipping Co., Ltd.:
	S/T Elektra.
02595---	Ultramar Armadora S.A.:
	Nestor.
03288---	United States Lines, Inc.:
	United States.
	American Apollo.
	American Lark.
	American Lynx.
	American Astronaut.
	American Liberty.
	American Lancer.
	American Legion.
	American Leader.
	American Alliance.
	American Argosy.
	American Ace.
	American Archer.
	American Racer.
	American Ranger.
	American Reliance.
	Pioneer Contender.
	Pioneer Contractor.
	Pioneer Crusader.
	Pioneer Moon.
	Pioneer Commander.
	American Challenger.
	American Champion.
	American Charger.
	American Chieftain.
	American Corsair.
	American Courier.
05050---	Fer-Mar S.P.A.:
	Ida Teresa.
	Eleonora F.
	Carlotta F.
	Alessandra F.

Certificate No.	Owner/operator and vessels
03391---	Societe Maritime Shell:
	Sitala.
	Sivella.
	Dolabella.
	Isara.
	Isidora.
	Isanda.
	Isomeria.
	Isocardia.
	Vola.
	Volvula.
	Magdala.
	Miralda.
	Myrtea.
03289---	Det Forenede Dampskibs-Selskab A/S:
	M/S Magnolia.
	M/S Petunia.
	M/S Alabama.
	M/S Labrador.
	M/S Athos.
	M/S Skyros.
	M/S Missouri.
	M/S Nebraska.
	M/S Michigan.
	M/S Alberta.
	M/S Wisconsin.
	M/S Manitoba.
	M/S Ontario.
	M/S England.
	M/S Freesia.
03387---	Deutsche Shell Tanker—G.m.b.H.:
	Caperata.
	Caprella.
	Capsa.
	Capulus.
	Caprinus.
	Oliva.
	Diala.
	Narica.
	Nacella.
	Myrina.
05049---	Union Petroleum & Shipping Corp.—Monrovia.:
	Philemon.
	Maurice.
03289---	Home Lines, Inc.:
	Oceanic.
	Homeric.
02600---	Belgo-American Steamship Co., S.A.:
	M/V Belgo Merchant.
03388---	Shell Canada Ltd.:
	S/T Emerillon.
	M/V Northern Shell.
	M/V Lakeshell.
	M/V Eastern Shell.
	M/V Arctic Trader.
	M/V Fuel Marketer.
03293---	Maritime Fruit Carriers Co., Ltd.:
	Avocadocore.
	Mangocore.
	Bananacore.
	Lemoncore.
	Guavacore.
	Tangerinecore.
	Persimmoncore.
	Mandarincore.
	Sabracore.
03622---	Cement Transit Co.:
	Medusa Challenger.
	C. H. McCullough, Jr.
02615---	Alfotrin, Ltd.:
	Fotini.
03631---	Seatrain Lines, Inc.:
	Seatrain Georgia.
	Seatrain Louisiana.
	Seatrain New York.
	Seatrain New Jersey.
	Seatrain Texas.
	Seatrain Savannah.
02635---	Atlas Petroleum Transport Co., Ltd.:
	Adoration.

Certificate No.	Owner/operator and vessels
03587---	United Transportation Co.:
	Barge Palmer.
	Barge Juneau.
03639---	Naviteck Co.:
	M/V Phosphore Conveyor.
02636---	Seagull Maritime Co.:
	Dione.
03563---	A/S Mosvold Maritime Co.:
	M/V Moshill.
03640---	Pan Ocean Bulk Carriers, Ltd.:
	Angel Park.
	Golden Park.
	Dragon Park.
	Silver Park.
02637---	Actis Co., Ltd.:
	Aquabelle.
	Aquacharm.
	Aquafaith.
	Carras.
	M. G. Tsangaris.
03649---	Electra Navigation Co., Inc., Liberia:
	Deborah.
03562---	Interessentskapet Kongsholm, Stavanger, Norway:
	Kongsholm.
03315---	Afran Transport Co.:
	Ralph O. Rhoades.
	William Larimer Mellon.
	J. Frank Drake.
	Philippine Sea.
	Tasman Sea.
	Arctic Sea.
	Bering Sea.
	Cabimas.
	Lagunillas.
	Raudhatain.
	Ceuta.
	Ragusa.
	Mona Pass.
04012---	Lib-Ore Steamship Co., Inc.:
	M/V Challenger.
	M/V Sentinel.
	M/V Wanderer.
	M/V Wayfarer.
	M/V Pathfinder.
	M/V Prospector.
	M/V Discoverer.
	M/V Dispatcher.
02639---	United Transport and Development Inc.:
	Trinity.
04585---	Oswego Transportation Corp.:
	Oswego Peace.
03650---	Global Bulk Carriers, Inc., Liberia:
	Eliane.
	Mary Ann.
	Nadine.
	Caroline.
02548---	Compania Maritima San Basilio S.A.
	Eurytan.
	Eurybates.
	Eurygenes.
	Eurylochus.
	Eurymachus.
04040---	Halfdan Ditlev-Simonsen & Co.
	Vibeke.
	Vincita.
	Venabu.
	Visund.
	Vingnes.
	Valetta.
	Vanja.
	Velma.
	Vitoria.
	Varenna.
02644---	Alma Shipping Corp.:
	Alexander Carras.
	Athina Carras.
	Calliopi Carras.
	Fotini Carras.
	Ioannis Carras.
	M. J. Carras.

Certificate No.	Owner/operator and vessels
02640	Oceanic Petroleum Steamship Co., Ltd.: Clytia.
04597	Hobart Shipping Co., Ltd.: Ore Regent.
03278	Gem Navigation Co.: Dea Maris. Gem Star.
04598	Ulysses Shipping Co., Inc.: Ulysses.
02645	Guardian Shipping Co., Ltd.: Pleione.
04606	Marquette Cement Manufacturing Co.: M/V Noramar.
04042	Companhia de Navegacao Maritima Netumar: Dalila. Diana. Pedro Teixeira. Marcos Souza Dantas. Amazonia. Boa Esperanca. Waldemar Pinheiro. Mosqueiro. Val de Caes. Neptuno.
02611	Franz Hagen: M/V Carlo Porr. M/V Marabu Porr. M/V Maxi Porr. M/V Anneliese Porr.
02559	American Eagle Tanker Corp.: American Eagle.
02427	Timbo Shipping, Ltd.: Timbo. Sasstown.
02638	Alcon Ltd.: Aquagem. Aquaglory. Aquagrace. Aquajoy.
02643	Tropis Co., Ltd.: Michael Carras.
02647	Swam Maritime Corp.: Leto.
02527	Astromarine Corp.: Asteri.
02646	Spear Shipping Co., Ltd.: Astraea.
03651	Global Tankers, Inc., Liberia: Diane.
02528	Marfiel Compania Naviera S.A.: S/C Cosmopolitan.
03652	International Seaways, Inc., Liberia: Saturn.
02547	Sociedad Maritima San Nicolas S.A.: Eurydamas.
02648	Spherical Maritime Enterprises Inc.: Iolcos.
03653	Trader Shipping Corp., Liberia: Uranus.
01009	K/S A/S Kristian A. Danielsen & Co.: M/V Sol Reefer.
02692	Hellenic Bulk Transport, S.A.: Makedonia.
01260	Interessentskapet Bulktramp: Banak.
03656	Bulk Oil Carriers, Inc., Liberia: Allegre.
02693	Metropolitan Waterways Corp.: Mykali.
03658	Ocean Tankships Corp., New York: Overseas Vivian.
02694	Mistras Compania Naviera, S.A.: Myconos.
03660	Sea Liberties, Inc., New York: Overseas Explorer.
03662	Ocean Clippers, Inc., New York: Overseas Traveler.
02696	Metropolitan International Transport Corp.: Metsovon.
03664	Supertanker Corp., Liberia: Samson.
02695	Metropolitan Seas Transport Corp.: Methoni.
01010	Dampskibsaktieselskabet Produce: Providence. Anna Odland. Produce. Antonia.
03665	Cyrus Tanker Corp., Liberia: Aquarius.
02697	Hellenic Shipping & Industries Co., Ltd., S.A.: Mikton.
03667	Darius Tanker Corp.: Coral Sea.
02558	American Condor Steamship Corp.: American Condor.
03668	Worldwide Tankers, Inc., Liberia: Northern Star.
02698	Marneptuno Compania Naviera, S.A.: Meteora.
03700	Philippine Steam Navigation Co.: Luis.
02556	Islanders Maritime Enterprises Corp.: Mariel.
02700	Hellenic Maritime Transport, S.A.: Megalohari II.
02555	Atlantis Navigation Corp.: Archangelos Michail.
02707	Ernst Komrowski Reederei: Heluan. Balkan. Montan.
02553	The City Line Ltd.: City of Chester.
02726	Albatross Tanker Corp.: Erna Elizabeth.
02732	Kapitaen Hans Trueper: Veritas. Securitas. Unitas.
04042	Companhia de Navegacao Maritima Netumar: Dalila. Diana. Pedro Teixeira. Marcos Souza Dantas. Amazonia. Boa Esperanca. Waldemar Pinheiro. Mosqueiro. Val de Caes. Neptuno.
03388	Shell Canada Ltd.: S/T Emerillon. M/V Northern Shell. M/V Lakeshell. M/V Eastern Shell. M/V Arctic Trader. M/V Fuel Marketer.
02600	Belgo-American Steamship Co., S.A.: M/V Belgo Merchant.
02076	World Glade Corp.: World Glade.
02207	Compagnia Armatoriale Panarea: Giancarlo Zeta. Franco Zeta.
02012	Shipping Partnership of M/S Tasmanic: Tasmanic.
01546	Belgian Fruit Lines S.A.: Frubel Europa. Frubel America. Frubel Prinses Paola. Frubel Africa. Frubel Asia. Frubel Oceania.
01420	Athelregent Tankers Co., Ltd.: Athelregent.
03399	Audun Reksten Rederi A/S: M/T Octavian. M/V Arabonne. M/V Aragrace.
01419	Athelqueen Tankers Co., Ltd.: Anco Queen.
02010	Shipping Partnership of M/S Australic: Australic.
04844	Dampfschiffahrts - Gesellschaft Neptun: Prospekta. Alphagas. Betagas. Minerva. Jason. Pollux.
05111	Porto Alegre Compania Naviera S.A.: Panaghia.
03859	Norpark Shipping Co., Ltd.: Troll Park.
01990	Goteborgs Bogserings-Och Bargnings A.B.: Dan.
01581	Sicilcarbo Soc. di Navigazione S.P.A.: M/V Punta Mesco. M/V Senatore.
05158	Kyrkspring Corp.: Kyrka.
05110	International Sea Traders S.A.: Captain Michael.
02454	Golfo Aranci S.P.A.—Cagliari (Italy): M/V Santa Elisabetta.
04028	Ditta Luigi Pittaluga—Vapori: Ircania.
02206	Compania Comercial y Financiera Sudamericana S.A.: Montreux.
02777	Liberian Safety Transports, Inc.: Tasman. Caribbean Star.
02825	Continental Lines (Armement) S.A.: Tecun Uman.
02847	Suan Shipping Co., Inc.: Suan.
02850	Maritime Lloyd Inc.: Seaboard.
02857	Trans-Pacific Shipping Co.: Pactrader. Samuel S.
02888	Stolt-Nielsens Rederi A/S: Stolt Condor. Stolt Falcon. Stolt Hawk. Stolt Eagle. Stolt Albatross. Stolt Heron.
02920	Atlantic Shipping Co.: Dora. Orion. Ariel. Flores. Ariana.
02942	Seereederei Frigga Aktiengesellschaft: Aegir. Brage. Odin. Fritz Thyssen. Frigga. Baldur. Anita Thyssen. Hodur.
03132	Seatrain International, S.A.: Angela II.
02922	Remsen Corporation Compania Mundial de Transportes S.A.: Natal. Patignies.

Certificate No.	Owner/operator and vessels
03134---	Compania Naviera Marlena, S.A.: Marlena.
02952---	Blandford Shipping Co., Ltd.: Boxford. Bideford. Bulford. Bamford. Bedford.
02957---	Current Shipping Corp.: Current Trader.
03021---	Madison Shipping Corp.: Madison Friendship.
02921---	Ultramar Shipping Co.: Santa Cruz.
03065---	Black Diamond Navigation Co. S.A.: Martha D. Monica D.
03131---	Compania Naviera Tocopilla, S.A.: Souvretta. Mariana.
03133---	Manhattan Tankers Co., Inc.: Manhattan.
02923---	Veracruz Shipping Co.: Vera Cruz. Trinidad.
03135---	Compania Naviera Lucretia, S.A.: Lucretia.
02925---	Exemplar Steamship Co.: Exemplar.
03136---	Transeastern Shipping Corp.: Transeastern.
03192---	N.V. Zeerederij Holland-Drente: Inca.
02924---	Dell Entreprise Ltd.: Teneriffe.
02068---	Proteus Tanker Corp.: Constantine.
02002---	Rederiaktiebolaget Transocean: Stolt Bera.
03390---	The Placco Company of Puerto Rico Inc.: Placco No. 1.
02008---	Rederiet for M/S Victoria: M/S Victoria.
02017---	Armadores Consolidatos S.A. Panama: Pacific Paul.
02067---	Alexis Shipping Co.: World Bond.
02026---	Newport Tankers Corp.: S/T Achilles.
03287---	Dominion Far East Line (Hong Kong) Ltd.: Marco Polo. Eastern Cape. Eastern Cliff.
02000---	Rederiaktiebolaget Svenska Lloyd: Dalmatia. Gallia. Industria. Italia. Scania. Segovia. Valencia.
02036---	Deep Sea Shipping Co.: Ocean Blue.
02066---	Akron Shipping Co.: World Beauty.
02065---	World Banner Corp.: World Banner.
03659---	Intercontinental Bulktank Corp., New York: Overseas Alaska. Overseas Alice.
02064---	Cia. de Navegacion Omsil S.A.: World Explorer.
02030---	Pacific Trading Co., Ltd.: Hamilton Trader.
02063---	Eunice Shipping Co.: World Grace.
02029---	Trader Line Ltd.: Blyth Adventurer.
02060---	Aries Shipping Co.: Elena.
02007---	Rederiet for M/S Skeldervik: M/S Skeldervik.
02025---	Rye Marine Corp.: S/T Thetis.
02059---	Aquarius Shipping Co.: World Hero.
02005---	Rederiet for M/S Finland: M/S Finland.
02024---	A/S Hav and A/S Havtank: Stavik.
02003---	Rederiet for M/S Canadia: M 'S Canadia.
01055---	Farrell Lines, Inc.: S/S African Comet. S/S African Dawn. S/S African Mercury. S/S African Meteor. S/S African Neptune. S/S African Sun. S/S Austral Patriot. S/S Austral Pilot. S/S African Lightning. S/S African Moon. S/S African Crescent. S/S African Planet. S/S African Rainbow. S/S African Star.
03279---	Delta Steamship Lines, Inc.: Delta Argentina. Delta Brasil. Delta Paraguay. Delta Uruguay. Delta Mexico. Del Sol. Del Rio. Del Oro. Del Norte. Del Mar. Del Sud. Del Valle.
02082---	Huxley Shipping Co.: World Ideal.
02088---	Kelso Shipping Co.: World Intelligence.
02085---	Jago Shipping Co.: World Influence.
02093---	Thor Tanker Corp.: World Majesty.
02079---	Gentry Shipping Co.: World Guardian.
02083---	Imogene Shipping Co.: World Independence.
02087---	Kane Shipping Co.: World Inspiration.
02092---	Leander Tanker Corp.: Maria Isabella.
02075---	Eden Shipping Co.: World Gallantry.
02086---	Jubilee Shipping Co.: World Inheritance.
02084---	Ingot Shipping Co.: World Industry.
02094---	Lysander Shipping Co.: World Memory.
02080---	Gresham Shipping Co.: World Guidance.
02091---	Langham Shipping Co.: World Knowledge.
02072---	Coburg Shipping Co.: Evgenia Niarchos.
02089---	Lancer Shipping Co.: World Justice.
02078---	Fenton Shipping Co.: World Gratitude.
02081---	Heron Inc.: World Hope.
02077---	Fairfax Shipping Co.: World Grandeur.
02090---	Drummond Shipping Co.: World Kindness.
02074---	Dillon Shipping Co.: World Friendship.
02095---	Urania Tanker Corp.: World Merchant.
02073---	Halma Shipping Co.: World Faith.
02096---	Nutley Shipping Co.: World Merit.
02070---	Castell Shipping Co.: World Enterprise.
02098---	Omar Shipping Co.: World Miracle.
02071---	Orpheus Tanker Corp.: Eugenie.
02097---	Penelope Shipping Co.: World Mermaid.
02069---	World Dale Corp.: World Dale.
02099---	Adina Tanker Corp.: World Monarch.
02893---	Schellen Scheepvaart en Bevrachting N.V.: Bernina.
03609---	Pacific Barge 3, Inc.: Barge 101.
03606---	Tank Barge 6, Inc.: Barge 6.
03581---	Tank Barge 14, Inc.: Barge 14.
03585---	Tank Barge 10, Inc.: Barge 10.
03608---	Ace Barge Co.: Coastwise No. 2. Barge 1927.
03584---	Tank Barge 23, Inc.: Barge 23.
03605---	Harbor Lighterage Co.: Barge 50.
03607---	Tank Barge 35, Inc. Barge 102.
03583---	Tank Barge 5, Inc.: Barge 5.
03582---	Crowley Launch and Tugboat Co.: Barge 4. Barge 62. Barge C44.
03138---	Cunard Line, Ltd.: Queen Elizabeth 2. Franconia. Carmania.
01050---	Gowland Steamship Co., Ltd.: Harmattan.
01762---	Skipsaksjeselskapet Kim: Mai Bente.
01437---	The Carlton Steamship Co., Ltd.: Frumenton.
02459---	Dampskibesselskabet Orient Aktieselskab: Tasmania.
01436---	The Cambay Steamship Co., Ltd.: Demeterton.
01806---	Partenreederei M/S Cimbria: Cimbria.
02418---	Sidermar S.P.A.: Sagittarius. Centauro. Galassia. Fucinatore. Corona Australe. Aquarius. Auria.
01063---	E. B. Aaby's Rederi A/S: Dicto. Evamo. Spero. Balto. Faro. Rego.
01851---	Urrayansi Line Compania Naviera S.A.: M/S El Corral. M/S El Rancho.

Certificate No.	Owner/operator and vessels
01590---	Miramar Maritime Corp.:
	Miramar.
03139---	Offshore Marine Ltd.:
	Polar Shore.
	Bay Shore.
	Island Shore.
	Cape Shore.
	Pacific Shore.
	North Shore.
	Arctic Shore.
	Nova Shore.
	East Shore.
	West Shore.
	Kent Shore.
	Suffolk Shore.
	Strait Shore.
	Atlantic Shore.
	Tropic Shore.
	Essex Shore.
	Norfolk Shore.
	South Shore.
	Petrel Shore.
01613---	Reardon Smith Line Ltd.:
	Cardiff City.
	Devon City.
	Orient City.
	Welsh City.
	Cornish City.
	Prince Rupertcity.
	Victoria City.
	Wilkawa.
	Atlantic City.
	Houston City.
	Fresno City.
	Vancouver City.
	Chiyoda.
	Indian City.
01981---	A.B. Svenska Orient Linien:
	Birkaland.
	Boreland.
	Vingaland.
	Thebeland.
	Trojaland.
	Tyrusland.
	Vidaland.
	Vikingland.
	Thuleland.
	Traneland.
	Tundraland.
	Tavastland.
	Timmerland.
02901---	Dominion Navigation Co., Ltd.:
	Hamilton Sleigh.
	Ethel Sleigh.
	George Anson.
	Francis Drake.
01588---	Equity Compania Naviera S.A.:
	Equity.
01589---	Fortuity Compania Naviera S.A.:
	Fortuity.
01760---	Kornelius Olsen:
	Lifjord.
	Gannsfjord.
	Hidlefjord.
	Byfjord.
	Pisang.
	Puna.
02153---	Vale do Rio Doce Navegacao S.A.:
	Docemar.
	Docevale.
	Doce Golfo.
	Doce Porto.
	Doce Lago.
	Doce Praia.
	Doce Monte.
01005---	Albrecht & Boserup:
	Sea-Bird.
	Ahmos.
	Bymos.
02926---	Fort Steamship Co. S.A.:
	Windrose.
01007---	B. Holter-Sorensen & Co.:
	Holthav.
	Holthorn.
03127---	Marmana Compania Naviera S.A.:
	Skinos.
01833---	Ocean Lanes Transport, Inc.:
	Regent Botan.
	Bauhinia.
01147---	Providence Steamboat Co.:
	Rhode Island.
01711---	Megara S.P.A.—Palermo:
	Megara.
01435---	Chapman and Willan Ltd.:
	Carlton.
03625---	Hygrade Operators Inc.:
	Hygrade No. 95.
	Sparkling Waters.
	Hygrade No. 42.
	Hygrade No. 8.
	Hygrade No. 14.
	Hygrade No. 26.
	Hygrade No. 28.
	Blue Line 108.
	Blue Line 107.
	Hygrade No. 30.
	Hygrade No. 18.
	Hygrade No. 32.
	Hygrade No. 2.
	Blue Line 106.
02460---	Dampskibsselskabet Norden Aktieselskab:
	Nordfarer.
	Nordholm.
	Nordglimt.
	Nordpol.
04003---	Compagnie Generale Transatlantique:
	Atlantic Cognac.
	Atlantic Champagne.
02152---	A. F. Klaveness & Co. A/S:
	Anco Ville.
	Bonneville.
	Bougainville.
	Bronxville.
	Corneville.
	Kingsville.
	Libreville.
	Queensville.
	Roseville.
	Sangstad.
	Skogstad.
	Siljestad.
	Solstad.
	Stiklestad.
	Sunnyville.
01548---	Hain-Nourse Ltd.:
	Fernie.
	Atherstone.
	Trefusis.
	Jumna.
	Kohinur.
	Trecarne.
	Nurmahal.
	Nurjehan.
	Cotswold.
	Trebartha.
	Trewidden.
	Trevaylor.
	Tremeadow.
	Duhallow.
	Buccleuch.
	Treneglos.
	Trevalgan.
	Trecarrell.
01330---	Shell Tankers (U.K.) Ltd.:
	Meta.
	Mytilus.
	Marisa.
	Medora.
	Mysia.
	Megara.
	Mangelia.
	Melo.
	Murex.
	Mactra.
	Marticia.
	Mysella.
	Melania.
	Marinula.
	Mitra.
	Naticina.
	Serenia.
	Donax.
	Donacilla.
	Daphnella.
	Darina.
	Drupa.
	Dorcasia.
	Zaphon.
	Zenatia.
	Donovania.
	Opalia.
	Methane Princess.
	Methane Progress.
	Varicella.
	Venassa.
	Valvata.
	Vermetus.
	Vitta.
	Verconella.
	Vertagus.
	Vitrina.
	Volvatella.
	Vibex.
	Vexilla.
	Velutina.
	Verena.
	Aluco.
	Arianta.
	Pallium.
	Partula.
	Acavus.
	Achatina.
	Amoria.
	Asprella.
	Aulica.
	Alinda.
	Axina.
	Anadara.
	Hemimactra.
	Amastra.
	Hemitrochus.
	Harpula.
	Hima.
	Hemicardium.
	Hindsia.
	Hinea.
	Hemisinus.
	Hemiplecta.
	Haminea.
	Haminella.
	Hanetia.
	Hinnetes.
	Halia.
	Horomya.
	Hemifusus.
	Hastula.
	Holospira.
	Hadra.
	Hyala.
	Hatasia.
	Hydatina.
	Hygromia.
	Hadriania.
	Heldia.
	Helisoma.
	Hyria.
	Haustellum.
	Haustrum.
	Humilaria.
	Plagiola.
	Platidia.
	Tanea.
	Thamesfield.
	Forthfield.
	Kayeson.
	Stonegate.
	Eastgate.
02877---	Nippon Yusen Kabushiki Kaisha (The Japan Mail Steamship Co., Ltd.):
	Takamine Maru.
	Takachiho Maru.

Certificate No.	Owner/operator and vessels
	Takamizu Maru.
	Tokushima Maru.
	Toba Maru.
	Toyama Maru.
	Takasago Maru.
	Tsugaru Maru.
	Tashima Maru.
	Tatsuta Maru.
	Tosa Maru.
	Osumi Maru.
	Fushu Maru.
	Onoe Maru.
	Hakozaki Maru.
	Toyota Maru No. 7.
	Hakone Maru.
	Kawachi Maru.
	Kai Maru.
	Kii Maru.
	Kaga Maru.
	Fuso Maru.
	Fushimi Maru.
	Izumo Maru.
	Iwaki Maru.
	Izumi Maru.
	Yamagata Maru.
	Yamashiro Maru.
	Yamaguchi Maru.
	Iwashiro Maru.
	Wakaume Maru.
	Yamanashi Maru.
	Iyo Maru.
	Iwate Maru.
	Ise Maru.
	Ibaraki Maru.
	Noshiro Maru.
	Noto Maru.
	Settsu Maru.
	Sado Maru.
	Suruga Maru.
	Shiga Maru.
	Sapporo Maru.
	Saga Maru.
	Sumida Maru.
	Seta Maru.
	Shimane Maru.
	Shizuoka Maru.
	Saikyo Maru.
	Manila Maru.
	Saitama Maru.
	Sagami Maru.
	Sanuki Maru.
	Satsuma Maru.
	Hampton Maru.
	Boston Maru.
	Oceania Maru.
	Gloria Maru.
	Nagato Maru.
	Nagara Maru.
	Wakamatsu Maru.
	New York Maru.
	Wakakusa Maru.
	Atsuta Maru.
	Aizu Maru.
	Akagi Maru.
	Arita Maru.
	Aki Maru.
	Akita Maru.
	Awata Maru.
	Asama Maru.
	Arima Maru.
	Aso Maru.
	Victoria Maru.
	Wakasa Maru.
	Wakato Maru.
02028---	Levantine Sea Transports Co., Ltd.:
	Timios Stavros.
04840---	Agis Maritime Corp.:
	St. Buena Suerte.
01989---	Erik Thun Aktiebolag.
	Thuntank 5.
	Thuntank 6.
	Thuntank 4.
	Alice.
02011---	Shipping Partnership of M/S Kanangoora:
	Kanangoora.
01393---	Freedom Shipping Lines Inc., Panama:
	Khian Sailor.
01394---	Associated Continental Bulkcarriers S.A. Panama:
	Khian Star.
04838---	Wallenius Container Line G.m.b.H. & Co., K.G.
	Atlantic Cinderella.
03498---	United Steamship Corp., Panama:
	Continental Pioneer.
	Continental Shipper.
01323---	Manchester Liners Ltd.:
	Manchester Challenge.
	Manchester Courage.
	Manchester Concorde.
	Manchester Quest.
	Manchester Renown.
	Manchester Progress.
	Manchester Port.
	Manchester City.
	Manchester Merit.
01399---	Freedom Tramping Enterprises Inc., Panama:
	Khian Wave.
01256---	Skibsaktieselskapet Orenor:
	Free State.
	Cuyahoga.
	Enduro.
04843---	Reederei Ferdinand Muller:
	M/V Arktos.
01116---	Trade Ambassador Line, Inc.:
	Pericles G.C.
01115---	Marastro Compania Naviera S.A.:
	Anna P.C.
03497---	Transoceanic Tramp Ships, Lt., Liberia:
	Matilde.
	Pauline.
0110----	Navieros Oceanicos S.A.:
	Trade Daring.
02363---	Rederiet Otto Danielsen:
	Gudrun Danielsen.
	Jytte Danielsen.
	Otto Danielsen.
	Knud Danielsen.
	Erik Helleskov.
	Vibeke Theilgaard.
	Henriette Helleskov.
02655---	Reederei Jonny Wesch:
	Kirsten Wesch.
	Heinrich Wesch.
	Wilhelm Wesch.
	Hilda Wesch.
01395---	Islander Shipping Enterprises S.A., Panama:
	Khian Sea.
03282---	Matheson & Co., Ltd.:
	Cluden.
	Collin.
	Carrel.
	Cree.
01431---	The Bolton Steam Shipping Co., Ltd.:
	M/V Ribera.
	M/V Rievaulx.
	M/V Redcar.
	M/V Ribblehead.
	M/V Ripon.
01560---	Det Nordenfjeldske Dampskibsselskab, Trondheim Norway:
	Roald Jarl.
02009---	Shipping Partnership of M/S Albany:
	Albany.
01822---	Polinnia S.P.A.—Palermo:
	Donatella.
	Massimo Primo.
	Polinnia.
01226---	Aktieselskabet Ornen:
	Thorshammer.
	Thorshope.
	Thorstream.
	Thorscape.
	Thorshavet.
01270---	N.V. Mailschip Rotterdam:
	S/S Rotterdam.
01577---	Meteor Cruises A/S:
	M/V Meteor.
02178---	Globtik Tankers Overseas Ltd.:
	Globtik Sun.
01396---	Freedom Shipping Inc., Panama:
	Sithonia.
01401---	Tramp Tankers Enterprises S.A. Panama:
	Khian Island.
03207---	Armadores Marirosa S.A.:
	Marirosa II.
02037---	Shosen Mitsui Kyakusen K.K.:
	Sakura Maru.
	Argentina Maru.
	Brazil Maru.
04389---	Roen Steamship Co.:
	Marquis Roen.
	Solveig.
	Maitland No. 1.
	Lillian.
	Hilda.
	John Roen IV.
	John Purves.
	John Roen V.
01459---	Palm Line Ltd.:
	Matadi Palm.
	Kano Palm.
	Katsina Palm.
	Lagos Palm.
	Lobito Palm.
	Ikeja Palm.
	Ilesha Palm.
	Andoni Palm.
	Ibadan Palm.
	Akassa Palm.
	Ilorin Palm.
	Elmina Palm.
	Africa Palm.
	Enugu Palm.
	Bamenda Palm
	Badagry Palm.
01397---	Freedom Intercontinental Carriers S.A., Panama:
	Meliton.
01432---	David Shipping Inc.:
	G M Livanos.
02261---	Argo Shipping Co.:
	Argo.
03801---	Maringenio Cia. Nav. S.A.:
	Antigua.
03331---	Compania Naviera Asiatic, S.A.:
	Malaya.
01433---	Elfortuna Inc.:
	Larry L.
03179---	Marcaminos Surenos Navigation S.A.:
	Ilkon Niki.
04599---	Transea Carriers, Inc.:
	Petroqueen.
	Petro-Sea.
	Spruce Woods.
01022---	Smedvigs Tankrederi A/S:
	Venita.
	Vestalis.
	Vestan.
	Veni.
	Venator.
01322---	Cardigan Shipping Co., Ltd.:
	Norse Viking.
02596---	Compania Financiera Melaza S.A.:
	Cygnus.
03626---	A/S Moslash Shipping Co.:
	M/S Atlantic Forest.
	M/S Acadia Forest.
01434---	Elsolas Inc.:
	M/V Catherine L.
01455---	Klondyke Shipping Co., Ltd.:
	Framptondyke.
	Somersbykyke.

Certificate No.	Owner/operator and vessels
03825---	Vialogro Compania Naviera S.A.: Tripolis.
03824---	Marveloz Compania Naviera S.A.: Argolis.
03827---	Aegean Freight Carriers Corp.: Messinia.
03819---	Marlista Cia. Nav. S.A.: Andros.
02445---	Commercial Tankers Inc.: Leslie Conway. Elizabeth Conway.
02446---	Cosmopolitan Shipping Co. S.A.: Alexandra Conway. Ruth Lake. Stephanie Conway. Claude Conway.
02422---	Oceanic Special Shipping Co., Inc.: Stella Oceanis.
02423---	Sun Line Greece Special Shipping Co., Inc.: Stella Maris II.
02424---	Falconbridge Nikkelverk, Aktieselskap: M/S Falcon.
02426---	St. Ioannis Shipping Corp.: Frosso K.
02430---	The Buckeye Steamship Co.: Buckeye Pacific. Buckeye Atlantic. Buckeye Victory.
02431---	Victoria Transport Corp. (Liberia): Hilda. Minos.
02444---	Cosmopolitan Tankers, Inc.: Nelson Conway.
02208---	Overseas Enterprises Inc.: Arabella.
02443---	Panama Transoceanic Co., S.A.: Phyllis T. Conway. Betty Conway. Barbara Jane Conway. Edna N. Conway. Carolyn E. Conway. Mary Ellen Conway. Allison Conway.
03814---	Reymar Compania Naviera S.A.: Ephesos.
03812---	Sociedad Armadora Del Norte S.A.: Marietta.
03809---	Torres Cia. Nav. S.A.: Lindos.
03813---	Segovia Compania Naviera S.A.: Aragon.
03811---	Sociedad Pacifica Marina S.A.: Romelia.
03829---	Granada Shipping Corp.: Granada.
03828---	Attica Sea Carriers Corp.: Laconia.
03823---	Eldorado Compania Naviera S.A.: Anna.
04219---	Allied Tankers, Inc.: Hans Isbrandtsen.
03060---	Summit Carriers, Inc.: Ivory Venture.
04335---	Viadoro Compania Naviera S.A.: Amorgos. Antiparos. Thera.
04336---	Western Waterways Corp.: Andros Titan.
04337---	Zephyr Shipping Corp.: Vronti. Panachaikon. Astrapi. Anemos.
04338---	Estrella Nueva Compania Naveria, S.A.: Lykavitos.
01550---	Shahristan Steamship Co., Ltd.: Baltistan. Shahristan.
01112---	Trade Banner Line, Inc.: Trade Carrier.
03528---	Yamada Kaiun Kabushiki Haisha: Yamaume Maru.
01796---	Compania de Navegacion Gaviota S.A.: Swan.
03822---	Cia. Nav. Hidalgo S.A.: Navarino.
03816---	Neuva Valencia Compania Naviera S.A.: Caledonia.
03817---	Nueva Sevilla Compania Naviera S.A.: Princess Anne-Marie.
03815---	Oceanic Shipping Corp.: Oceanic.
02209---	Flota Mercante Grancolombiana S.A.: Ciudad de Neiva. Ciudad de Cucuta. Rio Magdalena. Ciudad de Buenaventura. Ciudad de Bucaramanga. Republica de Colombia. Ciudad de Bogota. Republica Del Ecuador. Ciudad de Pasto. Ciudad de Armenia. Cartagena de Indias. Ciudad de Barranquilla. Manuel Mejia. Ciudad de Tunja. Ciudad de Cali. Ciudad de Ibague. Ciudad de Cuenca. Ciudad de Santa Marta. Ciudad de Popayan. Ciudad de Pereira. Ciudad de Quito. Ciudad de Guayaquil.
04344---	Industrial Freighters Corp.: Keravnos.
04334---	Western Navigation Corp.: Tornado.
04567---	Ken Hieng Navigation (Panama) Corp., S.A.: Ken Sheng.
03655---	Ocean Transportation Co., Inc., New York: Overseas Evelyn. Overseas Aleutian. Overseas Ulla.
04339---	Bilbao Compania Naveria S.A.: John P.G.
03972---	Chimo Shipping Ltd.: Andrew C. Crosbie.
01836---	Avenue Shipping Co., Ltd.: Donegal. Antrim. Galway.
04667---	Margentina Compania Maritima (Panama): Margetina.
03142---	Prosperous Navigation Co., Inc.: M/S Prosperous City.
03143---	Macro Shipping Co., Inc.: M/V Cosmos Triumph.
02253---	Aktieselskabet Ocean: Dagrun. Dagland. Dageid.
03973---	Leaseback Projects Ltd.: Chesley A. Crosbie.
05119---	Astrovigia Compania Naviera, S.A.: Michael.
03974---	Crosbie Services Ltd.: Sir John Crosbie.
04271---	Ambassador Shipping Corp.—Monrovia: M/V Triton Ambassador.
02259---	Neste Oy: Tiiskeri. Enskeri. Nunnalahti.
04342---	Fairseas Oil Transport Corp.: Thyella.
02179---	Globtik Tankers International Ltd.: Globtik Mercury.
04332---	Transpacific Freighters Corp.: Nephos.
04333---	Transpacific Marine Transport Corp.: Andros Texas.
03826---	Saronic Transport Corp.: Aetolia.
04398---	Hapag-Lloyd Aktiengesellschaft: Bremen. Sydney Express. Melbourne Express. Europa. Alster Express. Elbe Express. Mosel Express. Weser Express. Thuringia. Westfalia. Hammonia. Alemannia. Borussia. Bavaria. Holsatia. Badenstein. Bayernstein. Friesenstein. Hessenstein. Holstenstein. Sachsenstein. Schwabenstein. Riederstein. Regenstein. Erlangen. Ludwigshafen. Leverkusen. Nurnberg. Wolfsburg. Blumenthal. Munsterland. Kulmerland. Vogtland. Rheinland. Havelland. Saarland. Buntenstein. Worms. Buchenstein. Burgenstein. Weimar. Wien. Wiesbaden. Rothenstein. Reifenstein. Ravenstein. Bodenstein. Blankenstein. Bartenstein. Hannover. Frankfurt. Hamburg. Heilbronn. Hattingen. Hagen. Hanau. Heidelberg. Speyer. Trier. Darmstadt. Dortmund. Travestein. Weserstein. Neckarstein. Moselstein. Werrastein. Havelstein. Isarstein. Essen. Gottingen. Lawanti.

Certificate No.	Owner/operator and vessels
	Twadika.
	Bischofstein.
	Breitenstein.
	Birkenstein.
	Stuttgart.
	Brandenstein.
	Rendsburg.
	Torstein.
	Tannstein.
	Barenstein.
	Bieberstein.
	Nabstein.
	Lechstein.
	Goslar.
	Marburg.
	Iserlohn.
	Ilistein.
	Wiedstein.
	Siegstein.
	Spreestein.
	Freiburg.
	Flensburg.
	Lindenstein.
	Remscheid.
	Solingen.
	Wuppertal.
	Krefeld.
	Weissenburg.
	Innstein.
	Lahnstein.
	Rheinstein.
	Saarstein.
	Emsstein.
	Augsburg.
	Duisburg.
	Brandenburg.
	Christianna Pikuritz.
	Coburg.
03818---	Marnato Compania Naviera S.A.:
	Persepolis.
03821---	Margrande Compania Naviera S.A.:
	Apollonia.
	Neapolis.
03820---	Gavrion Shipping Corp.:
	Gavrion.
03802---	Marfortuna Cia. Nav. S.A.:
	Tokyo Olympics.
03803---	Marcuento Cia. Nav. S.A.:
	Alkyonia.
03804---	Marcorreo Compania Naviera S.A., Panama:
	Militos.
03805---	Marcimiento Compania Naviera S.A.:
	Michael J. Goulandris.
03806---	Marceloso Cia. Nav. S.A.:
	Antipolis.
03807---	Islamordada Cia. Nav. S.A.:
	Coronia.
03808---	Golfo de Panama Compania Navi-era S.A.:
	Nicholas J. Goulandris.
03178---	Marlineas Oceanicas S.A.:
	Ilkon Tak.
03176---	Spartan Compania Maritima S.A.:
	Ilkon Aya.
02771---	Philtankers Inc.:
	Phillips Arkansas.
	Phillips Texas.
	Phillips Louisiana.
	Phillips Kansas.
	Phillips Oklahoma.
	Phillips Oregon.
03177---	Dardanos Shipping and Trading Corp.:
	Hera.
03330---	Cefor Cargo Ships Inc.:
	Transpacific.
01251---	Aktieselskapet Havprins:
	M/V Havbjorn.
	M/V Havjarl.
	M/V Havtjeld.
05027---	Westwind Africa Line Ltd.:
	S/S Sophie C.
	M/V Westwind.
	M/V Southwind.
	M/V Northwind.
05159---	Neptune Carriers Corp.:
	Simplon.
02256---	Sigurd Haavik A/S:
	Mardina Reefer.
02262---	Ocean Marine Ltd.:
	Gold Star.
02299---	China Marine Corp., Ltd.:
	S/S Hwa Shan.
03534---	Nederlandse Norness Scheepvaart Maatschappij N.V.:
	Doceriver.
	Naess Enterprise.
	Armand Hammer.
	Naess Pride.
	Naess Spirit.
	Naess Norseman.
	Frances Hammer.
	Russell H. Green.
	Naess Leader.
	Naess Mariner.
	Naess Courier.
	Naess Liberty.
	Carbo Tiger.
	Carbo Dragon.
	Stolt Norness.
02263---	Nouvell Compagnie de Paquebots:
	Mermoz.
	Renaissance.
02258---	Bruusgaard Kiosteruds Skibsaks-jeselskap:
	Bragernes Ex Halldis.
	Hydra.
	Hermion.
	Hamlet.
02361---	The Mauritius Steam Navigation Co., Ltd.:
	Belle Rive.
02353---	F. A. Vinnen & Co.:
	Christina Vinnen.
	Christel Vinnen.
	Adolf Vinnen.
	Magdalene Vinnen.
02338---	Central Gulf S/S Corp.:
	S/S Green Bay.
	S/S Green Cove.
	S/S Green Forest.
	Green Island.
	S/S Green Lake.
	S/S Green Port.
	S/S Green Ridge.
	S/S Green Springs.
	S/S Green Wave.
03601---	Etela-Suomen Laiva Oy:
	M/S Arkadia.
	M/S Malmi.
	M/S Hesperia.
	M/S Vallila.
	M/S Alppila.
02249---	Fisser & V. Doornum:
	Cap Vincent.
	Steintor.
	Suncapri.
	Sunfrancis.
	Sunvreeland.
	Sunbaden.
	Esperanto.
	Hendrik Fisser.
02255---	Calmedia S.P.A. di Navigazione:
	Calabella.
	Calasetta.
	Calarossa.
	Calagaribaldi.
	Calavittoria.
02367---	Canadian Pacific (Bermuda) Ltd.:
	T. G. Shaughnessy.
	Port Hawkesbury.
	Lord Mount Stephen.
	T. Akasaka.
	W. C. Van Horne.
	H. R. MacMillan.
	J. V. Clyne.
	N. R. Crump.
	Pacific Logger.
02260---	Garibaldi Soc. Cooperativa di:
	Fenice.
	Bonmar.
	Castelrosso.
	Giuseppe Giulietti.
	A T R I A.
	S P I C A.
	San Nicola.
	Geremia.
04393---	World Wide Transport Inc.:
	Conoco Libya.
	Conoco Dubai.
	Conoco Sopi.
	Conoco Jet.
	M/T Ethali.
01464---	Christian Salvesen Ltd.:
	M/V Inverleith.
	M/V Salvada.
	M/V Salvina.
	M/V Salambria.
	M/V Salmela.
01920---	Messrs. Svend Foyn Bruun:
	Petunia.
	Pollo.
	Pepe.
	Primero.
	Pontos.
04178---	Canada Steamship Lines Ltd.:
	Baie St. Paul.
	Black Bay.
	Frontenac.
	Georgian Bay.
	Metis.
	Murray Bay.
	Nipigon Bay.
	Richelieu.
	Rimouski.
	Saguenay.
	Simcoe.
	Sir James Dunn.
	T. R. McLagan.
	Tadoussac.
	Hochelaga.
	Manitoulin.
	Quetico.
	Stadacona.
	Tarantau.
	English River.
	Eskimo.
	Fort Chambly.
	Fort Henry.
	Fort St. Louis.
	Fort William.
	Fort York.
	French River.
01268---	Tønnevolds Rederi A/S:
	Thordis.
	Theresie.
	Thorbjørg.
	Thelma.
	Thara.
	Thorfrid.
01988---	Angfartygsaktiebolaget Tirfing:
	Kungaland.
	Axel Brostrom.
	Nordland.
	Hemland.
	Uppland.
	Roland.
	Lappland.
	Atland.
	Sydland.
02975---	Venture Shipping (Managers) Ltd.:
	Showa Venture.
	Diamond Venture.
	Tokyo Venture.
	Sacramento Venture.
	M. O. Logger.
	New Venture.
	Pearl Venture.
02441---	Quebec & Ontario Transportation Co., Ltd., et al.:
	Black River.
	Pic River.
	Chicago Tribune.
	Franquelin.
	New York News.

Certificate No.	Owner/operator and vessels
	Thorold.
	Heron Bay.
	Outarde.
	Shelter Bay.
01126---	Compagnie de Navigation Fruitiere:
	Belouga.
	Karukera.
	Matouba.
	Sougueta.
04981---	Creole Petroleum Corp.:
	Esso Amuay.
	Esso Caripito.
	Esso Maracaibo.
	Esso Caracas.
	Esso Margarita.
	Esso la Guaira.
04341---	Adriatic Shipping Corp.:
	Gherania.
	Gherestos.
	Ghiona.
01299---	Compagnie Havraise et Nantaise Peninsulaire:
	Vile de Metz.
	Hypolite Worms.
	Pengall.
	Pentellina.
	Penquer.
	Cerons.
	Ivondro.
	Penchateau.
01603---	Asterus Compania Naviera S.A.:
	Asterus.
03292---	Maritimecor S.A.:
	Sultan.
	Navelinacore.
	Satsumacore.
	Anonacore.
	Nectarinecore.
	Greenland.
	Beringcore.
	Antarcticore.
	Alaskacore.
03398---	Interessentskapet Norse Mountain:
	Norse King.
	Norseman.
	Norse Transporter.
	Norse Captain.
	Norse River.
	Norse Mountain.
03396---	Rederi A/S Norse King:
	Norse Carrier.
01400---	Freedom Pacific Tramping S.A. Panama:
	Khian Sun.
02020---	Self-Unloaders S.A.:
	Cavala.
01512---	Kirk Express Co., Ltd.:
	Kirk Express.
05048---	F. Laeisz:
	Pentelikon.
	Pongal.
	Pekari.
	Pica.
	Pirol.
	Persimmon.
	Parma.
	Padua.
	Pontos.
	Pomona.
	Calor.
	Algor.
	Ellen Klautschke.
	Piepko Ten Doornkaat.
01583---	I/S Kvartia Marin:
	Lidfold.
	Storfold.
04343---	General Oceanic Transport Corp.:
	Andros Orion.
03441---	Japan Line, K.K.:
	San Martin Maru.
	Japan Pine.
	Japan Gran.
	Long Beach Maru.
	Japan Maple.
	Japan Camellia.
	Kalei Maru.
	Asia Maru No. 2.
	Japan Rose.
	Japan Lily.
	Japan Dahlia.
	Japan Cherry.
	Japan Magnolia.
	Japan Wisteria.
	Japan Lilac.
	Japan Jasmin.
	Japan Hyacinth.
	Japan Canna.
	Japan Marguerite.
	Japan Galanthus.
	Bridgestone Maru No. 3.
	Bridgestone Maru No. 2.
	Nichigo Maru.
	Japan Alder.
	Dowa Maru.
	Yowa Maru.
	Koiku Maru.
	Nichiwa Maru.
	Towa Maru.
	Japan Roble.
	Kotei Maru.
	Kochu Maru.
	Japan Elm.
	Kobu Maru.
	Kohoh Maru.
	Kosoh Maru.
	Kosei Maru.
	Daiwa Maru.
	Howa Maru.
	Manhattan Maru.
	Brooklyn Maru.
	Richmond Maru.
	Japan Ambassador.
	Japan Ace.
	Golden Arrow.
	Japan Oak.
	Hoei Maru.
	Ryuei Maru.
	Japan Linden.
	Asia Maru.
	Daiei Maru.
	Mont Blanc Maru.
01011---	Aktieselskabet Det Ostasiatiske Kompagni:
	Alameda.
	Ancona.
	Andorra.
	Aranya.
	Arosia.
	Asmara.
	Atrevida.
	Ayuthia.
	Azuma.
	Basra.
	Beira.
	Bogota.
	Boma.
	Boribana.
	Busuanga.
	Magdala.
	Mombasa.
	Panama.
	Pasadena.
	Patagonia.
	Poona.
	Pretoria.
	Samoa.
	Sargodha.
	Sibonga.
	Siena.
	Simba.
	Sinaloa.
	Songkhla.
	Sumbawa.
01572---	Giuseppe Ravano Societa per Azioni:
	Punta Cervo.
01119---	Hvalfangerselskapet Globus A/S: M/S Lancing.
01118---	Hvalfangerselskapet Polaris A/S:
	T/S Polarbris.
	M/T Polarsol.
	T/T Polarvik.
03923---	Shinwa Kaiun Kaisha, Ltd.:
	Fuuki Maru.
	Tetsuzui Maru.
	Tozui Maru.
	Yozan Maru.
	Tetsukuni Maru.
	Hozan Maru.
	Seizan Maru.
	Taizan Maru.
	Juzan Maru.
	Tenzan Maru.
	Chozan Maru.
	Taga Maru:
	Kamo Maru.
	Toyokuni Maru.
	Toryu Maru.
	Tosho Maru.
	Furyu Maru.
	Tsurusaki Maru.
	Tsukuba Maru.
	Ogishima Maru.
	Onomichi Maru.
02448---	Rederiaktiebolaget Nordstjernan:
	Brasilia.
	Rio De Janeiro.
	Buenos Aires.
	Bahia Blanca.
	Santos.
	Montevideo.
	Margaret Johnson.
	San Francisco.
	Axel Johnson.
	Annie Johnson.
	Lao.
	Hood River Valley.
	Okanagan Valley.
	Brasil.
	Paraguay.
	Panama.
	Bolivia.
	Guayana.
	Portland.
	Silver Gate.
	Golden Gate.
	Los Angeles.
	Seattle.
	Lions Gate.
	Canada.
	California.
	Aconcagua Valley.
	San Joaquin Valley.
	Rosario.
05097---	Esso Transport Co., Inc.:
	Esso Karachi.
	Esso Norway.
	Esso Malaysia.
	Esso Spain.
	Esso Austria.
	Esso Libya.
	Esso Castellon.
	Esso Zurich.
	Esso Barcelona.
	Esso Philippines.
	Esso Aruba.
	Esso Panama.
	Esso Cristobal.
	Esso Chile.
	Esso Puerto Rico.
	Esso Colombia.
	Esso Nicaragua.
	Esso Honduras.
	Esso Montevideo.
	Esso Bogota.
	Esso Santos.
	Esso Australia.
	Esso Bangkok.
	Esso Bombay.
	Esso Interamerica.
	Esso Nagasaki.
	Esso Penang.

Certificate No.	Owner/operator and vessels
	Esso Kobe.
	Esso Goa.
	Esso Malacca.
	Esso Scranton.
	Esso Brooklyn.
04396---	Gypsum Carrier, Inc.:
	Pacific Carrier.
	Harry Lundeberg.
	Ocean Carrier.
01454---	Hunting (Eden) Tankers Ltd.:
	Teesfield.
	Derwentfield.
	Cretafield.
01453---	Aiden Shipping Co., Ltd.:
	Volnay.
	Vennachar.
01451---	Duff Herbert & Mitchell Ltd.:
	Melbrook.
01452---	Rowland & Marwood's Steamship Co., Ltd.:
	M/S Runswick.
	M/S Egton.
02837---	Arctic Lng Transportation Co.:
	Arctic Tokyo.
01382---	National Steamship Co., Ltd.:
	Harpalycus.
02015---	Meco Compania Naviera S.A.—Panama:
	Stolt Mariner.
01379---	J. & C. Harrison Ltd.:
	Harpagus.
	Harpalyce.
01870---	Italmineral Sociata di Navigazione S.P.A.:
	Poseidon.
03900---	Coralstone Shipping Corp., Monrovia:
	Coralstone.
01414---	Athelduke Tankers Co., Ltd.:
	Anco Duke.
02432---	Messrs. Dempo Steamship Ltd.:
	M/V Jagat Vijeta.
	M/V Jagat Mohini.
	M/V Jagat Neta.
	M/V Jagat Padmini.
	Jagat Swamini.
01752---	Transworld Carriers, Inc.:
	S/S Rio Barima.
	S/S Rio Caroni.
	S/S Rio Macereo.
	S/S Rio Manamo.
	S/S Rio Orinoco.
04036---	Trasporti Marittimi Mercantili:
	Corallina.
04256---	Far Eastern Navigation Corp., Ltd.:
	Caroline.
	Tunglee.
	Irene.
04262---	Eddie Steamship Co., Ltd.:
	Jeannie.
	Kally.
	Polly.
	Tailee.
	Welly.
	Ally.
01440---	Currie Line Ltd.:
	Gothland.
03710---	Franconia Reederei G.m.b.H.:
	Weserfahrt.
01526---	Monrovia Tramp Shipping Co.:
	Pearl Trader.
	Pearl Island.
	Pearl Merchant.
01457---	Mediterranean Maritime Co. S.A.I.:
	Shamaly.
	Star Kuwait.
	Kuwait Horizon.
	Dawn of Kuwait.
01208---	Interessentskapet Norbrott:
	Norbrott.
01587---	Caribbean Sulphur Shipping Co. of Liberia:
	Etude.
	Harry C. Webb.
	Harold H. Jaquet.
01269---	S. Ugelstads Rederi A/S:
	Samuel Ugelstad.
	Honnor.
01326---	Sabine Towing & Transportation Co., Inc.:
	Guadalupe.
	Colorado.
	Neches.
	Trinity.
	Brazos.
03670---	Overseas Tankers Inc., Liberia:
	Nebo.
03671---	Overseas Oil Carriers, Inc., Delaware:
	Overseas Joyce.
	Overseas Progress.
01916---	Desert Steamship Co.:
	Desert Princess.
01879---	San Francisco Societa di Navigazione, S.P.A.:
	Santa Lucia.
01612---	Clio Shipping Co.:
	Clio.
03354---	Eastern Princess Shipping Corp., Inc.:
	M/V Eastern Princess.
04395---	Permanente Steamship Corp.:
	Permanente Silverbow.
01549---	Strick Line Ltd.:
	Tabaristan.
	Gorjistan.
	Kohistan.
	Farsistan.
	Baharistan.
	Turkistan.
	Floristan.
	Registan.
	Karaghistan.
	Khuzistan.
	Baluchistan.
	Tangistan.
	Albistan.
	Serbistan.
	Armanistan.
	Nigaristan.
04386---	Maritime Company of the Philippines:
	M/V Philippine Corregidor.
	M/V Philippine Rizal
	M/V Philippine Antonio Luna.
	M/V Philippine Bataan.
	M/V Zamboanga.
	M/V Manila.
	M/V Lingayen Gulf.
	M/V Sarangani Bay.
	M/V Isla Verde.
	M/V Leyte Gulf.
	M/V Mindanao.
02716---	Aktieselskabet Det Dansk-Franske Dampskibsselskab:
	Normandiet.
	Himmerland.
	Siesvig.
	Vinland.
	Kinshasa.
	Banana.
	Holland.
	Afrika.
	Mayumbe.
	Congo.
	Belgien.
	Frankrig.
	Gronland.
	Irland.
02233---	N.V. Rederij Antillen:
	Amstellaan.
02239---	Compagnia Marittima Carlo Cameli:
	Italmotor.
	Sicilmotor.
	Acradina.
	Bordighera.
	Aspra.
	Ambronia.
	Santa Cristina Prima.
	Santa Augusta.
	Santa Anna Prima.
	Santa Valeria.
	Miraflori.
	Rivalta.
	Vittorio Valletta.
	Niasca.
	Paraggi.
02240---	Mar Ligure Societa di Navigazione S.P.A.:
	Mar Tirreno.
	Mar Ligure.
01987---	Angbatsaktiebolaget Ferm:
	Forsvik.
	Falster.
03225---	K/S A/S Nygass & Co. v/A/S Nygass:
	M/V Nyhavn.
01348---	Partenreederei St. Petri.
	St. Petri.
01347---	Partenreederei MTS St. Michaelis:
	St. Michaelis.
01313---	Marbueno Compania Naviera S.A.:
	Marina Grande.
01314---	Maralada Compania Naviera S.A.:
	Rio Mar.
01315---	Astronaval Compania Naviera S.A.:
	Saint Nicolas.
04069---	Omnium Transportation Co.:
	Omnium Wanderer.
01574---	Fearnley & Eger:
	Fernpark.
	Fernland.
	Ferncliff.
	Fernbank.
	Ferngate.
	Fernbrook.
	Fernview.
	Fernlake.
	Fernstate.
	Fernmoor.
	Fernleaf.
	Ferngrove.
	Ferndale.
	Ferngulf.
	Fernside.
	Fernfield.
	Kristian Birkeland.
	Fernwind.
	Fernglen.
	Fernspring.
	Fernriver.
	Fernmanor.
	Ferncrest.
	Ferncastle.
	Fernstar.
	Fernhaven.
02769---	Seabrook Shipping Co. Panama S.A.:
	Olympic Rock.
02763---	Ensenada Maritima Panama S.A.:
	Olympic Snow.
02756---	Greenville Transportation Co.:
	Olympic Brook.
01320---	Friedrich A. Detjen:
	Saar.
	Weser.
	Rhein.
	Oder.
	Maas.
	Indus.
	Amazonas.
01834---	Liberian Lily Transport, Inc.:
	Universal Lily.
03247---	Rederiaktiebolaget Polar.
	Polar Viking.
03558---	Reidar Rods Rederi A/S:
	M/S Belita.
	M/S Bernhard.
	M/S Columbia.
04010---	Pretinid Shipping Corp., Owner:
	Intrepid.
02725---	West Line, Inc.:
	West Star.
02490---	Bonamis Navigation Co., Inc., Panama:
	Maritime Glory.

Certificate No.	Owner/operator and vessels
03394---	Interessentskapet Norse Lady: Norse Lady. Norse Variant.
01160---	Falaise Ore Carriers Ltd.: Finnamore Meadow.
01448---	Burnside Shipping Co., Ltd.: Afghanistan. Daghestan. Simonburn.
01450---	Hall Brothers Steamship Co., Ltd.: Cilurnum. Embassage.
01993---	Partrederiet for M/S Fermland: Fermland.
01074---	The Firm of Sigval Bergesen and Associated Companies: M/T Isfonn. M/T Sydfonn. T/T Rimfonn. T/T Tindfonn. M/S Krossfonn. M/S Tresfonn. M/T Stolt Vestfonn. M/T Barfonn. M/T Frostfonn. M/T Nordfonn.
04394---	Philippine President Lines, Inc.: M/S President. S/S Pres. Marcos. S/S Pres. Osmena. S/S Pres. Macapagal. S/S Liberty Three. M/V Pres. Aquinaldo. M/V Pres. Roxas. M/V Pres. Quezon. M/V Pres. Laurel. M/V Pres. Quirino. M/V Pres. Magsaysay. M/V Pres. Garcia.
02731---	Halcyon Lijn N.V.: Stad Utrecht. Stad Gouda. Stad Delft. Stad Den Haag. Stad Vlaardingen. Stad Zwolle.
02848---	Polar Lng Shipping Corp.: Polar Alaska.
03212---	Amoco Shipping Co.: Amoco New York. Amoco Connecticut. Amoco Delaware. Amoco Virginia. Amoco Louisiana.
02842---	Clemente Campos y Cia., S.A.: Manuel Campos. Mirenchu.
03088---	Transpacific Container Services, Inc.: Oriental Express. Oriental Despatcher. Oriental Comet. Oriental Arrow.
04013---	Compania Atlantica Pacifica S.A.: Vermont. Gota River. Louise. Seafox.
01761---	Union Steamship Company of New Zealand Ltd.: Tofua. Taveuni. Waimate.
01004---	Aktieselskabet Dux: Skandia. Skaga.
04263---	Waywiser Navigation Corp. Ltd.: Cherry Minlly. Florence.
04391---	Columbia Steamship Co., Inc.: Columbia Owl. Columbia Rose. Columbia Mariner. Columbia Beaver. Columbia Fox. Columbia Banker. Columbia Trader. Columbia Eagle.
05189---	Mariners Corporation of Liberia: M/S Marinda.
05076---	Gulf Petroleum S.A.: Gulf Rey.
02764---	Transcontinental Trading Co. S.A.: Olympic Dale.
02768---	South Atlantic Marine S.A.: Olympic Sun.
02749---	Monteserrado Transportation Co.: Olympic Splendour.
02766---	Avondale Shipping Co. Panama S.A.: Olympic Gulf.
03675---	Pressos Compania Naviera S.A.: Myson.
01575---	Rederiaktieselskapet Mascot: Britta. Bianca. Bettina.
01775---	Oklas Marine Enterprises S.A.: Alexandros Korizis.
02900---	A.B. Bonnierforetagen: M/S Prince of Fundy.
03248---	Rederiet for M/S Polar Kristall: Polar Kristall.
02934---	Industriale Marittima S.P.A.: Portoria.
03899---	Pearlstone Shipping Corp., Monrovia: Pearlstone.
02006---	Rederiet for M/S Queensland: Queensland.
02746---	Occidental Shipping Co. S.A.: Olympic Falcon.
04227---	Kahn's Scheepvaart & Handelmij N.V.: M/V Fairlift. M/V Daniella.
03557---	Olsen Daughter A/S: M/S Fruen.
01111---	Trade Lines, Inc.: Trade Banner.
04853---	La Cie de Navigation Desgagnes Ltee: M/V Jean-Talon.
05156---	Empresa Naviera Santa S.A.: S/S Santamar.
01236---	I/S Nagoya (L. Gill-Johannessen & Co., Managers): M/S Bahma. M/S Biakh.
02654---	Neuenfelder Reederei H.J. Wesch KG: Anna Wesch.
02300---	Chi-Shihi Navigation Corp. S.A.: S/S Glory.
02658---	Partenreederei M/S Clio Korrespondentreeder Hans Kruger G.m.b.H.: Clio.
02659---	Partenreederei M/S Erato Korrespondentreeder Hans Kruger G.m.b.H.: Erato.
01510---	Kirksons Co., Ltd.: Kirksons.
01511---	Kirk Fram Co., Ltd.: Kirk Fram.
01003---	Skibs A/S Excelsior: Benares. Benoil.
03676---	Gottfr. Steinmeyer & Co.: Burgwall.
01002---	Skibsaktieselskapet Arnstein: Harald Stange.
03924---	Kyowa Kisen Kabushiki Kaisha: Keizan Maru. Hakusan Maru.
03285---	Pedder Shipping, Inc.: Eastern Glory.
01529---	Oy Pulpships Ab: Taifun. Mistral.
05187---	Transmarine Carriers Corporation of Liberia: S/S Sideris.
02311---	Interessentskapet Farsea: Saga Sailor.
02689---	Callio Maritime S.A.: Cardinal.
02690---	Boreas Transport, Inc.: Burgo.
03202---	Humanitas Compania Naviera S.A.: Yannis.
03204---	Armadores Dona Myrto S.A.: Dona Myrto.
03205---	Armadores Maribella S.A.: Maribella III.
01316---	Duero Compania Naviera S.A.: Santa Marina.
04220---	Westwaters Shipping, Inc.: Pembroke Trader.
04221---	Lusteeor Shipping Corp.: Capital Trader.
01199---	A/S Falkefjell: Holtefjel.
04070---	Frota Oceanica Brasileira S.A.: Frotanorte. Frotasul: Frotavento.
02232---	Zante Navegacion S.A.: Simsmetal.
02231---	Chandris Shipping Co. Lt.: Evgenia Chandris.
02217---	Trinity Steamship, Inc.: Agia Trias.
02216---	Golden Chalice Steamship, Inc.: Golden Chalice.
02215---	Golden Cross Steamship, Inc.: Golden Cross.
02214---	Golden Lance Steamship, Inc.: Golden Lance.
02213---	Golden Fleece Steamship, Inc.: Golden Fleece.
02211---	Largamar S.A. Panama: Emerald.
02308---	Interessentskapet Seahorse: Sunseahorse.
02304---	Coates Shipping Co.: Benjamin Coates.
02305---	D/S A/S Sverre: M/S Arna.
02307---	A/S Verona: M/S Passat.
02308---	I/S Sirenes: Fridtjof Nansen.
02309---	I/S Langskib: Marco Polo.
02312---	Interessentskapet Saga Sea: Ango Sea.
02760---	Florida Panama S.A.: Olympic Lake.
03592---	Tank Barge 24, Inc.: Barge 24.
03685---	Tank Barge 18, Inc.: Barge 18.
03686---	Tank Barge 22, Inc.: Barge 22.
03588---	Tank Barge 7, Inc.: Barge 7.
03590---	Tank Barge 8, Inc.: Barge Birch.
03591---	Tank Barge 25, Inc.: Barge 25.
03684---	Tank Barge 16, Inc.: Barge 16.
03589---	Bay Cities Transportation Co.: Barge BC-46. Barge BC-63. Barge C-65. Barge BC-6. Barge BC-4. Barge BC-3.

Certificate No.	Owner/operator and vessels
	Barge BC–152.
	Barge BC–151.
	Barge PS 90.
	Barge 221.
	Barge 220.
	Barge 219.
	Barge 218.
	Barge 217.
	Barge 216.
	Barge 215.
	Barge 214.
	Barge 213.
	Barge 212.
	Barge 211.
	Barge 210.
	William H. McGuffey.
02345---	The Armenistis Shipping Corp.:
	Agioi Victores.
02173---	Jennifer Shipping Co., Ltd.:
	Kitsa.
01800---	Albasarda-Societa per Azioni di Navigazione:
	Gattopardo.
93669---	Transworld Tankers Inc., Liberia:
	Leon.
04002---	Compagnie Des Messageries Maritimes:
	Var.
	Malais.
	Mauricien.
	Maori.
	Martiniquais.
	Vivarais.
	Vosges.
	Ventoux.
	Vanoise.
	Aquilon.
	Mariotte.
	Tahitien.
	Caledonien.
02447---	Aktiebolaget Nynas-Petroleum:
	Engelsberg.
	Oceanus.
02313---	Interessentskapet Saga Sky:
	Saga Sky.
02318---	A/R Atlantic:
	M/T Wilhelm Jebsen.
02317---	Gotaas-Larsen A/S:
	M/S Golar Tryg.
	M/S Golar Borg.
	M/S Golar Nel.
02314---	A/S Athene (Jorgen Bang):
	Afrodite.
	Aurore.
	Atalante.
	Anco Ariadne.
	Stolt Artemis.
02320---	A/S Autotransport:
	M/S Wilfred.
02321---	Sameiet Wilstar:
	Wilstar.
02322---	Interessentskapet Wilmara:
	Wilmara.
02323---	A/S Awilco:
	M/T Wilchief.
02328---	Saturn Shipping Co., Ltd.:
	M/V Country Clare.
02332---	Lykes Bros. Steamship Co., Inc.:
	Jean Lykes.
	Solon Turman.
	Nancy Lykes.
	Leslie Lykes.
	James Lykes.
	John Lykes.
	Joseph Lykes.
	Kenneth McKay.
	Thompson Lykes.
	Zoella Lykes.
	Harry Culbreath.
	James McKay.
	Jesse Lykes.
	Reuben Tipton.
	Sue Lykes.
	Tyson Lykes.
	Almeria Lykes.
	Lipscomb Lykes.
	Norman Lykes.
	Tillie Lykes.
	Doctor Lykes.
	Louise Lykes C2.
	Louise Lykes C3.
	Elizabeth Lykes C2.
	Elizabeth Lykes C3.
	Ruth Lykes C2.
	Ruth Lykes C–3.
	Velma Lykes.
	Mallory Lykes.
	Aimee Lykes.
	Christopher Lykes.
	Margaret Lykes.
	Allison Lykes.
	Adabelle Lykes.
	Charlotte Lykes.
	Mayo Lykes.
	Sheldon Lykes.
	Brinton Lykes.
	Marjorie Lykes.
	Shirley Lykes.
	Ashley Lykes.
	Frederick Lykes.
	Mason Lykes.
	Stella Lykes.
	Dolly Turman.
	Howell Lykes.
	Letitia Lykes.
	Genevieve Lykes.
02382---	Marnacido Compania Naviera S.A.:
	Ariel.
02457---	John Swire & Sons, Ltd.:
	Papuan Chief.
	Eriskay.
	Eredine.
02473---	Irish Shipping Ltd.:
	M/V Irish Elm.
	M/V Irish Stardust.
	Irish Star.
	Irish Cedar.
	Irish Plane.
	M/V Irish Sycamore.
	M/V Irish Rowan.
	Irish Poplar.
	S.T. Irish Spruce.
02485---	Cambridge Navigation Co., Inc., Panama:
	Maritime Leader.
02486---	Allied Navigation Co., Inc., Panama:
	Maritime Queen.
02487---	Victory Navigation Co., Inc., Panama:
	Maritime Victor.
02488---	Regal Shipping Co., Inc. Panama:
	Maritime King.
02489---	Midland Shipping Co., Inc., Liberia:
	Dona Maria.
02503---	Panoceanic Tankers Corp.:
	Stella Polaris.
02521---	Metcalfe Shipping Co., Ltd.:
	Industria.
	Fidentia.
02522---	Sugar Line Ltd.:
	Crystal Gem.
	Crystal Diamond.
	Crystal Sapphire.
	Sugar Exporter.
	Sugar Importer.
	Sugar Crystal.
	Sugar Producer.
	Sugar Transporter.
02524---	The Watergate Steam Shipping Co., Ltd.:
	Starworth.
	Silksworth.
	Tamworth.
	Pennyworth.
	Ravensworth.
02526---	Vespucio Compania Armadora S.A.:
	S/S Invicta.
02549---	Carlisle Steam Navigation Co., Ltd.:
	Cassandra.
02554---	Hall Line Ltd.:
	City of Hereford.
02598---	Centaurus Shipping Corp.:
	Centaurus.
02691---	Gulf Navigation Corp.:
	S/S Cathy.
02919---	Neptune Navigation Corp.:
	Malaga.
	Kenosha.
02945---	American Trading Production Corp.:
	S/S Washington Trader.
	S/S Virginia Trader.
	S/S Maryland Trader.
	S/S Texas Trader.
	S/S American Trader.
01053---	Ørvings Dampskibsselskap A/S:
	Alecto.
02842---	Clemente Campos y Cia., S.A.:
	Manuel Campos.
	Mirenchu.
03741---	Nipigon Transport Ltd.:
	Lake Winnipeg.
	Lake Manitoba.
03462---	Mitsubishi Koseki Yuso K.K.:
	Santa Isabel Maru.
	Santa Cruz Maru.
	Santa Lucia Maru.
	Santa Monica Maru.
	Santa Rosa Maru.
02657---	Partenreederei M/S Britta Kruger Korrespondentreeder Hans Kruger G.m.b.H.:
	Britta Kruger.
03110---	Associated Bulk Carriers, Inc.:
	Oceanic Peace.
04315---	Kardamylian Development Corp. S.A.:
	Santa Trinidad.
	Kyrios Stelios.
	Aghia Triada.
03105---	Singapore Malaysia Overseas Line, Ltd.:
	Hongkong Observer.
03106---	Oriental Africa Lines, Inc.:
	Oriental Amiga.
03107---	Orient Export Lines Inc.:
	Oriental Trader.
01881---	Kingsway Shipping Co., Inc.:
	Van Hawk.
03810---	Villanueva Compania Naviera S.A.:
	Corinthos.
04150---	Jan C. Uiterwyk Co., Inc.:
	Dina U.
03618---	Harbor Barging, Inc.:
	Barge 51.
03603---	Tank Barge 32, Inc.:
	Barge Homer.
03604---	Tank Barge 21, Inc.:
	Barge 21.
03683---	Tank Barge 15, Inc.:
	Barge 15.
03682---	Tank Barge 12, Inc.:
	Barge 12.
03353---	Cosmo Transports Inc.:
	M/V Eastern Diamond.
01456---	Larrinaga Steamship Co., Ltd.:
	M/V Niceto de Larrinaga.
	M/V Rupert de Larrinaga.
	M/V Miguel de Larrinaga.
01444---	Hopepark Shipping Co., Itd.:
	Hopepark.
05028---	Westwind Shipping Corp.:
	S/S Buena Fortuna.
02518---	Consortium Europeen de Transports Maritimes:
	Certa Columba.
	Cetra Lyra.
	Cetra Carina.
03211---	Armadores Mariperla S.A.:
	Mariperla.

Certificate No.	Owner/operator and vessels
03210---	Armadores Agia Erithiani S.A.: Agia Erithiani.
03209---	Blue Arrow Shipping Co., Ltd.: Panaghia Eleousa.
03208---	Armadores Marielli S.A.: Marielli.
02767---	Demerara Panama S.A.: Olympic Accord.
02513---	William Baird Mining Ltd.: Dalhanna.
03747---	The Hanna Mining Co.: Matthew Andrews.
03063---	Paramount Shipping Ltd.: M/V Dona Rossana.
02748---	Olympic Transportation Co.: Olympic Mountain.
02754---	Maryland Ltd. S.A.: Olympic Rainbow.
01865---	Marlene Shipping Co., Inc.: Vanlene.
02753---	Falcon Marine S.A.: Olympic Fame.
03109---	Oriental Latin American Lines, Inc.: Oriental Esmeralda.
03745---	Carryore, Ltd.: Carol Lake. Menihek Lake.
03699---	Harbor Transportation Co.: Barge 1.
02458---	The China Navigation Co., Ltd.: Kuala Lumpur. Coral Princess. Nanchang. Shansi. Soochow. Ninghai. Yochow. Yunnan. Taiyuan. Kwangsi. Kweilin. Chengtu. Hupeh. Six Stars. Anshun. Wanliu. Wenchow. Woosung. Tsingtao. Taiwan. Kwangtung. Kweichow. Coral Chief. Island Chief.
02551---	Ellerman Lines Ltd.: City of Port Elizabeth. City of Durban. City of Exeter. City of York. City of Liverpool. City of London. City of Canberra. City of Adelaide. City of Sydney. City of Eastbourne. City of Capetown. City of Glasgow. City of Auckland. City of Colombo. City of Newcastle. City of Delhi. City of Ripon. City of Wellington. City of Leeds. City of Birmingham. City of Oxford. City of Manchester. City of Birkenhead. City of Bedford. City of Singapore. City of Karachi. City of Lichfield. City of Worcester. City of Gloucester. City of Lancaster. City of Guilford.
01169---	Oriens Societa di Navigazione P.A.: Mare Australe. Mare Italico.
01508---	Kirk B Co., Ltd.: Kirk B.
04044---	N.R. Bugge Skibsaksjeselskap: Besna.
04019---	Nord-Transport Strandheim & Stensaker: M/V Bergfalck. M/V Hansa-Nord. M/V Hansa-Trade. M/V Hansa-Bay. M/V Hansel.
03277---	Duncan Bay Tankships, Ltd.: Duncan Bay.
03619---	United Towing Co.: Barge Ketchikan. Barge PS 203. Barge PS 204. Barge 9. Barge 3.
01346---	Partenreederei M/S Belgrano: Belgrano.
01312---	Nacional Neptunea S.A.: Fiona Jane.
04082---	Helge Kyvik: John K. Kyvik. Flower Boy.
02747---	Ingleside Panama S.A.: Olympic Ambition.
02765---	Rex Maritime S.A.: Ariston.
04261---	Oceanus Navigation Corp., Ltd.: Frances.
05075---	Lagodorado Compania Armadora S.A.: Cape Kennedy.
01197---	A/S Dovrefjell: Sognefjell.
04257---	National Marine Corp., Inc.: Youngily.
04260---	Atlantic Navigation Corp., Ltd.: Paulina. Eleanor.
04257---	Continental Oceanic Navigation Corp., Ltd.: Barbara.
01718---	Stockholms Rederiaktiegolag Svea: Emanuel Hogberg. Capella. Svensksund. Stocksund. Farida.
03677---	G. & N. Angelakis-D. & S. Grigoriou-I. Maltezos: Panaghia. Ioannis. Theoris.
03066---	Aremar C.I.F.S.A.: Aremar.
01008---	Botvid Ohlsson: Fritre.
01018---	Aksjeselskapet Malmfart: M/S Varangberg.
04290---	Angela Shipping Corp.: Angela.
01897---	Globe Shipping Co., Inc., Liberia: Maritime Star.
02014---	Giovanni di Maio: Capitan Angelo.
02205---	Compagnia Armatoriale Italiana: Gianni Zeta. Graziella Zeta. Melide.
01159---	Traditional Traders Shipping, Ltd.: Victore.
01335---	Evinos Compania Naviera S.A. (Panama): Rena.
01349---	Tankschiff-Reederei Rudolf A. Oetker KG.: St. Nikolai.
01259---	Interessentskapet Bulktransport: Bavang.
01188---	Skipsaksjeselskapet Alfmar: Alfmar.
02435---	Saint Rapael Shipping Corp.: Saint Etienne. Saint Marcel. Saint Rapael.
01443---	Denholm Line Steamers Ltd.: Mountpark. Clunepark. Wellpark.
02761---	Redband Shipping Co. Panama: Olympic Games.
02762---	Luxor Shipping Co. S.A.: Olympic Runner.
02751---	West Shipping Corporation Panama S.A.: Olympic Champion.
02755---	Osborne Panama S.A.: Olympic Action.
02759---	Auburn Shipping Panama S.A.: Olympic Adventure.
05200---	Initial Maritime Corp.: Acritas.
02176---	Ajax Navigation Corp.: Britanis.
01712---	Nereide S.P.A.—Palermo: Ercole. Felce. Polinice. Laura Prima. Santagata.
03185---	Shipping Co. Pearl, Inc.: Atlantic Pearl.
03090---	Malaysia Overseas Lines, Ltd., Liberia: Oriental Inventor. Oriental Musician. Oriental Ruler. Oriental Lady. Oriental Warrior. Oriental Hero.
01198---	A/S Dovefjell and A/S Falkefjell: Dovrefjell. Gjendefjell. Makefjell. Norefjell. Varangfjell. Vardefjell.
04052---	Ugland Shipping Co. A/S: Benares. Mahinda.
04193---	Cay Shipping Co.: L. W. Chemical. Leprechaun Spirit.
03111---	Hvalfangeraktieselskapet Rosshavet: Ross Cape.
03198---	N.V. Motorscheepvaartmaatschappij Columbus: Nina.
03792---	Fluorescence Shipping Co., Ltd.: Increscent Moon.
02642---	Fidelity Shipping Co., Ltd.: Christina II. Genie. Marina.
01558---	Nolarma—Noleggi & Armamento S.N.C.: Adriana Augusta. Mariarosa Augusta.
03093---	United Overseas Marine Corp.: Pacific Breeze.
03793---	The Essence Shipping Ltd.: Essence.
03795---	Paragon Shipping, Ltd., Liberia: Paragon.
03794---	Galaxy Shipping, Ltd.: Fountainhead.
02389---	Norships Freighters, Inc.: N. Zografia. Lord Byron.
02390---	Libra Compania Naviera S.A. Panama: N. Georgios.
02776---	Symi Armadora S.A.: Symi.

Certificate No.	Owner/operator and vessels
02774	Marvirazon Compania Naviera S.A.: Constantinos.
01413	Baba-Daiko Shosen K.K.: Hayatomo Maru. Indus Maru. Panama Maru. Melbourne Maru. Bengal Maru. Singapore Maru. Rangoon Maru. Ganges Maru. Narasan Maru. Penang Maru.
05096	Esso Tankschiff Reederei G.m.b.H.: Esso Deutschland. Esso Bayern. Esso Koln. Esso Bremen. Esso Stuttgart. Esso Essen. Esso Hamburg. Esso Munchen. Esso Frankfurt.
03798	Liberian Halo Transports, Inc.: Halo.
05098	Esso Tankers, Inc.: Esso Wolhelmshaven. Esso Copenhagen. Esso Skandia. Esso Nurnberg. Esso Berlin. Esso Brasilia. Esso Bataan. Esso Chittagong. Esso Kure.
04176	Inter Island Tanker Corp.: Golar Bali. Golar Bintan. Golar Surabaya. Golar Buatan. Golar Sigli. Golar Bawgan. Golar Sabang.
01544	Esso Standard Societe Anonyme Francaise: Esso Paris. Esso Lorraine. Esso Alsace. Esso Bourgogne. Esso Parentis.
04620	Wilson Marine Transit Co.: J. H. Hillman, Jr. Thomas Wilson. J. Burton Ayers. Henry G. Dalton. Ben Moreell. A. T. Lawson. C. L. Austin. Frank R. Denton. A. E. Nettleton. Edward S. Kendrick. B. F. Jones.
01026	Terkildsen & Olsen A/S: Edith Terkol. Else Terkol. Grete Terkol. Lindo. Lisbet Terkol. Lizzie Terkol. Rindo. Bobodi. Onabi.
03496	OSG International, Inc., Liberia: Clyde Ore. Tees Ore. Mersey Ore. Tyne Ore.
03796	Crescent Shipping Inc.: Crescent.
03797	Day-Star Shipping Ltd.: Japan Canela.
03194	N.V. Motorscheepvaartmaatschappij Kenitra: Laura Christina.
03196	N.V. Motor Scheepvaartmaatschappij: Mathilda.
03193	N.V. Motorscheepvaartmaatschappij Josephine: Josephine.
03197	N.V. Motorscheepvaartmaatschappij Golden Star: Maya.
03191	Compania Naviera Francina S.A.: Francina.
04605	Glory Shipping Corp.: Oriental Glory.
04812	Golarfrost, Inc.: Golar Frost.
03701	Drummond Lighterage Co.: Barge PS 205.
03183	Shipping Co. Intrepid Inc.: Atlantic Intrepid.
05080	O. Y. G. Tanker Corp. S.A.: Humboldt.
04166	American Can of Canada Ltd.: D. C. Everest.
05030	Wallem & Co. A/S: M/S Nego Victoria. M/S Nego Anne.
03472	Nippon Shio Kaiso K.K.: Ikuta Maru.
02673	John Hudson Fuel & Shipping Co. Ltd.: Bel-Hudson. Hudson Trader.
01108	Hvalfangeraktieselskapet Rosshavet Hvalfangeraktieselskapet Vestfold. Vestfold. Ross Sea. Ross Mount.
03496	Nihon Kaisho Kabushiki Kaisha: Seikai Maru. Congo Maru.
02247	Union International Co., Ltd.: Melbourne Star. Imperial Star. Argentina Star. Brasil Star.
03074	Montemar S.A. Comercial y Maritima: Nortemar.
03170	Saint George Maritime Co., Ltd.: St. Anna.
05222	Thalis Shipping Corp.: Tidaholm.
05186	Meridian Shipping Co. S.A. of Panama: M/S Vrontados.
02661	Partenreederei M/S Jorg Kruger Korrespondentreeder Hans Kruger G.m.b.H.: Jorg Kruger.
02905	A/S Onassis S.A.: Christina.
02662	Partenreederei M/S Kalliope Korrespondentreeder Hans Kruger G.m.b.H.: Kalliope.
03559	Aksjeselskapet Pelagos: Perikum. Pelikan. Pepita. Pontia.
04135	Avomeri Oy: Nanna. Saija.
02650	Adalbert Friesecke, Reederei: Albert Friesecke.
02186	Ore Shipping Corp.: Olin. Revere. Mathieson.
03182	N.V. Motorscheepvaartmaatschappij Atlantic Comet: Atlantic Comet.
02757	Somerset Navigation Co. Panama S.A.: Olympic Pegasus.
03580	Apeminad Seven Marine Co. S.A. (Panama): Georgia.
02699	Hellenic Sea Transports, Ltd. S.A.: Mani.
03703	Long Beach Tugboat Co.: Tug Skilak.
02316	Wollert Holst Rederi A/S: M/V Utvik.
03188	N.V. Zeerederij Holland-Zealand: Atlantic Trader.
03186	N.V. Motorscheepvaartmaatschappij Rotterdam: Atlantic Star.
03189	Hamoor Tanker Corp.: Borag.
03187	N.V. Motorscheepvaart-Maatschappij Barbara: Atlantic Sun.
03184	Shipping Co. Atlantic Merchant I Inc.: Atlantic Merchant I.
01703	Proso Maritime Corp.: Proso.
01702	Aran Compania Naviera S.A.: Aran.
03830	Intercontinental Transport Corp.: Clarentia.
03833	Northern Seaways Carriers Corp.: Derby.
03834	Transcontinental Sea Carriers Corp.: Mantinia.
03832	Liberian Transocean Navigation Corp.: Violanda. Alexandra I.
01507	Kirk Star Co., Ltd.: Kirk Star.
04031	Intercontinental Shipping Corp.: Batna. Tebessa.
05012	Tynedale Shipping Co., Ltd.: Dart America.
02506	The Sheaf Steam Shipping Co., Ltd.: M/V Sheaf Tyne. M/V Sheaf Mount. M/V Sheaf Crest. M/V Sheaf Field.
02136	A/S Anatina: M/S Arabella. M/S Anatina. M/S Aquila.
01717	Billners Rederiaktiebolag: Gunilla Billner. Agneta Billner.
01052	Concord Line A/S: Sylvia Cord. Margaret Cord.
03773	Penntrans Co.: Penn Sailor. Penn Carrier.
05264	Oceanosun Compania Maritima S.A.: Bremen.
05091	Dansk Esso A/S: Esso Aalborg. Esso Denmark. Esso Stockholm. Esso Gothenburg. Esso Arhus.
02385	Kristiansands Tankrederi A/S, A/S Kristiansands Tankrederi II, A/S Kristiansands Tankrederi III, Aksjeselskapet Avant and Aksjeselskapet Skjoldheim: Polyglory. Polyana. Polyclipper.
02386	Kristiansands Tankrederi A/S, A/S Kristiansands Tankrederi II, A/S Kristiansands Tankrederi III, Aksjeselskapet Avant, Aksjeselskapet Skjold-

Certificate No.	Owner/operator and vessels
	heim and Aksjeselskapet Songvaar:
	Polykarp.
	Polycastle.
	Polystar.
	Polytrader.
03567---	A/S Eikland:
	T/S Skaumor.
02383---	Kristiansands Tankrederi A/S and A/S Kristiansands Tankrederi II:
	Sunpolynesia.
	Polyqueen.
05100---	Coral Petroleum Co., Ltd.:
	Esso Andina.
	Esso Antilles.
	Esso Islander.
01465---	Scottish Ship Management Ltd.:
	Cape Clear.
	Temple Hall.
	Baron Belhaven.
	Temple Bar.
	Cape Horn.
	Cape Race.
	Cape Franklin.
	Cape Rodney.
	Cape Nelson.
	Baron Forbes.
	Baron Dunmore.
	Cape St. Vincent.
	Cape Wrath.
	Cape Sable.
	Cape York.
	Temple Arch.
	Baron Renfrew.
	Baron Cawdor.
	Baron Ardrossan.
	Cape Howe.
03290---	Ford Motor Co.:
	Robert S. McNamara.
	Benson Ford.
	Henry Ford II.
	Ernest R. Breech.
	John Dykstra.
	William Clay Ford.
04428---	Franco Compania Naviera S.A.:
	Kimo.
	Spio.
	Proto.
	Eftyhia.
	Oakland Star.
	Evgenia.
	Amfitriti.
	Violetta.
	Rodon.
	Magnolia.
	Pilotis.
	Anette.
	Campanula.
01248---	Dampskibs A/S Avenir, Skibs A/S Beaumont, Skibs A/S Beaulieu, Skibs A/S Beaufort, Skibs A/S Seattle:
	Beauregard.
	Beau.
	Beau Geste.
	Beaufort.
	Beaumont.
	Beauval.
01230---	Skibs A/S Oiltank:
	Belline.
	Bellami.
	Belmona.
	Hoegh Belmar.
04362---	Courtage & Transports S.A.:
	Fribourg.
	Marsouin.
04062---	Apollo Maritime Inc.:
	Ruthie Michaels.
03427---	Fukuho Kaiun Sangyo K.K.:
	Koho Maru.
	Shoho Maru.
05265---	Oceanostar Compania Maritima S.A.:
	Valencia.
03464---	Myojo Boeki K.K.:
	Myojomaruno.32.
01825---	Gustav Droehse:
	Ilse Klint.
	Dovnsklint.
03458---	Matsuoka Kisen Kabushiki Kaisha:
	Wellington Maru.
	Akibasan Maru.
	Shosei Maru.
	Hide Maru.
	Andes Maru.
	Kibi Maru.
	Shutoh Maru.
	Harriet Maru.
	Hohkokusan Maru.
04572---	Compania Iberica de Navegacion & Pesca, S.A.:
	Ana Maria Barreras.
04569---	Marasia, S.A.:
	La Rioja.
	Indico.
03075---	Frimail S.A.C.I.:
	Ballenita.
05263---	Oceanomar Compania Maritima S.A.:
	Kilima.
01221---	Skibsaktieselskapet Nordhav. Skibsaktieselskapet Sydhav Skibsaktieselskapet Osthav:
	M/T Nordhav.
	M/T Vesthav.
	M/T Sydhav.
05253---	Drake Shipping Ltd.:
	Golden Drake.
03531---	Yuyo Kaiun K.K.:
	Yuyo Maru No. 10.
	Yuyo Maru No. 2.
	Yuyo Maru.
	Yuyo Maru No. 8.
	Kathryn Maru.
04045---	A/S F. A. Bugge:
	Tide Crown.
03426---	Fujitoko Kisen K.K.:
	Fujitoko Maru.
03493---	Seizan Kaiun K.K.:
	Masa Maru.
03422---	Daiwa Kaiun Kabushiki Haisha:
	Ellice Maru.
	Fiji Maru.
	Tahiti Maru.
	Samoa Maru.
	Biak Maru.
	Palau Maru.
	Ryukai Maru.
03489---	Sanwa Shosen K.K.:
	Wrangell Maru.
	Juneau Maru.
	Reiho Maru.
	Yamamiya Maru.
	Yamakiyo Maru.
	Yamaoki Maru.
	Kisoharu Maru.
	Yamaasa Maru.
03490---	Sato Kisen K.K.:
	Yamafuji Maru.
03430---	Hasshin Senpaku Yugen Kaisha:
	Shin-Ei Maru.
	Shin-Ei Maru No. 8.
	Shun-Sho Maru.
02933---	Oceanic Development Inc.:
	Reefer Tuna.
04846---	Prime Shipping Corp.:
	Prime Ocean.
03617---	Toko Senpaku K.K.:
	Shoyo Maru.
	Eishin Maru.
03003---	Eratini Compania Naviera S.A., Panama:
	Tolofon.
03702---	Demimar Compania Maritima S.A.:
	Athena.
01943---	National Iranian Tanker Co. (Monrovia) Ltd.:
	S/S Farah Pahlavi.
	S/S Reza Pahlavi.
02999---	Ormos Maritime Co., Ltd., Cyprus:
	Jane.
04570---	Sol Transport, S.A.:
	Sol River.
01910---	Deutsche Dampfschifffahrts-Gesellschaft Hansa:
	Goldenfels.
	Gutenfels.
	Sternenfels.
	Steinfels.
	Uhenfels.
	Falkenfels.
	Werdenfels.
	Wallenfels.
	Wildenfels.
	Wachtfels.
	Wasserfels.
	Birkenfels.
	Schonfels.
	Crostafels.
	Hohenfels.
	Kybfels.
	Treuenfels.
	Axenfels.
	Argenfels.
	Rotenfels.
	Kandelfels.
	Braunfels.
	Barenfels.
	Lindenfels.
	Liebenfels.
	Rabenfels.
	Lichtenfels.
	Marienfels.
	Neidenfels.
	Ockenfels.
	Neuenfels.
	Spitzfels.
	Greiffenfels.
	Drachenfels.
	Frauenfels.
	Freienfels.
	Ehrenfels.
	Stahleck.
	Brunneck.
	Mariaeck.
03474---	Nippon Suisan K.K.:
	Nippon Maru.
	Matsushima Maru No. 3.
	Matsushima Maru No. 2.
	Matsushima Maru.
	Miyajima Maru.
	Nojima Maru.
	Zao Maru.
	Tone Maru.
02684---	H. F. Cordes & Co.:
	M/S Ludmila C.
05084---	Naviera Amazonica Peruana S.A. (Peruvian Amazon Line):
	Yacu-Mama.
03242---	Interessentskapet 401:
	Sandar.
02562---	Marcima Compania Naviera S.A.:
	Doros.
03470---	Nikko Kaiji K.K.:
	M/S Shunyo Maru.
	M/S Yuyo Maru.
	M/S Toyo Maru.
	M/S Kaiyo Maru.
03332---	Compania Naviera Romano, S.A.:
	Verona.
02775---	Antillana Delmar S.A.:
	Santa Katerina.
02187---	Egil Naesheims Rederi A/S:
	Varodd.
04312---	Noank Navigation, Inc.:
	S/S Mystic Mariner.
01343---	Hamburg-Sudamerikanische Dampfschifffahrts-Gesellschaft Eggert & Amsinck:
	Cap Roga.
	Cap Blanco.
	Santa Rosa.
	Santa Rita.
	Cap Norte.
	Cap Vilano.

Certificate No.	Owner/operator and vessels
	Cap Finisterre.
	Polarlicht.
	Polar Paraguay.
	Polar Uruguay.
	Polar Brasil.
	Polar Argentina.
	Polar Ecuador.
03010---	Wallenius Bremen G.m.b.H.:
	Parsifal.
	Undine.
	Tosca.
04050---	A/S Uglands Rederi:
	Bergevik.
	Danita.
	Lisita.
	Sarita.
	Vivita.
	Senorita.
	Livanita.
	Angelita.
	Margarita.
	Evita.
	Favorita.
	Carmencita.
	Cilaos.
	Laurita.
	Torinita.
03593---	Socoa Shipping Co., Ltd.:
	Sokorri.
02710---	Lynwood Marine Panama S.A.:
	Olympic Alliance.
02711---	Grafton Shipping Panama S.A.:
	Olympic Armour.
02665---	Ubersee-Schiffahrtsgesellschaft Schmidt & Co. KG.:
	Bodil Schmidt.
02284---	Gypsum Transportation, Ltd.:
	Gypsum Duchess.
	Gypsum Countess.
	Gypsum Empress.
	Gypsum Prince.
	Gypsum Queen.
05229---	Gibleh Shipping Co.:
	Gibleh.
04064---	Northern Navigation Co., Inc.:
	Minoan Bull.
03086---	Pacific Union Marine Corp.:
	Oceanic Amity.
03905---	Goldstone Shipping Corp., Monrovia.:
	Goldstone.
01888---	Knappton Towboat Co.:
	KT 251.
02166---	Jan-Erik Dyvi Skipsrederi:
	Dyvi Atlantic.
	Dyvi Pacific.
	Dyvi Oceanic.
05161---	Dolphin Shipping Co.:
	Bluedolphin.
03772---	Nauta Corp.:
	Neddy.
04787---	D. Frampton & Co., Ltd.:
	Glencoe.
04140---	Teta IV Compania Naviera S.A.:
	Tzina M.
02174---	Chandris America Lines S.A.:
	Amerikanis.
03704---	Tank Barge 31, Inc.:
	Barge Cordova.
03549---	Interessentskapet Essi Camilla:
	Essi Camilla.
03405---	Crimar, Inc.:
	Kos.
	Kassos.
03477---	Nissui Kaiun K.K.:
	Seiko Maru.
	Toko Maru.
	Nanko Maru.
	Hokko Maru.
	Harukaze Maru.
	Asakaze Maru.
05223---	Atlas Maritime S.A.:
	Atlas Enterprise.
04282---	Kommanditselskapet Norvest:
	Norvest.
01690---	Santa Maria Shipowning & Trading Co., S.A.:
	S/S Santa Maria.
02034---	The Australind Steam Shipping Co., Ltd.:
	Armadale.
	Araluen.
	Australind.
03224---	Sameiet Troika V/Gerhard M. Gerhardsen:
	M/V Troika.
04208---	Partenreederei M.V. Alsterdamm:
	Alsterdamm:
01517---	Salamis A/S:
	Skausund.
	Stolt Skaukar.
	Skaustrand.
	Skauborg.
01325---	O. H. Meling:
	M/S Stav Viking.
03180---	Branch Lines, Ltd.:
	Ludger Simard.
	Edouard Simard.
	Jos Simard.
	Maplebranch.
	Elmbranch.
	Sprucebranch.
	Willowbranch.
	Cedarbranch.
04421---	Compania Maritima Laconia, Ltd.:
	M/T Lacon.
03526---	Uwajima Shosen K.K.:
	Shinkai Maru.
	Nippon Hamu Maru No. 1.
	Daisy.
	Iris.
	Freesia.
04826---	Ithaca Star Shipping, Ltd.:
	Stolt Ithaca.
04827---	Thassosmar Shipping Corp.:
	Mentor.
04829---	Bright Star Steamship Co., Inc.:
	Captain John.
04828---	Marship Co.:
	Mariner.
04825---	Marina Shipping Co., Inc.:
	Captain Victor.
04663---	Leduma Compania Maritima S.A. (Panama):
	Costaflora.
05093---	Esso Marine (Belgium) S.A.:
	Esso Ghent.
	Esso Liege.
	Esso Brussels.
03199---	N.V. Motorscheepvaartmaatschappij Santa Maria:
	Santa Maria.
04063---	Minoan Shipping Inc.:
	Minoan Star.
03654---	Transatlantic Tramp Ships, Inc., Liberia:
	Mount Katherina.
	Mount Eden.
	Chihaya.
03089---	Transpacific Lines, Inc.:
	Hongkong Beauty.
	Hongkong Truth.
	Hongkong Surety.
01105---	Tschudi & Eitzen:
	M/S Sibotre.
	M/S Siboto.
	M/S Siboen.
01166---	Fairsail Carriers Corp.:
	Carina.
03578---	Dabinovic S.A.:
	Armelle.
	Toni.
	Natalia.
	Angela.
03419---	Daiichi Tanker K.K.:
	Sanpo Maru.
03483---	Sankyo Kaiun Kabushiki Kaisha:
	Kyoten Maru.
03476---	Nissin Kisen K.K.:
	Shin-Yo Maru.
	Japan Hickory.
	Japan Azalea.
	Japan Cedar.
02953---	Orchid Tanker, Inc.:
	Ocean Lion.
04249---	Petroleo Brasileiro S.A.:
	Hamilton Lopes.
	Presidente Washington Luiz.
	Horta Barbosa.
	Presidente Wenceslau.
	Presidente Campos Salles.
	Presidente Deodoro.
	Presidente Floriano.
	Presidente Getulio.
	Presidente Prudente de Moraes.
	Irati.
	Itororo.
	Ipanema.
	Candeias.
	Aratu.
	Itaparica.
	Taquipe.
	Buracica.
	Jaculpe.
	D. Joao.
	Carmopolis.
	Querera.
	Agua Grande.
	Pojuca.
	Petrobras Oeste.
	Petrobras Sudoeste.
	Petrobras Nordeste.
	Presidente Dutra.
	Presidente Epitacio Pessoa.
	Cassarongongo.
01592---	Nereide Shipping Corp.:
	Nereide.
03101---	Pacific Bulk Carriers, Inc.:
	Atlantic Hope
01516---	Royal Caribbean Cruise Line A/S:
	Nordic Prince.
	Song of Norway.
03417---	Daien Reizo K.K.:
	Daien Maru No. 21.
	Daien Maru No. 28.
	Daien Maru No. 31.
	Daien Maru No. 18.
05094---	La Columbia Societa Marittima Per Azioni:
	Esso Augusta.
	Esso Milano.
	Esso Torino.
	Esso Napoli.
	Esso Trieste.
	Esso Roma.
	Esso Venezia.
	Esso Torino.
	Esso Milano.
04046---	A/S Mosbulkers:
	M/S Mosbay.
	M/S Mosgulf.
	M/S Mosengen.
	M/S Mostangen.
03008---	Rederi Am Walltank:
	Soya-Atlantic.
	Don Carlos.
	Don Juan.
	Traviata.
01429---	Pacific Maritime Services, Ltd.:
	William Wheelwright.
03475---	Nissho Kisen K.K.:
	Michian Maru.
	Nikko Maru.
	Kaho Maru.
	Cactus Maru.
	Nitten Maru.
	Nichiyu Maru.
	Saganoseki Maru.
	Seiho Maru.
	Nissho Maru.
01887---	Oretea S.P.A.—Palermo (Italy):
	Mirto.
01553---	Rederi-Interessentskabet AF 1956:
	Aase Nielsen.
01462---	The Ropner Shipping Co., Ltd.:
	Stonepool.
	Thirlby.

Certificate No.	Owner/operator and vessels
	Wandby.
	Bridgepool.
01705---	Vulcan Shipping Co., S.A.:
	Ephestos.
01706---	Athlos Compania Naviera S.A.:
	Athlon.
03922---	Tankschiffreederei MT St. Jacobi Rudolf A. Oetker KG.:
	St. Jacobi.
03352---	Eastern Union Marine Corp., Inc.:
	M/V Eastern Union.
02154---	Seamar Shipping Corp.:
	Docebay.
05146---	Skips A/S Manitowoc:
	Bestum.
01700---	Roston Maritime Corp.:
	Altis.
01699---	Adonis Compania Naviera S.A.:
	Adonis.
01698---	Pleione Maritime Corp.:
	Ikaros.
01463---	Hopemount Shipping Co., Ltd.:
	Hopecrag.
01460---	Evan Thomas Radcliffe and Co., Ltd.:
	S.T.S. Llangorse.
	S.T.S. Llanishen.
02401---	Rob Sloman Jr.:
	Sloman Alsterpark.
	Sloman Alstertor.
04177---	Aegeus Shipping Co., Ltd.:
	King Agamemnon.
	King Cadmus.
	King Theras.
	King Peleus.
	King Alexander the Great.
	King Leonidas.
	King Nestor.
	Aspasia Nomikos.
	King Theseus.
	King Minos.
02156---	Lorentzens Skibs A/S:
	Jane Stove.
	Magnus Stove.
	Robert Stove.
	Mary Stove.
	Johs Stove.
	Sally Stove.
	Alette Stove.
03103---	United Overseas Tankers, Inc.:
	Oceanic Greeting.
03083---	Overseas Maritime Co., Inc.:
	Hongkong Clipper.
	Hongkong Merchant.
	Hongkong Mariner.
	Pacific Telstar.
03084---	Oceanic Tankers, Inc.:
	Oceanic Liberty.
	Oceanic Freedom.
03102---	Pan American Bulk Carriers Inc.:
	Pacific Defender.
03085---	Trinidad Maritime Industries, Ltd.:
	Atlantic Splendour.
03098---	Pacific Tankers, Inc.:
	Pacific Satellite.
03099---	Oriental Tankers, Inc.:
	Oriental Challenger.
03100---	Oceanic Bulk Carriers, Inc.:
	Oriental Envoy.
03082---	Atlantic Petroleum Carriers, Inc.:
	Atlantic Endeavour.
03097---	Eastern Bulk Carrier and Tankers, Inc.:
	Oriental Pioneer.
04206---	Partrederiet for M/S Daphne:
	M/S Daphne.
03310---	Attica Maritime Ltd.:
	Mt. Amerfin.
03309---	Evie Navigation Co., Ltd.:
	MV Global Trader.
04205---	Partrederiet for M.S. Grimland:
	M/S Grimland.
04204---	Partrederiet for M.S. Sonette:
	M/S Sonette.
04203---	Partrederiet for M.S. Citadel:
	M/S Citadel.
04207---	Partrederiet for M.T. Stolt Crown:
	Stolt Crown.
04211---	Partrederiet for M.T. Stolt Castle:
	Stolt Castle.
04399---	Armement Deppe S.A.:
	Anvers.
	Gand.
	Escaut.
	Mineral Ougree.
05182---	Empresa Maritima Del Estado:
	Pinguino.
	Lago Llanquihue.
	Lago Puyehue.
	Lago Rinihue.
	Lago Lanalhue.
	Lago Maihue.
	Lago Hualaihue.
02194---	Compagnie Generale Transatlantique:
	Fort Pontchartrain.
	Ville de Mexico.
	Fort Frontenac.
	Fort Niagara.
	Fort Fleur D'Epee.
	Fort de France.
	Fort Crevecoeur.
	Fort D'Orleans.
	Fort Josephine.
	Fort Trinite.
	Fort La Reine.
	Fort Sainte Marie.
	Pointe Allegre.
	Pointe Des Colibris.
	Pointe Marin.
	France.
	Anjou.
	Auvergne.
	Caraibe.
	Carbet.
	Carimare.
	Chicago.
	Cleveland.
	Desirade.
	Guadeloupe.
	Martinique.
	Guyane.
	La Coubre.
	La Hague.
	Magellan.
	Maryland.
	Michigan.
	Mississippi.
	Rochambeau.
	Suffren.
	Winnipeg.
	Jacques Cartier.
03447---	K. K. Kyokuyo:
	Akitsu Maru No. 7.
	Akitsu Maru No. 3.
	Akitsu Maru No. 6.
	Kyo Maru No. 10.
	Kyo Maru No. 25.
	Kyo Maru No. 11.
	Chiyoda Maru No. 5.
	Kyo Maru No. 23.
	Kyo Maru No. 12.
	Kyo Maru No. 27.
	Kyo Maru No. 15.
	Chiyoda Maru No. 3.
	Chiyoda Maru No. 2.
	Chiyoda Maru.
	Taishin Maru No. 23.
	Taishin Maru No. 22.
	Taishin Maru No. 12.
	Kyokusan Maru.
	Kyokuyo Maru No. 3.
03484---	Sanko Kisen K.K.:
	Ryuko Maru.
	Daiko Maru.
	Kaiko Maru.
	Kokko Maru.
	Caspi Maru.
	Geiko Maru.
	Aiko Maru.
	Bunko Maru.
	Zenko Maru.
	Jinko Maru.
	Wako Maru.
	St. Lawrence Maru.
	Montreal Maru.
	Kikuko Maru.
	Kako Maru.
	Kinko Maru.
	Hakuko Maru.
	Hiko Maru.
	Nagato Maru.
	Tanba Maru.
	Zuiko Maru.
	Juko Maru.
	Tenko Maru.
	Gekko Maru.
	Seiko Maru.
	Odessa Maru.
	Donau Maru.
	Kiev Maru.
	Volga Maru.
	Toko Maru.
02442---	Angfartygs Aktiebolaget Alfa:
	Estrella.
	Charlie.
	Sword.
	Newbury.
	Rhuys.
	Penelope.
	Agneta.
	Margareta.
	Berit.
	Fleur.
03902---	Rubystone Shipping Corp., Monrovia:
	Rubystone.
03903---	Silverstone Shipping Corp., Monrovia:
	Silverstone.
03901---	Lodestone Shipping Corp., Monrovia:
	Lodestone.
03904---	Gemstone Shipping Corp., Monrovia:
	Gemstone.
03530---	Yashima Kaiun K.K.:
	Mishima Maru.
	Suzukasan Maru.
	Sachishima Maru.
	Oshima Maru.
01304---	Furness Withy & Co., Ltd.:
	Nova Scotia.
	Newfoundland.
	Sagamore.
	Tudor Prince.
	Edenmore.
03452---	Kyoei Tanker K.K.:
	Ten-Ei Maru.
	Ritsuei Maru.
	Tsukushi Maru.
	Takamatsu Maru.
	Kasugai Maru.
	Tatsuno Maru.
	Koei Maru.
	Shin-Yo Maru.
	Atami Maru.
	Cen-Ei Maru.
04941---	Olau-Line Ltd.:
	Olau Mark.
	Olau Leif.
	Olau Nord.
	Olau Syd.
	Cap Melville.
	Cap Colville.
02679---	Partenreederei M/S Sally Isle:
	M/S Sally Isle.
04313---	Eastmount Shipping Corp.:
	S/S Susquehanna.
04790---	Marfuerza Compania Maritima S.A. and Australia Line S.A.:
	Ellinis.
01609---	N.V. Houtvaart:
	Vlist.
	Rotte.
	Rijn.
01191---	Leif Erichsens Rederi A/S & D/S A/S Forto:
	M/S Sungeira.
	M/S Ganja.

Certificate No.	Owner/operator and vessels
01211---	Selvaagbygg: Anne Mildred Brovig.
01593---	Nettuno Shipping Corp.: Nettuno.
04886---	Fertilia S.P.A. Compagnia di Navigazione: Cinzia D'Amato.
02384---	Kristiansands Tankrederi A/S Kristiansands II, Aksjeselskapet Avant and Akajeselskapet Skjoldheim: Polyduke. Polysaga. Polymonarch. Polyfreedom. Polycrown.
03258---	A/S Ganger Rolf—A/S Bonheur—A/S Borga—Den Norske Middelhavslinje A/S—A/S Jelolinjen: Borgsten. Borgen. Bollsta. Borgila.
02563---	Ion Shipping Co.: Pelagos.
03574---	Sameiet M/T Lincoln Ellsworth: Lincoln Ellsworth.
04049---	A/S Mosgulf Shipping Co.: M/S Quebec.
03550---	Interessentskapet Eskimo: Essi Gina.
02680---	Partenreederei M/S Weser Isle: M/S Weser Isle.
03478---	Nitta Kisen K.K.: Fushimi Maru. Chiyokawa Maru. Kasuga Maru.
04239---	Effy Shipping Corp.: Effy.
03480---	Osaka Senpaku K.K.: Ehime Maru. Chuetsusan Maru. Hoei Maru.
03690---	The Harbor Tug and Barge Co.: Barge Adak. Barge Attu. Barge Agattu. Barge Kiska. Barge Fairbanks. Barge Kenai. Barge Kodiak. Barge McKinley. Barge Nikiski. Barge 251. Barge 252. Barge Fir. Barge Hemlock. Barge H–32.
03835---	Liberian Ocean Cargo Corp.: Marathon. Castella.
03412---	Asahi Kaiun K.K.: Harima Maru. Tama Maru. Shinkyoku Maru. Okitsu Maru.
02678---	Partenreederei M/S Hope Isle: M/S Hope Isle.
03432---	Hinode Kisen K.K.: Atago Maru. Kumano Maru. Fuji Maru. Kamo Maru. Kibi Maru. Nachi Maru. Kasuga Maru. Meiji Maru. Shoryu Maru. Shokyu Maru.
03005---	Partenreederei M/S Salome Karl Geuther & Arthur Schnitger: Salome.
01547---	Costa Armatori S.P.A.: Eugenio C. Federico C.
03308---	Intercontinental Maritime Ltd.: Carla C. Flavia. Evie G. Chimples.
01232---	Rolf Wigands Rederi A/S: M/S Andwi. M/T Borwi. M/S Gerwi. M/T Jonwi. M/S Nanfri. M/S Rolwi. M/T Team Astwi. M/T Harwi.
04020---	Skips A/S Agnes (Einar Saanum): Rona. Ronaville. Ronabay. Ronacastle. Ronariver.
03310---	Fieldston Navigation Co., Inc.: C & K Unity.
03311---	Acacia Navigation Ltd.: Christine G. Chimples.
03312---	Adonis Navigation Co., Ltd.: M/T Zaneta III.
03307---	Aaron Maritime Co., Ltd.: M/V Frieda.
05211---	Utica Maritime Shipping Co. Inc.: Virgo.
01853---	Liberian Oceanways Corp.: Dimitrios D.M.
02168---	D/S A/S Vestland: M/S Vestland. M/S Polarland. M/S Sneland I.
01692---	Santa Cecilia Co., S.A.: M/V Santa Constance. M/V Captain Anastassis.
01691---	Santa Alicia Compania Naviera, S.A.: M/V Santa Alicia.
01693---	Prometheus Shipping Co. S.A.: Prometheus.
03284---	The Indo-China Steam Navigation Co., Ltd.: Eastern Trader. Eastern Moon. Eastern Ranger. Eastern Rover.
01723---	Transnorge Inc.: S/S Rio San Juan. S/S Rio Grande.
01181---	Smith Sorensens Tankrederi A/S: M/V Orunda. M/V Orion. M/T O. B. Sorensen. M/T Orator.
01644---	Compania Alcyonia de Navegacion S.A. Panama: Alkyon.
01226---	I/S Stove Tradition: M/S Stove Tradition.
05214---	Cosmic Shipping and Enterprises Inc.: M/T Golden Eagle.
01645---	Compania Corinthia de Navegacion S.A. Panama: Alouette.
02663---	Partenreederei M/S Braunsfeld Korrespondentreeder Hans Kruger G.m.b.H.: Nicosia.
01803---	Texas City Refining, Inc.: S/S Four Lakes. S/S The Cabins. S/S Thalia.
01201---	K/S A/S Lysefjell & Co.: Lysefjell.
01222---	I/S M/S Frio Carrier (Managing Owner S. L. Paulsen, Bergen): M/S Frio Carrier.
01225---	Johan Horns Rederi A/S: Ingeren.
01461---	Home Line Ltd.: Nimos.
01219---	Anders Jahres Rederi A/S: Jarosa.
02400---	Rob. M. Sloman, Jr., Schiffahrts K.G.: Sloman Senior. Sloman Biscaya.
03912---	Alvega Steamship Corp. S.A. Panama: Alvega.
01231---	Aktieselskapet Tonsbergs Hvalfangeri: Linde. Farmand. Blanca.
02660---	Partenreederei M/S Inge Kruger Korrespondentreeder Hans Kruger G.m.b.H.: Inge Kruger.
04937---	Progress Shipping Co.—Monrovia: Progress.
04938---	Newstar Shipping Co.—Monrovia: Newstar.
04047---	A/S Mosvold Bulktransport: T/T Mosking. T/T Mosqueen.
01242---	A/S Jensens Rederi III: M/T Cardo.
05147---	Arne Presthus Rederi A/S: Johs. Presthus. Helene Presthus. Aud Presthus. Anna Presthus. Arne Presthus.
04885---	La Verendrye Line Ltd.: Eaglescliffe Hall. Westcliffe Hall.
04973---	Aristides Steamship Co. S.A.: S/S Aristides.
01941---	Persian Gulf Tanker Co., Ltd.: S/S Persian Commander.
05231---	Khamsin Shipping Inc.: Khamsin.
01942---	National Iranian Tanker Co. (Nederland) N.V.: Mohamed Reza Shah. Reza Shar the Great.
05179---	Navigazione Quattro Venti: M/V Libra.
05178---	Societa Ligure di Armamento: M/V Orfeo. M/V Tideo. M/V Atreo.
03453---	Kyosei Kisen Kabushiki Haisha: Yeisen Maru. Houmei Maru. Yeikaku Maru. Seisho Maru. Seizan Maru. Seikei Maru. Seiyu Maru.
04141---	Kama Macedonian Maritime Exploitations & Enterprises Co., Ltd.: Georgios.
03461---	Mikame Kaiun K.K.: Sanai Maru.
03455---	Marukichi Kisen K.K.: Marukichi Maru No. 3.
05162---	Helgot Shipping Corp.: Helgoland.
03774---	Penn Tanker Co.: Penn Champion. Penn Challenger.
03250---	Bergnings—& Dykeri A.B. Neptun: Neptun. Poseidon.
05269---	Aegean Bulk Transports S.A.: M/V Aegean Wave.
04960---	Scheepvaartbedrijf Lady Sophie N.V.: Lady Sophie.
04959---	Scheepvaartbedrijf Lady Jane N.V.: Lady Jane.

Certificate No.	Owner/operator and vessels
03471---	Nippo Kisen Kabushiki Haisha:
	Horyu Maru.
	Homei Maru.
	Houn Maru.
	Hokyo Maru.
04077---	Fritzen Schiffsagentur und Bereederungs—G.m.b.H.:
	Mozart.
	Balbina.
	Darius.
	Johannes Fritzen.
	Elisabeth Entz.
	Dorado.
	Delphina.
	Helma Entz.
	Anna Katrin Fritzen.
	Susanne Fritzen.
	Stolt Fritzen.
02829---	Sociedad Naviera Pan-Europa, S.A.:
	Eagle.
	Bianca.
	Alvee.
	Springwater.
	Folaga.
03465---	Nagoya Kisen Kabushiki Kaisha:
	Gyokuyo Maru.
	Meishun Maru.
	Nansho Maru.
	Shinsho Maru.
03467---	Nichiro Gyogyo K.K.:
	Akebono Maru No. 15.
	Shinano Maru.
	Meisei Maru No. 2.
	Kizan Maru
	Meisei Maru.
	Chichibu Maru.
	Hiroshima Maru.
	Akebono Maru No. 71.
	Akegono Maru No. 72.
	Chichibu Maru No. 2.
	Akebono Maru No. 52.
	Haruna Maru No. 2.
	Akebono Maru No. 51.
	Kuroshio Maru No. 35.
	Sekishiyu Maru.
	Seisho Maru No. 10.
	Kuroshio Maru No. 32.
	Akebono Maru No. 12.
	Akebono Maru No. 17.
	Akebono Maru No. 18.
	Shunyo Maru No. 18.
	Shinnichi Maru No. 31.
	Taian Maru No. 118.
	Akebono Maru No. 11.
	Zuihou Maru No. 8.
	Akebono Maru No. 20.
	Akebono Maru No. 21.
	Akebono Maru No. 22.
	Kuroshio Maru No. 28.
	Akebono Maru No. 16.
	Kuroshio Maru No. 38.
	Kuroshio Maru No. 37.
	Kuroshio Maru No. 15.
05271---	Compania Chilena de Navegacion Interoceanica:
	Antartico.
	Allipen.
04345---	Interocean Freighters Transport Corp.:
	Andros Mariner.
02288---	Cosarma:
	Aurora.
	Alberto Bennati.
	Fiaccola.
	Brezza.
03485---	Sanoyasu Shoji K.K.:
	M/V Kintal Maru.
	M/V Kinryu Maru.
05163---	Argus Navigation Corp.:
	Navia.
03435---	Horie Senpaku K.K.:
	Shinko Maru.
01694---	Invicto Maritime Corp.:
	Frinton.
01704---	Argos Shipping Co., Inc.:
	Argos.
03787---	Alkaid Steamship Corp. S.A. Panama.:
	Alkaid.
03788---	Alkor Steamship Corp. S.A. Panama:
	Alkor.
03790---	Alkes Shipping Corp., Monrovia:
	Alkes.
03789---	Alrai Shipping Corp., Monrovia:
	Alrai.
03791---	Alioth Shipping Corp., Monrovia:
	Alioth.
05102---	Petromar Sociedad Anonima de Navegacion:
	Petromar Cordoba.
	Petromar Mendoza.
	Petromar Bahia Blanca.
	Petromar Campana.
	Petromar Rio Negro.
05099---	Esso Standard Eastern Tankers, Ltd.:
	Esso Port Dickson.
	Esso Yokohama.
	Esso Adventure.
05101---	Esso Standard Oil Co. (Uruguay) S.A.:
	Esso Uruguay.
	Esso Punta Del Este.
05103---	Imperial Oil Ltd.:
	Imperial Nanaimo.
	I.O.L. No. 6.
	Imperial Lachine.
	Imperial Verdun.
	Imperial Dartmouth.
	Imperial Windsor.
	Imperial Cornwall.
	Imperial London.
	Imperial Collingwood.
	Imperial Skeena.
	Imperial Quebec.
	Imperial Sarnia.
	Imperial Acadia.
	Imperial Bedford.
	Imperial St. Lawrence.
05261---	Naviera Interoceangas S.A.:
	Copernico.
03448---	Kobe Senpaku K.K.:
	No. 7 Kobe Maru.
	Kobe Maru.
03450---	Kotani Kaiun Goshi Kaisha:
	Kyokuyo Maru.
02159---	A. Kirsten:
	Virgilia.
03201---	Sirara Shipping Co., Inc.:
	Sirara.
03521---	Tokushima Kisen K.K.:
	Tokuyo Maru.
	Choyo Maru.
	Kotoku Maru.
	Tokushima Maru.
03420---	Kainichi Kaiun Kabushiki Kaisha:
	Nittou Maru.
	Nikkyou Maru.
	Miki Maru.
	Miyoshi Maru.
	Nisshu Maru.
	Nippou Maru.
	Miasa Maru.
	Nittyu Maru.
04992---	Rederij M/S Adriatic:
	Adriatic.
01578---	Harald Jacobsen Shipping A/S:
	M/S Janja.
	M/S Janca.
	M/S Janne.
01696---	Minerva Maritime Corp.:
	Dimitrios.
03885---	Transoceanic Transportation Co.:
	Iliade.
	Phenix-1.
03884---	Northatlantic Corp.:
	Olympie.
04976---	F. Theodorides:
	M/V Aristoteles.
	M/V Calliroy.
05090---	Esso Petroleum Co., Ltd.:
	Esso Cambria.
	Esso Scotia.
	Esso Ulidia.
	Esso Northumbria.
	Esso Anglia.
	Esso Bernicia.
	Esso Mercia.
	Esso London.
	Esso Yorkshire.
	Esso Lancashire.
	Esso Pembrokeshire.
	Esso Hampshire.
	Esso Warwickshire.
	Esso Newcastle.
	Esso Cardiff.
	Esso Lincoln.
	Esso Edinburg.
	Esso Portsmouth.
	Esso Salisbury.
	Esso Westminster.
	Esso Oxford.
	Esso York.
03909---	Almizar Shipping Corp., Monrovia:
	Almizar.
03907---	Fairstar Shipping Corp., Monrovia:
	Fairstar.
03911---	Alnair Shipping Corp., Monrovia:
	Alnair.
03908---	Fairline Shipping Corp., Monrovia:
	Fairsky.
03906---	Starstone Shipping Corp., Monrovia:
	Starstone.
03910---	Altanin Shipping Corp., Monrovia:
	Altanin.
01940---	Partrederiet Maerskgulf:
	Svengulf.
	Dangulf Maersk.
01356---	Vesteraalens Dampskibsselskab:
	Nordland.
01324---	Rederiet Lindinger A/S:
	Lindinger Pearl.
03518---	Tokyo Senpaku K.K.:
	Toyota Maru No. 8.
	Mito Maru.
03520---	Tokyo Shosen K.K.:
	Banshu Maru No. 2.
	Chuyo Maru.
	Banshu Maru No. 31.
	Shuyo Maru.
	Hoyo Maru.
	Seiko Maru.
	Genyo Maru.
03403---	Apollo Shipping Co. S.A.:
	Hermione.
03536---	Herlofson Shipping Co. A/S:
	M/S Bulk Prospector.
	M/T Tank Monarch.
	M/S Black Osprey.
	M/S Black Eagle.
	M/S Hoegh Heron.
	M/T Tank Rex.
03620---	Tank Barge 17, Inc.:
	Barge 17.
01079---	Stevinson Hardy (Tankers) Ltd.:
	Edward Stevinson.
03068---	Pacific Shipping Co., Ltd.:
	New Mui Kim.
04038---	Carbosider Society di Navigazione S.P.A.:
	Oscar Sinigaglia.
	Giovanni Agnelli.
	Luigi Orlando.
05226---	Cap Sounion Compania Naviera S.A.:
	Cap Sounion.
03077---	Bulk Food Carriers, Inc.:
	S/S Rice Queen.
03525---	Tsurumi Yuso K.K.:
	Kakuyu Maru.
	Karurei Maru.

Certificate No.	Owner/operator and vessels
03523---	Tosho Kaiun Kabushiki Kaisha:
	Seisho Maru No. 2.
	Yukikaze Maru.
05056---	Ocean Lines, Ltd.:
	Gleneagles.
	Coverdale.
04591---	Jose Manuel Pombo:
	San Remo.
03009---	Rederi Ab Wallenco:
	Elektra.
	Otello.
01200---	A/S Luksefjell and A/S Rudolf:
	Haukefjell.
	Sirefjell.
	Ternefjell.
02629---	Partenreederei MS Ino, Kiel:
	Boston Express.
03096---	International Export Lines, Ltd.:
	Hongkong Weaver.
	Hongkong Exporter.
	Hongkong Knight.
04213---	Container Marine Belgium S.A.:
	Dart Europe.
03431---	Heiwa Kisen K.K.:
	Toshiwa Maru.
02557---	Fanny Shipping Co.:
	Fanny.
04397---	DS-Tankschiff Reederei G.m.b.H. & Co. KG.:
	Oliver.
04056---	Ugland Shipping Co. A/S, Jorgensens Rederi A/S, Skips A/S Kysten.
	Bonita.
	Norita.
04564---	Yamashita-Shinnihon Kisen Kaisha:
	Yasutama Maru.
	Hien Maru.
	Yamabishi Maru.
	Yamaju Maru.
	Yamamizu Maru.
	Iyoharu Maru.
	Asia Maru No. 3.
	Kazutama Maru.
	Kiiharu Maru.
	Niihata Maru.
	Wakahata Maru.
	Kakogawa Maru.
	Yusui Maru.
	Reisui Maru.
	Tonami Maru.
	Keigo Maru.
	Kimihata Maru.
	Shinzan Maru.
	Eigo Maru.
	Shinnichi Maru.
	Yamahide Maru.
	Beishu Maru.
	Tohgo Maru.
	Yamahata Maru.
	Daiho Maru.
	Oji Maru.
	Kashu Maru.
	Kotoura Maru.
	Shinko Maru.
	Yoshu Maru.
	Yamaaki Maru.
	Yamataka Maru.
	Yamakimi Maru.
	Yamawaka Maru.
	Igaharu Maru.
	Kamoharu Maru.
	Shigaharu Maru.
	Tagaharu Maru.
	Sadoharu Maru.
	Yamatoshi Maru.
	Toshaharu Maru.
	Suwaharu Maru.
	Yamatoyo Maru.
	Ho-O Maru.
	Yamatada Maru.
	Yamatsuki Maru.
	Yamakuni Maru.
	Hiyeharu Maru.
	Yamaharu Maru.
04566---	Ken Hieng Navigation Co. Ltd.:
	Kensei Maru.
04977---	Royal Tankers, Inc.:
	Royal Venture.
03771---	Neptune Corp.:
	Nautilus.
	Nautica.
02244---	Transmaritima Del Plata, Compania de Navegacion, Sociedad Anonima Comercial:
	Pampamar.
05038---	Carbonore Corp.:
	Deneb.
04811---	Golarfreeze, Inc.:
	Golar Freeze.
03175---	Fulship Greek Maritime Co. S.A.:
	Tzelepi.
02770---	Viamonte Sociedad Maritima Panama S.A.:
	Olympic Storm.
03190---	Ea Shipping Co. Inc.:
	Ea.
02745---	Saint Nicholas S.A.:
	Saint Mary.
01611---	Helge R. Myhre:
	Helice.
	Helen.
03522---	Tokyo Teion Reizo K.K.:
	Wakagi-Maru.
	Tsukishima-Maru.
03404---	Helios Shipping Co. S.A.:
	Alexandros S.
03246---	Borgships, Inc.:
	Viborg.
01557---	Knut Knutsen O.A.S.:
	Elisabeth Knudsen.
	Anna Knudsen.
	John Knudsen.
	Hilda Knudsen.
	Tore Knudsen.
	Martha Bakke.
	Ragna Bakke.
	Lloyd Bakke.
	Gudrun Bakke.
	Astrid Bakke.
	Kristin Bakke.
	Ellen Bakke.
	Emma Bakke.
	Anna Bakke.
	Gjertrud Bakke.
	Ogeka Bakke.
	Martin Bakke.
	Bakke Cooler.
	Bakke Reefer.
03611---	Villain & Fassio E Compagnia Internazionale di Genova Societa Riunite Di Navigazione S.P.A.:
	Carlin Fassio.
	Nando Fassio.
	Novia.
	Adriana Fassio.
	Maria Fassio.
	Picci Fassio.
	Ginevra Fassio.
	Antonietta Fassio.
03572---	K/S A/S Krohn Brekkes Rederi & Co.:
	Curling.
02180---	Frosso Shipping Corp. Ltd.:
	Maria K.
04409---	Burco Shipping Corp.:
	S/S Trojan.
03831---	Liberian Transatlantic Corp.:
	Attica.
05092---	Esso Belgium S.A.:
	Esso Antwerp.
01994---	Providence Shipping Co.:
	Commodore Charles H. Smith.
03071---	Sincere Navigation Corp.:
	Helena.
02752---	Seaford Marine S.A.:
	Olympic Flame.
04789---	Topsail Shipping Co., Ltd.:
	Topsail Star.
02827---	National Bulk Carriers, Inc.:
	Amtank.
	Hampton Roads.
	Nashbulk.
04414---	A/S Bisca:
	Binny.
02758---	Chester Navigation Co. S.A.:
	Olympic Cloud.
04346---	Interocean Oil Transport Corp.:
	Texanita.
02483---	Hilton Navigation Co. Inc., Panama:
	Maritime Pioneer.
02433---	Arcadia Reederei G.m.b.H. & Co.:
	Arcadia Berlin.
	St. Patrick.
03610---	N.V. Rederij Holland:
	Tubal.
05023---	The British Yukon Navigation Co., Ltd.:
	Klondike.
	Frank H. Brown.
01205---	Skibs A/S Lundegaard:
	Sunriver.
01217---	Interessentskapet Gas Master:
	Gas Master.
01195---	Halfdan Grieg, Ltd.:
	Happy Dragon.
01194---	A/S Berat:
	Panatlantic.
	Pancaribe.
01196---	Vaboens Rederi A/S:
	Herstein.
	Herulv.
01701---	Aramis Maritime Corp.:
	Aramis.
01715---	Alcione S.P.A.—Palermo:
	Amalfi.
	Simonetta.
01808---	Partenreederei M/S. Normannia Managers—Christian F. Ahrenkiel:
	Normannia.
01810---	Partenreederei M/S. Constantia Christian F. Ahrenkiel:
	Constantia.
01809---	Partenreederei M/S. Dalmatia Christian F. Ahrenkiel:
	Dalmatia.
01807---	Partenreederei M/S. Sunsaxonia Christian F. Ahrenkiel:
	Sunsaxonia.
03576---	Aktieselskapet Vigra:
	Anco Star.
03921---	Containerschiffreederei TS Columbus New Zealand Rudolph A. Oetker KG., Hamburg:
	Columbus New Zealand.
03064---	Societe Navale Caennaise:
	Niobe.
	Alcee.
	Circe.
	Nelee.
	Boree.
	Noe.
	Amalthee.
	Astree.
	Danae.
	Egee.
	Thisbe.
	Hebe.
	Thesee.
	Protee.
	Galatee.
	Aristee.
	Promethee.
	Calymene.
	Amphiope.
03428---	Hachiuma Kisen K.K.:
	Marusumi Maru.
	Hiro Maru.
	No. 3 Nikkei Maru.
	Kure Maru.
	Toyota Maru No. 6.
	Toyota Maru No. 5.
	Miyagi Maru.
	Horai Maru.

Certificate No.	Owner/operator and vessels
	Hozui Maru.
	Eishin Maru.
	Tamon Maru.
	Malay Maru.
03479---	Okada Shosen Kabushiki Kaisha:
	Owari Maru.
	Ohtsu Maru.
	Oiso Maru.
	Fugaku Maru.
	Tango Maru.
	Musashi Maru.
	Shin Honshu Maru.
	Toyota Maru No. 14.
	Matsushima Maru.
	Senyo Maru.
	Nagano Maru.
	Kyozui Maru.
	Toun Maru.
	Kyokei Maru.
	Seiun Maru.
	Kyomei Maru.
	Kyoyu Maru.
02286---	China Union Lines, Ltd.:
	Union East.
	Union Sunrise.
	Union Concord.
	Union Freedom.
	Union Companion.
	Union Enterprise.
	Kaohsiung Victory.
	Keelung Victory.
	Taipei Victory.
	Chungking Victory.
	Union Trader.
	Union Evergreen.
03434---	Hoko Suisan K.K.:
	Ogoto-Maru.
	Seta-Maru.
	Ohotsu Maru.
	Katata Maru.
	Mikami Maru.
	Yabase Maru.
	Hoko Maru No. 56.
	Hoko Maru No. 58.
	Hoko Maru No. 55.
	Hoko Maru No. 28.
	Hoko Maru No. 50.
	Hoko Maru No. 51.
	Hoko Maru No. 60.
04359---	Reederei Nord Klaus E. Oldendorff:
	M/S Nordfels.
	M/S Nordkap.
	M/S Nordwelle.
	M/S Nordwoge.
	M/S Nordstrand.
	M/S Nordmark.
	M/S Nordhaff.
	M/S Nordpartner.
	M/S Elisabeth Berger.
	M/S Nordlander.
	M/S Ingrid.
03468---	Nihonkai Kisen Kabushiki Kaisha:
	Shokai Maru.
	Wakabasan Maru.
	Shunkai Maru.
	Chokai Maru.
	London Maru.
	Tigris Maru.
	Tenkai Maru.
	Durban Maru.
	Port Louise Maru.
	Daioh Maru.
	Dainanoh Maru.
01168---	Rederiaktiebolaget Sally:
	Adeny.
	Berny.
	Dalny.
	Bonny.
	Dagny.
	Dalny.
	Gunny.
	Jenny.
	Lenny.
	Pegny.
	Ronny.
	Sanny.
	Signy.
	Solny.
	Valny.
	Viking 1.
01210---	A/S Brovigtank:
	Balla Brovig.
	Bente Brovig.
	Cate Brovig.
	Cecilie Brovig.
	C Is Brovig.
	Dea Brovig.
	G. C. Brovig.
	Gunda Brovig.
	Kristin Brovig.
	Margit Brovig.
	Randi Brovig.
04833---	Warren Petroleum Corp.:
	Puerto La Cruz.
	Port Everglades.
	City of Pensacola.
	City of Tampa.
	Cities Service Barge No. 1.
	City of Galveston.
	City of St. Marks.
	City of Corpus Christi.
	City of Tulsa.
	Panama City.
	City of Mobile.
	City of Houston.
	City of Port Arthur.
	City of Lake Charles.
02889---	Showa Kaiun K.K.:
	Kurusima Maru.
01861---	BP Tanker Co., Ltd.:
	British Argosy.
	British Mariner.
	British Ensign.
	British Commodore.
	British Captain.
	British Confidence.
	British Centaur.
	British Hussar.
	British Lancer.
	British Grenadier.
	British Cavalier.
	British Bombardier.
	British Guardsman.
	British Dragoon.
	British Diplomat.
	British Ambassador.
	British Prestige.
	British Venture.
	British Signal.
	British Light.
	British Lantern.
	British Comet.
	British Victory.
	British Soldier.
	British Sovereign.
	British Engineer.
	British Merchant.
	British Sailor.
	British Bulldog.
	British Skill.
	British Talent.
	British Adventure.
	British Fidelity.
	British Unity.
	British Tenacity.
	British Security.
	British Loyalty.
	British Liverty.
	British Poplar.
	British Laurel.
	British Vine.
	British Maple.
	British Ivy.
	British Fern.
	British Hawthorn.
	British Hazel.
	British Flag.
	British Officer.
	British Guardian.
	British Hero.
	British Oak.
	British Splendour.
	British Sportsman.
	British Seafarer.
	British Chivalry.
	British Resource.
	British Chancellor.
	British Patrol.
	British Vision.
	British Kestrel.
	British Crusader.
	British Cygnet.
	British Osprey.
	British Cormorant.
	British Reliance.
	British Freedom.
	British Merlin.
	British Fame.
	British Gunner.
	British Sergeant.
	British Corporal.
	British Explorer.
	British Inventor.
	British Admiral.
	British Commerce.
	British Holly.
	British Willow.
	British Beech.
	British Power.
	British Destiny.
	British Beacon.
	British Star.
	British Robin.
	British Trust.
	British Mallard.
	British Fulmar.
	British Gannet.
	British Kiwi.
	British Gull.
	British Curfew.
	British Swift.
	British Queen.
	British Duchess.
	British Statesman.
	British Judge.
	British Energy.
	British Aviator.
	British Architect.
	British Valour.
	British Courage.
	British Industry.
	British Justice.
	British Faith.
	British Trader.
	British Glory.
	British Honour.
	British Vigilance.
03433---	Hiroumi Kisen Kabushiki Kaisha:
	Japan Holly.
	Japan Laurel.
	Japan Walnut.
	Kodo Maru.
	Kokei Maru.
04422---	Hai Shang Navigation Corp.:
	Grand Commonwealth.
	Grand Corco.
05086---	Financiera Montanesa, S.A.:
	El Puntal.
04864---	Naviera Montanesa, S.A.:
	Valle Del Nervion.
	Isla de Marnay.
	Isla de Mouro.
04865---	Naviera de Castilla, S.A.:
	Pablo Garnica.
	Solares.
	Sardinero.
	Minas Conjuro.
	Pielagos.
04866---	Transportes de Petroleos, S.A.:
	Santander.
	Luis Pereda.
	Maria de Los Dolores.
03532---	Zuisei Kaiun Kabushiki Kaisha:
	Ryokko Maru.
	Tajima Maru.

Certificate No.	Owner/operator and vessels
01014	Robert Bornhofen Reedere:
	Falkstein.
	Hans Bornhofen.
	Louise Bornhofen.
	Hildegard Doerenkamp.
	Mia Maurer.
	Karin Bornhofen.
	Robert Bornhofen.
04469	Choshormaru Gyogyo Kabushiki Kaisha:
	Choshomaru No. 17.
	Choshomaru No. 11.
02270	Enso-Gutzeit Oskaeyhtio:
	Finn-Enso.
	Finnhawk.
	Finnarrow.
	Finnforest.
	Finnclipper.
	Finneagle.
05190	The Robertsport Navigation Co., Inc.:
	M/S Calli.
04250	Westminster Corp.:
	Preveza.
04252	Rendondo Shipping Co., Inc.:
	Keharitomeni.
04251	Aga Corp.:
	Athenoula.
04851	Atlantic Maritime Enterprises Co., Ltd.:
	Amphitryon.
05170	Universal Tramp Shipping Co. S.A.:
	Meltemi.
03315	Regulus Shipping Co. S.A.:
	Lotus.
04472	Henmi Gyogyo Kabushiki Kaisha:
	Konpiramaru No. 12.
	Konpiramaru No. 22.
04058	Ugland Bulk II:
	Andreas U.
04474	Fukucho Suisan Kabushiki Kaisha:
	Fukucho Maru No. 13.
04473	Toto Gyogyokkabushiki Kaisha:
	Tosuimaru No. 10.
	Tosuimaru No. 3.
03218	Latona N.V.:
	Anco Spray.
04818	Ocean Oil Associates, Inc.:
	Golar Jeanne Marie.
04870	Windsor Co. Ltd.:
	M/V Wayway.
	M/V Windford.
01427	The Pacific Steam Navigation Co.:
	Orcoma.
	Pacific Exporter.
	Oropesa.
	Orita.
	Potosi.
04820	Ocean Oil International, Inc.:
	Golar Siri.
04821	Ocean Oil Traders, Inc.:
	Golar Solveig.
04822	Ocean Oil Transport, Inc.:
	Golar Liz.
04823	Oriole Shipping Corp.:
	Golar Obo.
01185	Aksjeselskapet Kosmos:
	Javara.
	Jagona.
	Jarabella.
	Jawaga.
	Jacara.
	Kosmos IV.
	Jarilla.
	Japana.
	Janita.
	Jakinda.
	Jabetta.
	Jagarda.
	Jawachta.
	Jaricha.
	Jasaka.
	Jarelsa.
	Jarmona.
	Jaranda.
	Jarena.
	Jarmina.
	Jalinga.
	Jalanta.
	Jannetta.
	Janova.
	Jaraconda.
	Jagranda.
	Jarama.
03641	Hendy International Co.:
	S/S Californian.
	S/S David E. Day.
	S/S Atlantic Trader.
	S/S Texan.
	S/S Alaskan.
04988	Cia. de Nav. Mianico S.A.:
	Falcon Reefer.
04990	Rederij M/S Arctic:
	Arctic.
04702	N.V. Huis En Hof:
	Sporonia.
04700	Kustvaartbedrijf J.J. Oyevaar:
	Candide.
04701	Rederij H. Pepping:
	Johanna.
03517	Tokyo Kaiji Kabushiki Kaisha:
	Hibiscus.
	Gladiolus.
	Amaryllis.
	Cosmos-2.
	Cosmos.
	Katsura Maru.
	Yanagi Maru.
	Shinjitsu Maru No. 3.
	Spruce.
	Hemlock.
	Kusunoki Maru.
	Byakudan Maru.
01986	Aktiebolaget Transmarin:
	Claude.
	Vava.
	Ulla.
	Kerstin.
	Ursa.
	Ebba.
	Nicole.
	Astrid.
	Inga.
	Neva.
	Verna.
	Wanja.
	Madeleine.
	Marianne.
04424	International Navigation Corp.:
	M/T East River.
	M/T Edgewater.
	M/T La Fleche.
	M/T Potomac.
	M/T Silverspring.
	M/V Virtus.
	M/V West River.
	M/V White River.
02293	China Marine Investment Co., Ltd.:
	Loyal Jasmine.
	Loyal Echoes.
	Loyal Ivory.
02292	Pacific Marine Transport Co., Ltd.:
	Hongkong Beauty.
	Hongkong Alliance.
	Hongkong Crusade.
02269	Merivienti Oy:
	Finnboston.
02269	Merivienti Oy:
	Finnmaid.
03756	Orenavi Societa' di Navigazione per Azioni:
	Rina Lolli-Ghetti.
03755	Oilnavi—Societa' per Azioni di Navigazione:
	Giovanna Lolli-Ghetti.
	Maria Amelia Lolli-Ghetti.
	Annalisa Lolli-Ghetti.
03754	Carbonavi Societa' per Azioni di Navigazione:
	Silvana Lolli-Ghetti.
	Gino Lolli-Ghetti.
	Luisa Lolli-Ghetti.
	Alberto Lolli-Ghetti.
	Mey Lolli-Ghetti.
	Simandou.
	Carolina Lolli-Ghetti.
01930	Aktieselskabet Dampshibsselskabet Svendborg:
	Maersk Feeder.
	Ras Maersk.
	Hartvig Maersk.
	Brigit Maersk.
	Niels Maersk.
	Lars Maersk.
02727	Societe Maritime Des Petroles Bp:
	Chaumont.
	Chambord.
	Cheverny.
	Chenonceaux.
	Amboise.
	Azay-Le-Rideau.
	Montsoreau.
04664	Hindman Transportation Co., Ltd.:
	Parker Evans.
	Helen Evans.
	Martha Hindman.
	Ruth Hindman.
03506	Taiheiyo Kaiun K.K.:
	Taiwa Maru.
	Heiwa Maru.
	Kowa Maru.
	Howa Maru.
	Kiyo Maru.
	Hakuyo Maru.
01426	Kuwait Shipping Co. (S.A.K.):
	Al Shamiah.
	Al Ahmadiah.
	Al Rumaithiah.
	Al Kadisiah.
	Al Sabahiah.
	Al Jabiriah.
	Al Mansouriah.
	Al Odailiah.
	Salimiah.
	Al Mubarakiah.
04531	Mr. Eikichi Shirato:
	Kyoeimaru No. 28.
03126	Panorea Compania Naviera S.A.:
	Panorea.
04505	Kabushiki Haisha Toyamaken Gyogyo Koysha:
	Kurehamaru No. 2.
04511	Showa Gyogyo Kabushiki Kaisha:
	Showa Maru No. 8.
04511	Showa Gyogyo Kabushiki Kaisha:
	Showa Maru No. 6.
04529	Mr. Ichitaro Ito:
	Ito Maru No. 28.
04874	Bana Navigation Co., Ltd.:
	M/V Banario.
	M/V Banador.
	M/V Banagrande.
04872	Naviera Castaner Y Ortiz, S.A.:
	Villablanca.
	Villafria.
	Villafranca.
	Formentor.
	Villaverde.
01935	Partnership Between Steamship Co., Svendborg Ltd. Steamship Company of 1912 Ltd.
	Romø Maersk.
	Laust Maersk.
	Maura Maersk.
	Olga Maersk.
	Olivia Maersk.
	Louis Maersk.
	Leise Maersk.
	Knud Maersk.
	Thurø Maersk.
	Magleby Maersk.
	Henriette Maersk.
	Torben Maersk.

Certificate No.	Owner/operator and vessels
	Rita Maersk.
	Lica Maersk.
	Jesper Maersk.
	Susan Maersk.
	Luna Maersk.
	Lexa Maersk.
	Maren Maersk.
	Johannes Maersk.
	Leda Maersk.
	Nicoline Maersk.
	Anette Maersk.
	Sally Maersk.
	Effie Maersk.
	Marit Maersk.
	Christian Maersk.
	Chastine Maersk.
	Clifford Maersk.
	Cornelia Maersk.
	Clara Maersk.
	Charlotte Maersk.
	Cecilie Maersk.
	Trein Maersk.
	Thomas Maersk.
	Tobias Maersk.
	Arthur Maersk.
	Gjertrud Maersk.
	Eleo Maersk.
	Oluf Maersk.
	Henning Maersk.
	Karen Maersk.
	Marie Maersk.
	Caroline Maersk.
	Kristine Maersk.
	Anglo Maersk.
	Peter Maersk.
	Prima Maersk.
	Emma Maersk.
	Gerd Maersk.
	Sofie Maersk.
	Sine Maersk.
	Jane Maersk.
	Jakob Maersk.
	Eli Maersk.
	A. P. Moller.
	Evelyn Maersk.
	Elisabeth Maersk.
	Dirch Maersk.
	Dorthe Maersk.
	Dagmar Maersk.
03527---	Yae Senpaku K.K.:
	Naruto Maru.
	Haines Maru.
04657---	Thessaloniki Compania Naviera S.A.:
	Ekaterini.
02283---	Naviera Aztlan, S.A.:
	Lian.
	Lian Dos.
03443---	Kambara Kisen K.K.:
	Tenyu Maru.
	Tenko Maru.
03487---	Sanwa Kisen K.K.:
	Asahigawa Maru.
02896---	Overseas Bulk Carriers Corp. of Liberia:
	Artemision II.
03297---	Delphi Shipping Co., Ltd.:
	M/V Delphi.
05224---	Sulina Compania Naviera Corp.:
	Kerkennah.
05057---	Asia Petroleum Carriers, Inc.:
	Oriental Navigator.
03299---	Sparta Shipping Co., Ltd.:
	M/V Sparta.
04958---	B. Van Der Laan Scheepvaart—En Handel—Maatschappij N.V.:
	Bernard John.
	Marijke Irene.
02236---	H.V. Compania Naviera S.A.:
	Nicolaos Kontaras.
04972---	Asserbo Shipping Co. K/S:
	Stainless Trader.
04480---	Omaezaki Enyo Gyogyo Kyodo Kumiai:
	Kaihomaru No. 5.
	Kaihomaru No. 21.
03540---	Herlofson & Hvattum (Herlofson):
	M/S Nortrans Enterprise.
	M/T Tank Baroness.
03069---	Alfred C. Toepfer Schiffagtges MB.H.:
	Luxemburg.
	Carl Julius.
	Alfred Theodor.
	Emma Johanna.
	Carl Trautwein.
	Strassburg.
	Prag.
	Brussel.
03566---	Skibsaktieselskapet Aino, Skibsaksjeselskapet Viator, Skibsaksjeselskapet Viva:
	Arica.
	Amica.
	Viator.
	Viva.
01555---	Partrederiet AF 12. Juni 1968:
	Lise Nielsen.
03001---	Manhattan Shipping Co., Ltd.:
	Maria K.
04215---	State Shipping Corp. (Black Star Line):
	M/V Bia River.
	M/V Oti River.
	M/V Nasia River.
	M/V Otchi River.
	M/V Afram River.
	M/V Lake Bosomtwe.
	M/V Kulpawn River.
	M/V Birim River.
	M/V Offin River.
	M/V Pra River.
	M/V Sakumo Lagoon.
	M/V Korle Lagoon.
	M/V Benya River.
	M/V Nakwa River.
	M/V Subin River.
	M/V Klorte Lagoon.
01124---	Gettymar Corp.:
	J. Paul Getty.
	Sarah C. Getty.
04530---	Mr. Seitaro Futagawa:
	Isemaru No. 21.
02876---	Kabushiki Kaisha Kokkaido Gyogyo Kosha:
	Ryuyo Maru.
03092---	Zui Kong Steamship Co., Ltd., Taipei:
	E Yung.
	I Yung.
03446---	Kinsei Kisen K.K.:
	Kitano-Maru.
	Kaneyoshi-Maru.
	Kaneoka-Maru.
	Kaneshizu-Maru.
05286---	Pacific Coast Transport Co.:
	S/S Point Sur.
03444---	Kashima Kisen K.K.:
	Matsunaga Maru.
	Kayo Maru.
	Hiyo Maru.
	Shoyo Maru.
	Taiyo Maru.
05277---	Skips A/S Abu and Hvalfangstselskapet Blaahval A/S:
	Magna.
03438---	Inui Kisen Kabushiki Kaisha:
	Rokkohsan Maru.
	Zenkoren No. 1 Maru.
	Kiyo Maru.
	Yashiosan Maru.
	Kosho Maru.
	Wakatosan Maru.
	Koho Maru.
	Kenan Maru.
	Wakamiasan Maru.
	Shomei Maru.
	Hoyo Maru.
	Kensho Maru.
	Kenyo Maru.
	Inuisan Maru.
	Awobasan Maru.
03595---	Artagan Shipping Co., Ltd.:
	Artagan.
	Artiba.
	Arteaga.
03281---	Northern Lines, Ind.:
	Don Salvador.
	Dona Hortencia.
	Dona Corazon.
03513---	Tanda Sangyo Kisen Kabushiki Kaisha:
	Nichirin Maru.
	Yuho Maru.
	Chikuzen Maru.
	Yugoh Maru.
	Tomiura Maru.
	Matsubara Maru.
	Miike Maru.
05145---	Asgard Skibsrederi A/S:
	Preciosa.
05285---	International Shipping, Ltd.:
	M/V Rosario.
04565---	Consolidated Navigation Corp.:
	Nepco Courageous.
	Constor.
	Constructor.
	Consonance.
	Constellation.
01869---	Compagnia Marittima Italiana, S.R.L.—Genova:
	Auriga.
	Vega.
05034---	Messagerie Cotiere Ltee:
	M/V Cacouna.
05036---	Companhia Nacional de Navegacao:
	Timor.
	Cassinga.
	S. Thome.
	Rovuma.
	Quelimane.
	Principe Perefito.
	Porto Amelia.
	Novo Redondo.
	Niassa.
	Nacala.
	Mocambique.
	Mocamedes.
	Leixoes.
	Chinde.
	Beira.
	Angola.
	Angoche.
05031---	Compagnia di Navigazione Capo Gallo S.P.A.:
	Capo Emma.
	Capo Andrea.
	Capo Bianco.
	Capo Madre.
	Capo Maria.
	Capo Fino.
01265---	Interessentskapet Banta:
	Banta.
01264---	Interessentskapet Baro:
	Baro.
04704---	Tago Suisan Enyo Gyogyo Kyodo Kumiai:
	Yushomaru No. 5.
	Yushomaru No. 3.
04652---	Astrocielo Compania Naviera S.A.:
	Pontus.
03200---	N.V. Motorscheepvaartmaatschappij Sarah Elizabeth:
	Sarah Elizabeth.
01864---	Sverre Amundsen, Haugesund, Norway:
	M/S Amronto.
	M/S Amron.
02851---	West Pacific Steamship Co.:
	Pacrobin.
	Paceagle.
01878---	Messana—Societa di Navigazione, S.P.A.:
	Antonio.
	Francesco Crispi.
	Angelo Scinicariello.
	Santa Isabella.

Certificate No.	Owner/operator and vessels
02830---	Compania de Navegacion San Agustin, S.A.: Wikinki.
04483---	Kaiomaru Gyogyo Kabushiki Kaisha: Kaiomaru No. 31.
05134---	Forsyth Maritime Ltd.: Maria Forsyth.
01659---	Compania Aegean de Navegacion, S.A.: Othon.
01447---	Scotstoun Shipping Co., Ltd.: Kyoto Forest. Scotstoun.
01658---	Compania Achilles de Navegacion, S.A.: Nea Tyhi.
03140---	Youngjin Shipping Co., Ltd.: Newman.
04122---	Kristian Gerhard Jebsen Skipsrederi: Gas Lion.
04054---	Ugland Autocarrier I: Savonita.
01371---	Olympus Shipping Co. S.A.: Archimedes.
01366---	Elikon Shipping Co., S.A.: Adamas.
04085---	Navigazione Mongerbino S.P.A.: Monreale.
05173---	Montelindo Compania Naviera, S.A.: Eva.
04852---	Ahlers N.V. on Behalf of Association M.V. E. R. Brabantia: E. R. Brabantia.
04813---	Golarfruit, Inc.: Golar Fruit.
04819---	Ocean Oil Enterprise, Inc.: Golar Ron.
04817---	Ocean Oil Voyages, Inc.: Golar Betty.
03988---	Partnership M.S. Else Reith: M/S Aquila.
05172---	Jad Compania Naviera S.A.: Nata.
04114---	Italcarbo Societa di Navigazione S.P.A.: Sandalion.
04130---	Markos P. Nomikos: King Aegeus.
04989---	Rederij M.S. Atlantic: Atlantic.
03245---	Rederiaktieselskabet Dannebrog: Tuborg.
04996---	Don Shipping Co., Ltd., Monrovia: S/T Trader.
03987---	Hans-Edwin Reith (H.E. Reith): Edwin Reith. Stephan Reith. Carola Reith.
04997---	Aliakmon Marine Enterprises Corporation Monrovia: Aliakmon Power. M/V Aliakmon Pilot.
01755---	Hugo Stinnes Zweigniederlassung Hamburg: Star Ravenna. Barbara. Zephir. Taifun. Westfalen. Passat.
03548---	Kommanditselskapet Skips A/S Ruped & Co.: Essi Flora.
04116---	Micronesia Interocean Line, Inc.: M/S Gunners Knot.
01939---	Maersk McKinney Moller, Aktieselskabet Dampskibsselskabet Svendborg, Dampskibsselskabet AF 1912 Aktieselskab: Dragor Maersk.
04654---	Katherine Compania Naviera S.A.: Zoe.
04969---	Monte Carlo's Winner Shipping & Investment Co.: Baltic Klif.
04968---	Lepsa Compania Naviera y Financiera S.A.: Caribbean Klif.
02290---	Compania Maritima Del Nervion S.A.: Mar Cantabrico. Mar Tirreno. Mar Egeo. Mar Adriatico.
02291---	Compania Naviera Espanola, Sociedad Anomima: Garcia-Munte.
02626---	Ernst Russ on Behalf of Partenreederei M.V. Hermann Russ: Hermann Russ
02624---	Ernst Russ on Behalf of Partenreederei M.V. Johannes Russ: Johannes Russ.
02618---	Ahlers N.V., on Behalf of Association M.V. E.R. Antverpia: E.R. Antverpia.
01372---	Proteus Shipping Co., S.A.: Agamemnon.
03023---	Primrose Shipping Co., S.A.: Olympic Valour.
03514---	Terukuni Kaiun K.K.: Kashima Maru. Katori Maru. Nitta Maru. Ise Maru.
04079---	Melitria Compania Naviera S.A.: Melina.
03344---	San Antonio Steamship Co., S.A.: San Antonio.
03343---	Carrington Navigation Co., Ltd.: Djatiluhur.
03347---	Pacific Shipping & Enterprises Corp., Ltd., S.A.: San Roberto.
03492---	Sawayama Kisen K.K.: Bombay Maru. Madagascar, Maru. Zenkoren Maru No. 2. Shoto Maru. Sanyo Maru. Kanto Maru. Alaska Maru. Atlas Maru. Mombasa Maru. Nagasaki Maru.
02032---	D. B. Deniz Nakliyati T.A.S.: Manisa. Germik. G. K. Orbay. G.A.F. Cebesoy. G.R. Gumuspala. A.S. Okan. A.S. Altincan. Firat. Meric. Genclik. Yozgat. Elazig. Coruh.
03505---	Showa Yusen Kabushiki Kaisha: Jintsu Maru. Misaki Maru. Miharu Maru. Mikawa Maru. Mikumo Maru. Heiyo Maru. Himeji Maru. Olympia Maru. Virginia Maru. Eishun Maru. Matsumoto Maru. Matsue Maru. Hikokane Maru. Matsushiro Maru. Matsuyama Maru. Honshu Maru. Chigusa Maru. Chitose Maru. Okada Maru. Chikura Maru.
04007---	Egon Oldendorff: M/S Catharina Oldendorff. M/S Maria Oldendorff. M/S Johanna Oldendorff. M/S Helena Oldendorff. M/S Emma Oldendorff. M/S Eckert Oldendorff. M/S Bernhard Oldendorff. M/S Harmen Oldendorff. M/S Dietrich Oldendorff. M/S Tete Oldendorff. M/S Rixta Oldendorff. M/S Regina Oldendorff. M/S Henning Oldendorff. M/S Christoffer Oldendorff. M/S Klaus Oldendorff. M/S Magdalena Oldendorff. M/S Birte Oldendorff. M/S Helga Oldendorff. M/S Gerdt Oldendorff. M/S Hugo Oldendorff. M/S Elisabeth Oldendorff. M/S Caroline Oldendorff. M/S Eibe Oldendorff. M/S Hinrich Oldendorff. M/S Christiane Oldendorff. M/S Hans Oldendorff. M/S Erna Oldendorff. M/S Jobst Oldendorff. M/S Anna Oldendorff. M/S Hille Oldendorff. M/S Imme Oldendorff. M/S Gretke Oldendorff. M/S Gebe Oldendorff.
02958---	Kawasaki Kisen K. K.: Golden Gate Bridge. Yamatogawa Maru. Yasukawa Maru. Yashiokawa Maru. Chiekawa Maru. Fumikawa Maru. Yakumokawa Maru. Chihayagawa Maru. Clyde Maru. Tenryugawa Maru. Yoshinogawa Maru. Chitosegawa Maru. Fukukawa Maru. Izumigawa Maru. Kinokawa Maru. Isuzugawa Maru. Masukawa Maru. Kisogawa Maru. Florida Maru. Tennessee Maru. Muneshima Maru. Mikishima Maru. Ohshima Maru. Australian Searoader. Kunikawa Maru. England Maru. Scotland Maru. Kimikawa Maru. Kamikawa Maru. Montana Maru. Oregon Maru. Colorado Maru. Nevada Maru. Portugal Maru. Spain Maru. Italy Maru. France Maru. Denmark Maru. El Salvador Maru. Venezuela Maru. Jamaica Maru. Sweden Maru. Belgium Maru. Norway Maru. Holland Maru. Mississippi Maru. Guatemala Maru. Texas Maru. Louisiana Maru. Bolivia Maru. Magellan Maru. Terukawa Maru. Cuba Maru.

Certificate No.	Owner/operator and vessels
	Sachikawa Maru.
	Akikawa Maru.
	Peru Maru.
	Mizukawa Maru.
	Chile Maru.
	Wales Maru.
	Tsukikawa Maru.
	Yukikawa Maru.
	Tomishima Maru.
	Sakishima Maru.
	Masashima Maru.
	Tatekawa Maru.
	Gibraltar Maru.
04495---	Taisei Suisan Kabushiki Kaisha:
	Taiseimaru No. 2.
	Taiseimaru No. 1.
02985---	Eastern Marine Transport Co., Ltd.:
	M/V Eastern Builder.
03439---	Itaya Shosen K.K.:
	Wakaosan Maru.
	Wakanesan Maru.
	Myoko Maru.
	Hakkai Maru.
02285---	Atlan Lines, S.A.:
	Atlan Diamante.
	Atlan Zafiro.
	Atlan Turquesa.
	Atlan Esmeralda.
	Atlan Rubi.
04228---	Compagnie Maritime Belge (Lloyd Royal) S.A.:
	Lulua.
	Lukuga.
	Jordaens.
	Mokoto.
	Lusambo.
02866---	Md Shipping Corp.:
	M/V Rosario.
02218---	Christian Haaland:
	Concordia Capo.
	Concordia Fjord.
	Concordia Fonn.
	Concordia Lago.
	Concordia Sky.
	Concordia Star.
	Concordia Sun.
	Concordia Tadj.
	Concordia Taleb.
	Concordia Tarek.
	Concordia Viking.
	Northern Lights.
	North Star.
	Northland.
	North Isle.
04824---	Ocean Oil Carriers, Inc.:
	Golar Martita.
04815---	Ocean Oil Operation, Inc.:
	Jose Hernandez.
05171---	Poros Shipping Corp.:
	Marna.
01154---	Seerederei Jacob & Co.:
	M/V Irmgard Jacob.
01392---	Panormitis Compania Maritima S.A.:
	Archon Serafim.
03270---	Meteor Shipping Co., Ltd.:
	M/V Acropolis.
03026---	Richmond Marine Panama S.A.:
	Olympic Pioneer.
04111---	Panamanian Marine Enterprise S.A.:
	Georgiana.
04109---	West Coast Shipping Co., Inc.:
	Faustina.
03993---	Partenreederei M.S. Hannah Blumenthal:
	Hannah Blumenthal.
03546---	Interessentskapet Essex:
	Essi Anne.
04967---	Harborage Shipping Corp. S.A.:
	Oceanic Klif.
04971---	Chemical Tanker I/S:
	Stainless Carrier.
04053---	Ugland Line:
	Saab.
03847---	American Stern Trawlers, Inc.:
	Seafreeze Pacific.
	Seafreeze Atlantic.
04862---	Interessentskapet Norbega:
	Norbega.
04859---	I/S Saga Stream (Ole Schrøder & Co.):
	Anco Stream.
04860---	I/S Saga Stripe (Ole Schrøder & Co.):
	Anco Stripe.
04855---	Maru Shipping Co., Inc.:
	Rose.
04471---	Shiyomaru Gyogyo Kabushiki Kaisha:
	Chiyomaru No. 15.
	Chiyomaru No. 18.
04655---	Bessie Campania Naviera S.A.:
	Megas.
03577---	Taiyo Kaiun Sangyo K.K.:
	Ginrei Maru.
	Nanrei Maru.
	Mitaka Maru.
	Mihara Maru.
	Matsumae Maru.
	Matsumine Maru.
05124---	Yosuke Kawaguchi:
	Seishu Maru No. 22.
01522---	Rederiaktiebolaget Helsingborg:
	Samos.
	Lemnos.
	Delos.
	Andros.
02939---	Kristiansands Tankrederi A/S, A/S Kristiansands Tankrederi II, A/S Kristiansands Tankrederi III, Aksjeselskapet Avant, Aksjeselskapet Skjoldheim and Tønnevolds Tankrederi A/S:
	Polyhymnia.
01927---	Saturnia Steamship Co., Ltd.:
	Ionian Pioneer.
03349---	Pacific Breeze Navigation Co., S.A.:
	Isabel.
03348---	Java International Corp.:
	East Breeze.
03346---	Asiatic Navigation Incorporation:
	Atlas Navigator.
01999---	Rederiaktiebolaget Motortank:
	MT Danaland.
04484---	Choshi Maguro Gyogyo Seisan Kumiai:
	Itomaru No. 18.
04488---	Shukuura Enyo Gyogyo Kabushiki Kaisha:
	Shinwamaru No. 2.
04488---	Fukuju Kigyo Kabushiki Kaisha:
	Fukujumaru No. 32.
01552---	Dampskibs-Aktieselskabet Progress:
	Edith Neilsen.
	Stolt Progress.
	Lotte Nielsen.
04117---	Marine Chartering (Bahamas) Ltd.:
	M/S Fanafjord.
04668---	Philip Shipping Corp.:
	S/S Garanda.
	S/S Jayana.
0*579---	I/S Jahre Line II:
	Prinsesse Ragnhild.
01446---	Scotspark Shipping Co., Ltd.:
	Scotspark.
04485---	Fujiuramaru Gyogyo Kabushiki Kaisha:
	Fujiuramaru No. 27.
	Fujiuramaru No. 17.
05174---	Hanover Steamship Corp.:
	Ocean Lancer.
	Ocean Star.
05169---	Mid-Pacific Compania Naviera S.A.:
	South Venture.
01380---	The Atlantic Shipping & Trading Co., Ltd.:
	Exning.
	Landwade.
04970---	Stainless Tanker I/S:
	Stainless Tanker.
04388---	Franco Shipping & Managing Co., Ltd.:
	Azalea.
	Areti.
	Elpida.
	Begonia.
	Mimosa.
	Torenia.
	Camelia.
	Gardenia.
	Anemone.
	Iris.
	Salvia.
	Petunia.
	Zinnia.
04093---	Republic Maritime Corp.:
	S/S Vermont I.
04869---	Blessing Co., Ltd.:
	M/V Blessing.
04871---	Taiship Co., Ltd.:
	M/V Delwind.
04875---	Letasa, S.A.:
	Mendoza.
04057---	Ugland Bulk I:
	Johan U.
01683---	Valdesa Compania Naviera S.A.:
	Cape Araxos.
01695---	Samos Maritime Corp.:
	Samos.
04008---	The Cleveland-Cliffs Iron Co.:
	S/S Walter A. Sterling.
	S/S Edward B. Greene.
	S/S Cliffs Victory.
	S/S Cadillac.
	S/S Champlain.
	S/S William G. Mather.
	S/S Pontiac.
	S/S Frontenac.
	S/S William P. Snyder, Jr.
	S/S Willis B. Boyer.
04656---	Eleni Corp.:
	Dorios.
03508---	Taiyo Gyogyo K.K.:
	Nisshin Maru.
	Zuiyo Maru No. 3.
	Reiyo Maru.
	Hayashikane Maru No. 1.
	Zuiyo Maru No. 2.
	Shoyo Maru.
	Hayashikane Maru No. 2.
	Zuiyo Maru.
	Taiyo Maru No. 82.
	Tamagawa Maru.
	Kakogawa Maru.
	Tonegawa Maru.
	Edogawa Maru.
	Abugawa Maru.
	Azuma Maru No. 21.
	Naniwa Maru.
	Azuma Maru No. 18.
	Azuma Maru No. 8.
	Azuma Maru No. 11.
	Azuma Maru.
	Azuma Maru No. 16.
	Azuma Maru No. 31.
	Azuma Maru No. 32.
	Azuma Maru No. 33.
	Azuma Maru No. 35.
	Azuma Maru No. 37.
	Azuma Maru No. 38.
	Azuma Maru No. 36.
	Azuma Maru No. 26.
04059---	Ugland Bulk III:
	Axel U.
04086---	Astra S.P.A.:
	Sirio.
	Giove.
02616---	Ernst Russ on Behalf of Partenreederei M/V Tilly Russ:
	Tilly Russ.

Certificate No.	Owner/operator and vessels
02617---	Ernst Russ on Behalf of Partenreederei M/V Paul Lorenz Russ:
	Paul Lorenz Russ.
02621---	Ernst Russ on Behalf of Partenreederei M/V Julius Schindler:
	Julius Schindler.
05132---	Vari Compania Maritima S.A.:
	Vari.
05136---	Compania Marli S.A.:
	Marli.
05133---	Portorafti Compania Maritima S.A.:
	Captain Gregos.
01937---	Mermaid Marine Co.:
	Valentine.
03500---	Kyokyo Kisen K.K.:
	Kakogawa Maru.
	Kizugawa Maru.
03503---	Shofuku Kisen K.K.:
	Hikone Maru.
	Misumi Maru.
	Miyatsuru Maru.
	Henryu Maru.
	Daikai Maru.
02193---	Erling Hansen:
	Ranada.
	Ranella.
	Randal.
	Ranhav.
02335---	Havfrost A/S:
	M/V Borgund.
03350---	North Breeze Navigation Co., Ltd.:
	North Breeze.
01938---	Maersk McKinney Moller:
	Estelle Maersk.
02622---	Ernst Russ on Behalf of Partenreederei M/V Reinhart Lorenz Russ:
	Reinhart Lorenz Russ.
01521---	Rederiaktiebolaget Hasting:
	Hasting.
01533---	Henry Nielsen Oy/Ab:
	Tornado.
	Sirocco.
	Passad III.
	White Rose.
01441---	Cottesbrooke Shipping Co., Ltd.:
	Conon Forest.
01442---	Charles Connell & Co., Ltd.:
	Vancouver Forest.
02986---	Mariner Ocean Transport Co. S.A.:
	M/V Eastern Enterprise.
01838---	Skipsaksjeselskapet Eidsiva:
	M/S Vinni.
	M/S Verona.
04496---	Fukusei Suisan Kabushiki Kaisha:
	Fukuseimaru No. 21.
	Fukuseimaru No. 18.
01155---	Ernst Jacob, Reeder und Schiffsmakler:
	Olga Jacob.
	Josef Stewing.
	Helene Roth.
	Mailand.
	Steinhoft.
	Ernst Mittmann.
03573---	A/S Laboremus:
	Thor Heyerdahl.
03351---	Compass Shipping Co., Ltd.:
	West Breeze.
	South Breeze.
04658---	Grecia Compania Maritima S.A.:
	Vasiliki.
04661---	Norsk Bjergningskompagni A/S:
	M/S Salvator.
	M/S Jason.
	M/S Herkules.
03543---	Skibsaktieselskapet Cecil:
	M/S Bulk Trader.
03545---	Interessentskapet Essi Kristine:
	Essi Kristine.
03542---	Herlofson Shipping Co. A/S Skibsaktieselskapet Cecil (Herlofson):
	M/S Bulk Explorer.
02906---	Booker Merchanten Ltd.:
	Booker Venture.
05355---	Global Shipping Corp.:
	Asia Ran.
	Asia Botan.
	Asia Rindo.
	Montrose.
	Mintiron.
	Montigny.
	Sankobay.
	Mostun Sanko.
	Sankoking.
	Sankoqueen.
04061---	The Sanko (Hong Kong) Ltd.:
	Golden Clover.
02515---	SPS Tankers Corp.:
	Theotokos.
	Theogennitor.
02013---	Granges A.B.:
	Pajala.
	Nikkala.
	Nuolja.
	Raunala.
	Rautas.
	Laponia.
	Laidaure.
	FFM-Matarengi.
	Luossa.
	Stolt-Vistasvagge.
	Vasara.
	FFM-Virus.
	FFM-Virihaure.
	FFM-Vassijaure.
	Aurivaara.
	Anaris.
	Arvidsjaur.
	Avafors.
	Adak.
03494---	Shinko Kisen K.K.:
	Shintai Maru.
01934---	Dampskibsselskabet AF 1960 Aktiesselskab:
	Janecke.
	Marchen.
05304---	Caribbean Cement Co., Ltd.:
	Carib Carrier.
01090---	Wallem, Steckmest & Co. A/S:
	Erviwen.
	Solviken.
	Sandviken.
04877---	Florian Carriers S.A.:
	Regent Marigold.
02295---	The Great Eastern Shipping Co. Ltd.:
	Jag Jawan.
	Jag Kisan.
	Jag Darshan.
	Jag Dev.
	Jag Anand.
	Jag Anjli.
	Jag Arti.
	Jag Jwala.
	Jag Vijay.
	Jag Shanti.
	Jag Manek.
	Jag Ratna.
	Green Walrus.
	Jag Asha.
	Jag Laxmi.
04876---	Argus Steamship Co., Inc.:
	Portalon.
03057---	British India Steam Navigation Co., Ltd.:
	Chakdina.
	Carpentaria.
	Jelunga.
	Juwara.
	Teesta.
	Tairea.
	Waipara.
	Warina.
	Nardana.
	Nowshera.
	Nuddea.
	Tanda.
	Aska.
	Amra.
	Nyanza.
	Mulbera.
	Morvada.
	Merkara.
	Manora.
	Uganda.
	Nevasa.
	Purnea.
	Hawra.
	Chakla.
	Sirsa.
	Barpeta.
	Bombala.
	Bamora.
	Bankura.
	Bulimba.
	Juna.
	Chilka.
	Chinkoa.
	Chakrata.
	Chakdara.
04128---	J. Brunvall, Bergen/Norway:
	Samba.
	Jenka.
	Bruni.
	Brunette.
	Brunita.
03442---	Kaikata Gyogyo Seisan-Kumiai:
	Hachi-Kaikata Maru.
03445---	Kawasaki Kinkai Kisen K.K.:
	Kamishima Maru.
	Nagisa Maru.
	Shioya Maru.
	Ikushun Maru.
	Kyoyo Maru.
04514---	Kasuga Gyogyo Kabushiki Kaisha:
	Kasuga Maru No. 3.
03214---	Salenrederierna Aktiebolag:
	Sea Sapphire.
	Sea Sovereign.
	Sea Spray.
	Seven Stars.
	Seven Seas.
	Sea Song.
	Sven Salen.
	Sea Swallow.
	Sea Saga.
	Sea Scout.
	Anco Spur.
	Baltic Wasa.
	Antigua.
	Ariel.
	Atitlan.
	Barcarolle.
	Bolero.
	Ballade.
	Hispaniola.
04089---	Rederiet Storeggen A/S:
	Besseggen.
	Rondeggen.
02379---	Viking Trading Corp.:
	Hyperion.
04413---	Leif Hoegh & Co. A/S:
	Hoegh Vedette.
	Hoegh Scout.
	Hoegh Shield.
	Hoegh Dene.
	Hoegh Dyke.
	Hoegh Pride.
	Hoegh Pilot.
	Hoegh Orris.
	Hoegh Orchid.
	Hoegh Opal.
	Hoegh Elite.
	Hoegh Elan.
	Hoegh Mistral.
	Hoegh Miranda.
	Hoegh Minerva.
	Hoegh Musketeer.
	Hoegh Merit.
	Hoegh Merchant
	Hoegh Mallard.
	Hoegh Marlin.
	Hoegh Trader.
	Hoegh Transporter.

Certificate No.	Owner/operator and vessels
	Hoegh Ray.
	Hoegh Ranger.
	Hoegh Laurel.
	Hoegh Robin.
	Hoegh Rainbow.
	Hoegh Rover.
	Hoegh Rider.
	Hoegh Hill.
04127---	Samband Isl. Sanvinnufelaga:
	M/S Helgafell.
	M/S Maelifell.
	M/S Jokulfell.
	M/S Disarfell.
02419---	Far Eastern Shipping, Ltd.:
	Federal Yodo.
	Federal Mackenzie.
04001---	Compania Naviera Independencia:
	Freelancer.
05168---	Transcontinental Navigation Corp.:
	Delphic Runner.
	Northern Eagle.
	Eastern Eagle.
	Western Eagle.
	Southern Eagle.
05123---	Kinkai Yusen Kabushiki Kaisha:
	Mutsu Maru.
	Sitka Maru.
04311---	Westmount Shipping Corp.:
	S/S Rappahannock.
02612---	Partenreederei MS Peter Wehr Korr-reeder Oskar Wehr KG:
	M/V Hartford Express.
03507---	Taiseimaru Kaiun K.K.:
	Taiseimaru No. 16.
	Taiseimaru No. 24.
	Taiseimaru No. 41.
	Taiseimaru No. 39.
	Taiseimaru No. 65.
04775---	Leadale Shipping Ltd.:
	S/S Avondale.
	S/S Ferndale.
	S/S Leadale.
04776---	International Cruising Co., Ltd.:
	S/S Elmdale.
	S/S Pinedale.
	S/S Grovedale.
	S/S Westdale.
	S/S Nordale.
02301---	Naviera Vizcaina S.A.:
	Marquina.
	Elanchove.
	Guernica.
	Bilbao.
	Valmaseda.
	Durango.
	Bermeo.
	Ondarroa.
	Plencia.
	Portugalete.
	Arrazua.
03054---	(Kommanditgesellschaft) H. Schuldt:
	Artlenburg.
	Augustenburg.
	Frigoartico.
	Frigoantartico.
	Duburg.
	Sonderburg.
	Asseburg.
	Aldenburg.
	Troyburg.
04454---	Satsumaru Kaiun K.K.:
	Satsu Maru No. 18.
	Satsu Maru No. 5.
	No. 15 Satsumaru.
	No. 7 Satsumaru.
	No. 8 Satsumaru.
01408---	Colmenar Compania Naviera S.A. Panama:
	Capetan Lemos.
05115---	N.V. Maatschappij Motorschip Barendrecht:
	Barendrecht.
02991---	Angy Shipping Co. S.A. Panama:
	Angelica.
03541---	Herlofson Shipping Co. A/S Skibsaktieselskapet Jolund:
	M/S Black Swan.
05137---	Rio Azul Compania Armadora S.A.:
	Loida.
04427---	Seafarer Shipping Co. S.A. Panama:
	Essex.
04118---	Marine Trading Ltd.:
	M/S La Bonita.
01466---	Common Brothers (Management) Ltd.:
	Arabiyah.
	Al-Badiah.
	Al-Funtas.
	Warbah.
	Al-Sabbiyah.
	Kazimah.
02167---	Sartori & Berger:
	Cap Sunion.
	Cap Saray.
	Cap Serrat.
	Cap Sidero.
	Nesshorn.
	Olhorn.
01530---	Herm. Dauselsberg, Bremen:
	Altavia.
	Flavia.
	Octavia.
	Novia.
	Silvia.
	Clivia.
	Bellavia.
	Lobivia.
	Marivia.
02860---	Taiwan Navigation Co., Ltd.:
	Tai John.
	Tai Sun.
	Tai Ning.
	Tai Shou.
	Tai Hsing.
	Tai Lung.
	Tai Chung.
02861---	Naviera Bilbaina, S.A.:
	Lekeitio.
	Lujua.
	Las Arenas.
	Jose Luis Aznar.
	Luchana.
	Eolo.
	Talo.
04890---	Marine Fueling, Inc.:
	Marine Fueler.
04096---	Eleftheroupolis Tanker Corp.:
	Eleftheroupolis.
05121---	Compania Naviera Costanera, S.A.:
	Adamantios.
02627---	Ernst Russ on Behalf of Partenreederei M/V Wolfgang Russ:
	Wolfgang Russ.
05120---	Oceano Atlantico Navegacion, S.A.:
	Chrysanthy.
04650---	Marenvios Compania Naviera S.A.:
	Mary P.
04653---	Astrodorado Compania Naviera S.A.:
	Palaemon.
04503---	Okutsu Suisan Kabushiki Kaisha:
	Zenkomaru No. 18.
	Zenkomaru No. 12.
	Zenkomaru No. 30.
02619---	Ahlers N.V. on Behalf of Association M/V E. R. Scaldia:
	E. R. Scaldia.
02628---	Schiffahrt-und Assekuranz-Gesellschaft E. Russ & Co.:
	Roland Russ.
03630---	The Sun Shipping Co., Ltd. (Hong Kong):
	M/V Tong Shin.
01106---	N.V. Stoomvaart-Maatschappij Oostzee:
	Heelsum.
	Leersum.
05122---	Sanyu Kisen K.K.:
	Mayaharu Maru.
04892---	Dae Jin Shipping Co., Ltd.:
	M/V Ohdae.
01063---	E. B. Aaby's Rederi A/S:
	Svolder.
02889---	Showa Kaiun K.K.:
	Kurushima Maru.
04516---	Shunkai Gyogyo Kabusiki Kaisha:
	Shunkaimaru No. 8.
01271---	N.V. Nederlandsch-Amerikaansche Stoomvaart - Maatschappij Holland Amerika Lijn:
	Atlantic Star.
	Atlantic Crown.
03288---	United States Lines Inc.:
	American Accord.
	American Legend.
	American Legacy.
	American Aquarius.
01712---	Nereide S.P.A.—Palermo:
	Laura Prima.
01717---	Billners Rederiaktiebolag:
	Helfrid Billner.
02877---	Nippon Yusen Kabushiki Kaisha (The Japan Mail Steamship Co., Ltd.):
	Takaoka Maru.
03534---	Nederlandse Norness Scheepvaart Maatschappij N.V.:
	Stolt Sydness.
01988---	Angfartygsaktiebolaget Tirfing:
	Kronoland.
01046---	Aurora Borealis Compania Armadora S.A.:
	Maistros.
03508---	Taiyo Gyogyo K.K.:
	Taiyo Maru 77.
05103---	Imperial Oil Ltd.:
	Imperial Ottawa.
01344---	Empresa Lineas Maritimas Argentinas:
	Rio de La Plata.
02198---	The Peninsular and Oriental Steam Navigation Co.:
	Pando Point.
	Pando Gulf.
	Pando Sound.
	Pando Cape.
	Pando Head.
	Pando Strait.
	Pando Cove.
	Patonga.
	Strathconon.
	Strathbrora.
	Strathardle.
	Chusan.
	Himalaya.
	Oronsay.
	Orcades.
	Orsova.
	Iberia.
	Arcadia.
	Orfana.
	Canberra.
01275---	Overseas Freighters Corp.:
	Seaview.
03079---	Akti Compania Naviera S.A.:
	Akti.
04792---	Rederij H. & P. Holwerda:
	Gretina Holwerda.
03456---	K.K. Maruni Shokai:
	Wakasugisan Maru.
03459---	Meiji Kaiun K.K.:
	Meihohsan Maru.
	Meishusan Maru.
	Meirinsan Maru.
	Meisho Maru.
	Meikun Maru.
	Meijyo Maru.
	Meishun Maru.
	Meijyusan Maru.
	Meiten Maru.
	Meitetsu Maru.
	Meisen Maru.
	Meigen Maru.

Certificate No.	Owner/operator and vessels
03460---	Mibae Shosen K.K.:
	M/S Minetaka Maru.
	M/S Mitaka Maru.
	M/S Asataka Maru.
	M/S Shunko Maru.
	M/S Miryu Maru.
04145---	Olymbos Shipping Corp., Monrovia:
	M/V Capetan Costis I.
	M/V Froso.
05181---	Compagnia Siciliana di Armamento:
	M/V Eolia.
02241---	Cape Continent Shipping Co. (Proprietary), Ltd.
	Karroo.
	Stellenbosch.
	Swellendam.
04964---	Saint Emmanuel Maritime Co., Ltd. of Liberia.
	St. Emmanuel.
03002---	Crystal Blue Shipping Co. S.A. Panama:
	Eratini.
03022---	Barbados Marine S.A.:
	Olympic Light.
04494---	Masutomi Gyogyo Kabushiki Kaisha:
	Chokyu Maru No. 3.
03502---	Shinyei Senpaku K.K.:
	Daigoh Maru.
	Otowasan Maru.
	Yoshinosan Maru.
	Kyoshin Maru.
	Kyotai Maru.
	Port Elizabeth Maru.
	Azuchisan Maru.
	Adelaide Maru.
	Acapulco Maru.
	Madras Maru.
	Wakatakesan Maru.
03511---	Tamai Shosen K.K.:
	Shuho Maru.
	Minetama Maru.
01425---	Johnston Warren Lines Ltd.:
	Mystic.
	African Prince.
	Rowanmore.
03509---	Taiyo Shosen K.K.:
	Juyo Maru.
	Eiyo Maru.
	Oyo Maru.
04489---	Otoshiro Gyogyo Kabushiki Kaisha:
	Otoshiromaru No. 1.
02962---	Nippon Kisen Kabushiki Kaisha:
	Yuho Maru.
	Toyota Maru No. 11.
	Toyota Maru No. 3.
	Ketchikan Maru.
	Shun-Etsu Maru.
	Shun-Taku Maru.
	Macassar Maru.
	Shun-To Maru.
	Bashi Maru.
	Shun-Koku Maru.
	Shun-Ei Maru.
	Shin-Sei Maru No. 7.
02961---	Kobe Kisen Kabushiki Kaisha:
	Amanogawa Maru.
	Showa Maru.
	Yaekawa Maru.
	Suzukawa Maru.
	Geraldton Maru.
	Toyota Maru No. 10.
	Toyota Maru No. 1.
	Toyota Maru No. 2.
	Atlantic Maru.
	Naoshima Maru.
	Dominica Maru.
	Shinsei Maru No. 5.
	Hozan Maru.
	Goh Shu Maru.
	Hikawa Maru.
	Mishima Maru.
	Costa Rica Maru.
	Ecuador Maru.
02960---	Taiyo Kaiun Kabushiki Kaisha:
	Oigawa Maru.
	Zenkoren Maru No. 3.
	Bahama Maru.
	Honduras Maru.
	Nicaragua Maru.
	Taiten Maru.
	Taikyu Maru.
	Taian Maru.
03990---	Partenreederei M/S Marie Reith:
	Marie Reith.
03989---	Partenreederei M/S Magdalena Reith:
	Magdalena Reith.
03991---	Partenreederei M/S Susanne Reith:
	Susanne Reith.
02964---	Telamar S.A.:
	M/V Prosperitas.
03673---	Naysika Compania Naviera S.A.:
	Nausica.
04268---	Alieftiki, Triena, A.E.:
	Dolphin III.
04267---	Angyra, S.A.:
	Paros.
02966---	Prosperity Transport Corp., Inc.:
	M/V Prosperity.
03547---	Kommandittselskapet Skips A/S Kari & Co.:
	Essi Kari.
02373---	Conquista Oceanica Armadora S.A.:
	Theodora.
05138---	Rio Amarillo Compania Naviera S.A.:
	Arietta.
03564---	A/S Mosvolds Rederi:
	M/V Mosdale.
	M/V Mosborg.
	M/T Moster.
03997---	Baltika Schiffahrtsgesellschaft Reith & Co.:
	Willi Reith.
	Meta Reith.
02843---	Mino S.A.:
	Picoblanco.
03691---	Spentonbush Transport Service Inc.:
	Raymond J. Bushey.
	Francis J. Bushey.
	Erie.
	Huron.
	F. L. Hayes.
	Atlantic.
	Geo. Whitlock II.
	A. H. Dumont.
	V. L. Keegan II.
	F. A. Verdon.
	W. A. Weber.
01657---	Compania Trifilia de Navegacion, S.A.:
	Marionga.
03221---	Rederiet for M/S Arawak:
	Arawak.
03217---	Rederiaktiebolaget Atalanta:
	Anco Spring.
04490---	Seiyu Gyogyo Kabushiki Kaisha:
	Seiyumaru No. 17.
01445---	Random Ltd.:
	Federal Hudson.
01727---	A.B. Clipperline:
	Orient Clipper.
01726---	A.B. Allhem:
	Scandia Clipper.
05139---	Kini Compania Maritima S.A.:
	Kini.
03998---	Reederei Reith & Co.:
	Elisabeth Reith.
05140---	Marva Compania Maritime S.A.:
	Maria.
02959---	Kokuyo Kaiun Kabushika Kaisha:
	Malacca Maru.
	Koyo Maru.
	Hisashima Maru.
	Fujikawa Maru.
	Margaret Maru.
	Miekawa Maru.
	Chikumagawa Maru.
	Tonegawa.
01985---	Aktiebolaget Svenska Atlant Linien:
	Vasaholm.
	Svaneholm.
	Vingaholm.
	Blankaholm.
	Sagaholm.
	Odensholm.
	Vretaholm.
02603---	Empresa Hondurena de Vapores, S.A.:
	S/S Tenadores.
	S/S Tetela.
	S/S Carrillo.
	S/S Olancho.
	S/S Omoa.
	S/S Orica.
	M/V Almirante.
	M/V Aragon.
	M/V Atenas.
	M/V Lempa.
	M/V Leon.
02602---	Fyffes Group Ltd.:
	Turrialba.
	Motagua.
	Chuscal.
	Pacuare.
	Patia.
	Patuca.
	Pecos.
	Morant.
	Matina.
	Tucurinca.
	Tilapa.
	Telde.
	Ronde.
	Roatan.
	Rio Cobre.
	Golfito.
	Camito.
04357---	Koninklijke Nedlloyd N.V.:
	Neder Eems.
	Wonogiri.
	Randfontein.
	Nijkerk.
	Senegalkust.
	Congoxust.
	Sloterkerk.
	Zuiderkerk.
	Togokust.
	Eemstroom.
	Liberiakust.
	Billiton.
	Radja.
	Rondo.
	Rotti.
	Banggai.
	Banda.
	Batjan.
	Balong.
	Batu.
	Bengkalis.
	Bawean.
	Nederlek.
	Neder Linge.
	Bali.
	Neder Rhone.
	Neder Elbe.
	Neder Ebro.
	Neder Rijn.
	Karimun.
	Karimata.
	Karachi.
	Karakorum.
	Neder Waal.
	Neder Weser.
	Main Lloyd.
	Wonosobo.
	Wonorato.
	Wonosari.
	Schie Lloyd.
	Schelde Lloyd.
	Seine Lloyd.
	Utrecht.
	Overijsel.

Certificate No.	Owner/operator and vessels
	Zeeland.
	Limburg.
	Leuve Lloyd.
	Loire Lloyd.
	Maas Lloyd.
	Merwe Lloyd.
	Mississippi Lloyd.
	Musi Lloyd.
	Marne Lloyd.
	Mersey Lloyd.
	Madison Lloyd.
	Bengalen.
	Ampenan.
	Dahomeykust.
	Oldekerk.
	Ouwerkerk.
	Oostkerk.
	Annekerk.
	Arendskerk.
	Amerskerk.
	Spaarnekerk.
	Sinoutskerk.
	Servaaskerk.
	Schiekerk.
	Steenkerk.
	Streefkerk.
	Abbekerk.
	Giessenkerk.
	Bovenkerk.
	Lelykerk.
	Leiderkerk.
	Laarderkerk.
	Ommenkerk.
	Zaankerk.
	Zonnekerk.
	Serooskerk.
	Simonskerk.
	Koudekerk.
	Kloosterkerk.
	Wissekerk.
	Willemskerk.
	Westerkerk.
	Waalekerk.
	Nedlloyd Kimberley.
	Nedlloyd Kyoto.
	Abel Tasman.
04027---	Tracofinan Co.:
	Lyra.
04011---	Haverton Shipping Ltd.:
	Haverton.
02601---	Caraibische Scheepvaart Maatschappij N.V.:
	Calamares.
	Cartago.
	Tanamo.
	Toltec.
	Toloa.
	Talamanca.
	Coppename.
	Copan.
	Castilla.
	Choluteca.
	Chiriqui.
03501---	Osaka Shosen Mitsui Senpaku K.K.:
	Tatsutasan Maru.
	Kinkasan Maru.
	Ashby Maru.
	Chicago Maru.
	Seattle Maru.
	Arizona Maru.
	Montevideo Maru.
	Hamburg Maru.
	La Plata Maru.
	Santos Maru.
	Kasugasan Maru.
	Suez Maru.
	Recife Maru.
	Rio Grande Maru.
	Euphlates Maru.
	Rio de Janeiro Maru.
	Rosario Maru.
	Curacao Maru.
	Corinto Maru.
	Caracas Maru.
	Cristobal Maru.
	Savannah Maru.
	Hoeisan Maru.
	Hakonesan Maru.
	Harunasan Maru.
	Akashisan Maru.
	Awajisan Maru.
	Akagisan Maru.
	Nagaosan Maru.
	Yakumosan Maru.
	Kishu Maru.
	Orion Maru.
	Wakaura Maru.
	Hagoromo Maru.
	Taio Maru.
	Kanagawa Maru.
	America Maru.
	Honmoku Maru.
	Barcelona Maru.
	Bergen Maru.
	Bremen Maru.
	Bristol Maru.
	Nile Maru.
	Hagurosan Maru.
	Mogamisan Maru.
	Musashisan Maru.
	Matsudosan Maru.
	Momijisan Maru.
	Manjusan Maru.
	Megurosan Maru.
	Mikagesan Maru.
	Mayasan Maru.
	Honolulu Maru.
	Mexico Maru.
	Havana Maru.
	Tubarao Maru.
	Kimi Maru.
	Tenryusan Maru.
	Izumisan Maru.
	Dover Maru.
	Oppama Maru.
	Mitsuminesan Maru.
	Kaien Maru.
	Tegurasan Maru.
	Tohkohsan Maru.
	Kasagisan Maru.
	Yachiyosan Maru.
	Fuohshan Maru.
	Shinosaka Maru.
	Tasman Maru.
	Kimitsusan Maru.
	Kofukusan Maru.
	Takaosan Maru.
	Tokiwasan Maru.
	Yashimasan Maru.
	Taikosan Maru.
	Takaminesan Maru.
	Santiago Maru.
	Australia Maru.
	Hodakasan Maru.
	Hague Maru.
	Philippine Maru.
	Buenos Aires Maru.
	Sacramento Maru.
	St. Louis Maru.
	San Francisco Maru.
	K.D.D. Maru.
	Fujisan Maru.
	Hawaii Maru.
	Norfolk Maru.
	Tacoma Maru.
	Hudson Maru.
	Houston Maru.
02341---	Koninklijke Nederlandsche Stoomboot-Maatschappij N.V.:
	Prins Der Nederlanden.
	Oranje Nassau.
	Trident Amsterdam.
	Ganymedes.
	Diogenes.
	Pericles.
	Ceres.
	Archimedes.
	Aristoteles.
	Hermes.
	Hercules.
	Socrates.
	Palamedes.
	Ulysses.
	Ares.
	Achilles.
	Neptunus.
	Mercurius.
	Sinon.
	Theron.
	Ammon.
	Medon.
	Solon.
	Marathon.
	Jason.
	Maron.
	Parthenon.
	Kreon.
	Chiron.
	Ladon.
	Memnon.
	Adonis.
	Artemis.
	Charis.
	Daphnis.
	Themis.
	Minos.
02675---	Reederei Kai Braundle-Schmidt KG.:
	Venus.
04935---	Coal Overseas Corp.:
	Butterfly.
04788---	Traverse Shipping, Inc.:
	Theomitor.
03971---	The Korea Shipping Corp., Ltd.:
	Muk Ho.
	Mok Po.
	Yo Su.
	Po Hang.
	Che Ju.
	Daepori.
	Chang Hang.
	Inchon.
	Masan.
	Vega.
	Altair.
	Nam Hae.
	Jin Duek.
	Sun Duek.
	Sae Jong.
	Dong Myung.
	Korean Exporter.
	Korean Trader.
	Korean Pioneer.
	Korean Frontier.
02869---	Productos Del Frio, S.A.:
	Trevinca.
02844---	Gloria Bahama, Ltd.:
	Zenith.
03488---	Sanwa Sempaku K.K.:
	Musashino Maru.
	Tosa Maru.
02927---	Transmarine Holland N.V.:
	Risa Paula.
03451---	Kowa Shosen K.K.:
	Kokyo Maru.
	Kokusai Maru No. 2.
	Eiwa Maru.
	Kogaku Maru.
	Japan Juniper.
03996---	Beteigeuze Schiffahrtsgesellschaft Reith & Co.:
	Inalotte Blumenthal.
02846---	Heritage Navigation Co., Ltd.:
	Yasaka.
	Mekari.
02849---	Herald Shipping Lines, Ltd.:
	Ise.
	Akama.
	Yasukuni.
05131---	Argo Nah-Ost Linie G.m.b.H., Bremen:
	Albireo.
	Apus.
	Alphard.

Certificate No.	Owner/operator and vessels
01656---	Compania Ionian de Navegacion S.A.:
	Maria.
03969---	Zim and Transport Commercial Co.:
	En Gedi.
	Avedat.
03596---	Compania Naviera Del Vapor Albia, S.A.:
	Albia.
03992---	Bellatrix Schiffahrtsgesellschaft Reith & Co.:
	Emil Reith.
04497---	Daikokumaru Gyogyo Seisan Kumiai:
	Drakakumaru No. 80.
03537---	Herlofson Shipping Co. A/S Skibsaktieselskapet Oilexpress Skibstktieselskapet Herva:
	Tank Princess.
02396---	Orchid Maritime Corp.:
	Kismet.
04106---	Universal Mariners, S.A.:
	Palona.
	Bolina.
02969---	Mamaroneco Bulk Carrier Corp., Inc.:
	M/V Snow White.
03181---	N.V. Kustvaartmaatschappij Holland-Groningen:
	Ana Isabel.
	Atlantic Sky.
02298---	Naviera Galea, S.A.:
	Galerno.
	Galea.
02296---	Naviera Fierro, S.A.:
	Ildefonso Fierro.
02688---	East West Shipping Ltd.:
	Nego Enterprise.
04029---	National Sand & Material Co., Ltd.:
	S/S Charles Dick.
03919---	Mobil Tankers Ltd.:
	Mobil Acme.
	Mobil Enterprise.
	Mobil Endurance.
03916---	Mobil Oil Francaise:
	Aramis.
	Athos.
	D'Artagnan.
05135---	Poseidonia Maritime Ltd.:
	Theofilos J Vatis.
03917---	Mobil Shipping Co., Ltd.:
	Mobil Pegasus.
	Mobil Pinnacle.
	Mobil Astral.
	Mobil Daylight.
	Mobil Transporter.
	Mobil Energy.
	Sylvan Arrow.
	T.B.N. (Hull 4268).
	T.B.N. (Hull 4269).
02043---	Suomen Tankkilaiva oy Finska Tankfartygs A.B.:
	Winha.
	Pronto.
	Presto.
	Wipunen.
	Wirma.
	Pensa.
	Wisa.
	Wilma.
	Wirta.
	Vaasa Leader.
04112---	Greater Pacific Mariner Industries Inc.:
	Oceana.
04110---	Golden Marine Transport Inc.:
	Alvina.
03025---	Arrow Shipping Co., Panama S.A.:
	Olympic Wind.
03024---	Transmarine Panama S.A.:
	Olympic Thunder.
03544---	Herness Shipping Co. A/S:
	Naess Meteor.
	M/S Naess Comet.
	S/S Naess Jupiter.
	S/S Naess Saturn.
04349---	Northwestern Sea Carriers Corp.:
	Andros Castle.
04347---	Maroceano Compania Naveria, S.A.:
	Lakmos.
	Lykaion.
	Paikon.
	Pelion.
	Pellinaion.
	Pentelikon.
04512---	Seiju Gyogyo Kabushiki Kaisha:
	Seijumaru No. 3.
04506---	Toyamaken Hokuyo Gyogyo Kyodokumiai:
	Tateyamamaru No. 28.
04518---	Tokusui Kabushiki Kaisha:
	Kakimaru No. 11.
	Kakimaru No. 8.
	Kakimaru No. 12.
	Kakimaru No. 3.
04517---	Sanyo Gyogyo Kabushiki Kaisha:
	Sanyomaru No. 5.
04847---	The Douglas Steamship Co., Ltd.:
	Inchona.
	Terza.
	Quarta.
05192---	Reefer and General Shipping Co., Inc.:
	M/V Pongal.
01554---	Partrederiet AF 23 August 1965:
	Lene Nielsen.
04124---	Gulf Oil Canada Ltd.:
	Gulf Canada.
	Gulf Harbourmaster.
	Gulf Logger.
03203---	General Carriers S.A.:
	Dona Mari.
	Isobel.
	Mari Chandris.
02620---	Ernst Russ on Behalf of Partenreederei M/V Ernst G. Russ:
	Ernst G. Russ.
02623---	Ernst Russ on Behalf of Partenreederei M/V Christian Russ:
	Christian Russ.
01344---	Reeder Union AG:
	Damaskus.
	Cap Colorado.
02273---	Tito Campanella Navigazione S.P.A.:
	Tito Campanella.
	Bonassola.
	Clelia Campanella.
	Sunpalermo.
	Ninny Figari.
04279---	Far Eastern Navigation Inc.:
	Atlantic Charity.
01928---	Petroleum Transport Ltd.:
	Ionian Challenger.
03345---	San Fernando Steamship Co., S.A.:
	San Eduardo.
05144---	Beaverdam Tankers Co., Ltd.:
	Jack.
04108---	Confidence Maritime Industries, S.A.:
	Maxim.
05197---	Stravelakis Bros. Ltd.:
	Lastrigoni.
	Lelaps.
	Amphitrite.
	Milea.
	Estia.
	Ira.
	Kronos.
	Pluton.
	Pelias.
	Polyfimos.
	Venthisikimi.
	Tritonas.
	Dias.
	Antaios.
	Tarsos.
01306---	Shaw Savill & Albion Co., Ltd.:
	Carnatic.
	Saracen.
	Cretic.
	Alaric.
	Laurentic.
	Amalric.
	Zealandic.
	Delphic.
	Cymric.
	Illyric.
	Icenic.
	Iberic.
	Medic.
	Megantic.
	Britannic.
	Majestic.
	Suevic.
	Ceramic.
	Akaroa.
	Aranda.
	Arawa.
	Southern Cross.
	Northern Star.
	Ocean Monarch.
05114---	N.V. Stoomvaartmaatschappij de Maas:
	Waardrecht.
	Wieldrecht.
	Woensdrecht.
	Deltadrecht.
	Dordrecht.
	Duivendrecht.
	Ossendrecht.
	Thuredrecht.
	Sliedrecht.
	Holendrecht.
	Meerdrecht.
	Papendrecht.
	Pendrecht.
	Pooldrecht.
	Katendrecht.
01893---	Silver Line Ltd.:
	Silvereagle.
	Silverosprey.
	Silversea.
	Silverbeach.
	Silvermain.
	Silverharrier.
	Silverhawk.
	Silvercape.
	Silvershore.
	Silversand.
	Chelsea Bridge.
	Silvercove.
	Silvermerlin.
	Silverfalcon.
	Silvereid.
04491---	Fukumaru Gyogyo Kabushiki Kaisha:
	Fukumaru No. 5.
	Fukumaru No. 11.
	Fukumaru No. 18.
01215---	Interessentskapet Mesna:
	Mesna.
05064---	Hariet E.A.N.E., Piraeus:
	Hariet.
03454---	Kyowa Sangyo Kaiun K.K.:
	Daiwa Maru.
	Meiwa Maru.
	Yawa Maru.
	Eiwa Maru.
	Wakamine Maru.
02468---	Czechoslovak Ocean Shipping:
	Kosice.
	Krivan.
	Radhost.
	Sitno.
	Blanik.
	Brno.
	Republika.

Certificate No.	Owner/operator and vessels
	Kladno.
	Vitkovice.
02266---	Marina Mercante Nicaraguense S.A.:
	Costa Rica.
	Honduras.
	El Salvador.
	Managua.
05338---	Aghia Marina Maritima S.A.:
	Aghia Marina.
04676---	Naviera de Canarias, S.A.:
	Playa de Las Nieves.
	Playa Blanca.
	Playa de Naos.
	Playa Del Medano.
	Playa de Las Canteras.
	Playa de Maspalomas.
	Playa de Los Cristianos.
	Playa de La Aldea.
	Playa de Jandia.
04675---	Naviera Santa Catalina, S.A.:
	Cimadevilla.
04100---	N.V. Reederij Nautiek:
	Daje Bohmer.
	Wiebold Bohmer.
	Marietje Bohmer.
	Leonard Bohmer.
	Annemarie Bohmer.
02297---	Navitank, S.A.:
	Playa de Riazor.
04048---	A/S Mosvold Shipping Co.:
	M/T Sterling.
	M/T Bamberg.
	M/T Arnsberg.
	M/S Moslane.
	M/T Mosduke.
	M/T Mosprince.
	M/T Mosli.
	M/T Mostank.
03970---	Bulk Transport Corp.:
	Struma.
0°515---	Tofuku Kisen K.K.:
	Ryuyo Maru.
	Oikaze Maru.
05183---	Leth & Co.:
	Scharhorn:
	Ludwig.
	Borkum.
	Otto.
02272---	Vaasan Hyorymylly Oy:
	Concordia Finn.
02248---	Kloeckner & Co.:
	Anneliese.
	Inge.
01998---	Rederiaktiebolaget Gylfe:
	Ivan Gorthon.
	Frans Gorthon.
	Axel Gorthon.
	Ingrid Gorthon.
	Nils Gorthon.
	Margit Gorthon.
	Tilia Gorthon.
	Maria Gorthon.
	Ada Gorthon.
	Alida Gorthon.
	Joh Gorthon.
03736---	Bethlehem Steel Corp.:
	Hoboken Yard Dry Dock No. 1.
	Erie Marine Inc., Hull No. 101.
	Baltimore Yard Dry Dock No. 2.
	Baltimore Yard Dry Dock No. 4.
	Hoboken Yard Dry Dock No. 2.
	San Francisco Yard Dry Dock No. 2.
	San Pedro Yard Dry Dock No. 2.
	Homer.
	Hoboken Yard Dry Dock No. 4.
	San Pedro Yard Dry Dock No. 1.
	Calmar.
	Marymar.
	Portmar.
	Pennmar.
	Seamar.
	Yorkmar.
	Bethflor.
	Bethtex.
	Johnstown.
	Sparrows Point.
	Beaumont Yard Dry Dock No. 2.
	Dry Dock YFD55.
	Lehigh.
	Steelton.
	Hoboken Yard Dry Dock No. 3.
	Boston Yard Dry Dock No. 1.
	San Francisco Yard Dry Dock No. 1.
	Bethlehem.
	Baltimore Yard Dry Dock No. 1.
	Boston Yard Dry Dock No. 2.
	San Francisco Yard Dry Dock No. 4.
	Bethcoal I.
	Bethcoal II.
	Bethcoal III.
	Bethlake I.
	Beth Derrick No. 1.
	E115.
	E116.
	E117.
	FE1.
	Advance III.
	Scow 105.
	Scow 106.
	Kingston No. 1.
	E104.
	E105.
	E106.
	E107.
02858---	Intermarine, Inc.:
	Karen.
	Bonanza.
	Angelica.
	Henna.
	Gilia.
03137---	The Cunard Steamship Co. Ltd.:
	Mahronda.
	Atlantic Causeway.
	Atlantic Conveyor.
	Lustrous.
	Luminous.
	Lucigen.
	Luxor.
	Maipura.
	Mahsud.
	Maihar.
	Mahout.
	Markhor.
	Mawana.
	Matra.
	Manaar.
	Mahseer.
	Malancha.
	Macharda.
	Mathura.
	Mangla.
	Masirah.
	Manipur.
	Media.
	Parthia.
04542---	Mr. Choei Okado:
	Chokyumaru No. 15.
	Chokyumaru No. 12.
04541---	Mr. Kusuji Kato:
	Seiyumaru No. 12.
03213---	Amoco Trading International Ltd.:
	Amoco Brisbane.
	Amoco Cremona.
	Amoco Baltimore.
	Amoco Yorktown.
	Amoco Texas City.
	Amoco Savannah.
04350---	Ocean Freighters Corp.:
	Leonidas D.
	Ivy.
04351---	Oceanic Freight Carriers Corp.:
	Andros Island.
	Andros City.
	Andros Hills.
01409---	Oceanic Bulkcarriers S.A. Panama:
	Capetan Kostis.
01369---	Alemat Compania Naviera S.A.
	Alexandros.
01370---	Peleus Shipping Co., S.A.:
	Achilleus.
02992---	Santa Marina Shipping Co. S.A., Panama:
	Marina.
01472---	Heritage Shipping Co., Ltd.:
	Atlantic Heritage.
01620---	Eagle Shipping Co. Ltd.:
	Atlantic Eagle.
04453---	Murakami Kisen Co., Ltd.:
	Buntai Maru.
02980---	Rederi A/S Mimer and A/S Norfart:
	M/T Antilla.
	M/T Anja.
	M/T Anette
	M/T Anina.
	M/T Anella.
	M/T Anne.
03072---	East Coast Maritime Corp.:
	Katrina.
02023---	Bohannon, S.A.
	Roga.
	Nabo.
01500---	Monarch Steamship Co. Ltd.:
	British Monarch.
01923---	Primera Compania Armadora S.A.
	Cephalonia.
05348---	Yellow Globe Shipping S.A.:
	Tropicalia.
04674---	Pescanova, S.A.:
	Coruna.
	Mardepesca Uno.
	Roncal.
	Soutomaior.
	Sobroso.
	Lemos.
01368---	Anax Shipping Co., S.A.:
	Atlas.
01410---	Sociedad de Carga Oceanica S.A., Panama:
	Angelos Lusis.
01345---	Bock, Godeffroy & Co.:
	Polar Colombia.
	Polarstern.
	Galata.
	Libanon.
	Ankara.
02845---	Vapores Costeros, S.A.:
	Liana.
04502---	Kotoshiro Gyogyo Kabushiki Kaisha:
	Kotoshiromaru No. 58.
	Kotoshiromaru No. 7.
	Kotoshiromaru No. 3.
04682---	Emil Hemmersam:
	M.V. Guldensand.
04556---	Nihon Hogei Kabushiki Kaisha:
	Ryushomaru No. 3.
	Ryushomaru No. 7.
	Ryushomaru No. 5.
	Shinyomaru.
04507---	Kabushikikaisha Fukuokaken Gyogyo Kosha:
	Fukuoka Maru.
02865---	International Mercantile Navigation Co., S.A.:
	Montestoril.
01901---	Kalgrad Navigation Co., Inc.:
	Van Union.
03915---	Mobil Oil Corp.:
	Mobil Meridan.
	Mobil Power.
	Mobil Fuel.
	Mobil Lube.
	Mobil Aero.
	Mobiloil.
	Mobilgas.
	Socony Vacuum.
	Eclipse.
	Colina.
	Syosset.
	Barge Mobil 35.

Certificate No.	Owner/operator and vessels
	Mobil Chicago.
	Mobil Champlain.
	Barge Mobil 33.
	Mobil New York.
	Barge Mobil 331.
	Barge Mobil 334.
	Barge Mobil 336.
	Barge Mobil 337.
	Barge Mobil 335.
	Barge Mobil 332.
	Barge Mobil 330.
	Barge Mobil 333.
	Barge Mobil 20.
	Mobil Supply.
	Barge Mobil 322.
	Barge Mobil 40.
	Barge Mobil 321.
	Barge Mobil 320.
	Barge Mobil 125.
	Barge Mobil 128.
	Barge Mobil 32.
	Mobil Trader.
	Mobil Leader.
	Mobil Lacrosse.
05371---	Okinawa Kaiser Co., Ltd.:
	Taipan.
	Orient Carrier.
02997---	May Shipping Co. Ltd., Cyprus:
	May.
03539---	Herlofson Shipping Co. A/S Skibsaktieselskapet Jølund Skibsaktieselskapet Oilexpress:
	M/S Bulk Pioneer.
05216---	Greek Maritime Exploitation Co. Nek. Ltd.:
	Marilena M.
	Georgios M. II.
03389---	Shell Tankers N. V.:
	Camitia.
	Cinulia.
	Crania.
	Kabylia.
	Kryptos.
	Kenia.
	Krebsia.
	Kalydon.
	Khasiella.
	Kylix.
	Korovina.
	Kermia.
	Katelysia.
	Kossmatella.
	Kara.
	Kelletia.
	Kopionella.
	Kosicia.
	Korenia.
	Koratia.
	Acila.
	Acmaea.
	Arca.
	Abida.
	Acteon.
	Atys.
	Vivipara.
	Vasum.
	Vitrea.
	Viana.
	Zafra.
	Zaria.
	Patro.
	Capiluna.
	Capisteria.
	Capulonix.
	Lovellia.
	Philidora.
	Philine.
	Philippia.
	Ondina.
	Onoba.
	Diadema.
	Diloma.
	Dosina.
	Dione.
	Dallia.
	Daphne.
	Sepia.
	Niso.
	Macoma.
	Metula.
02871---	Eastern Supplier Operators, Inc.:
	Eastern Supplier.
02873---	Eastern Sea Services, Inc.:
	Eastern Advocate.
	Eastern Worker.
02874---	West India Industries, Inc.:
	Inagua Arrow.
	Inagua Rover.
	Inagua Wave.
	Inagua Gull.
	Inagua Cloud.
	Inagua Beaver.
	Inagua Spray.
	Inagua Bay.
	Inagua Light.
	Inagua Sound.
	Inagua Beach.
	Inagua Pilot.
02875---	West India Carriers, Inc.:
	Wisco Trader.
	Wisco Ranger.
02576---	Constantinos Shipping Co., Ltd.:
	M/V Lena.
02378---	Oakland Shipping Corp.:
	Zarathustra.
02375---	Enomena Shipping Corp.:
	Anemone.
04493---	Kabushiki Kaisha Kanagawa-Ken Suisan Kosha:
	Shinkomaru.
02155---	Lorentzen & Sønners Rederi A/S:
	Arthur Stove.
02862---	Ocean Shipping & Enterprises, Ltd.:
	Ocean Prosper.
	Ocean Builder.
	Ocean Splendour.
	Ocean Enterprise.
	Ocean Unity.
	Pichai Samut.
	Ocean Prima.
01871---	F. Schinicariello:
	Riruccia.
	St. Paul.
	St. Peter.
	Pina.
02664---	Antares Schiffahrtsgesellschaft Schmidt & Co., KG.:
	Antares.
02674---	Pollux Schiffahrtsgesellschaft Schmidt & Co., KG.:
	Pollux.
04501---	Kanagawa Enyo Gyogyo Kabushiki Kaisha:
	Hakuhomaru.
	Tenshinmaru.
05369---	Midsea Containership, Inc.:
	Hother Isle.
	Gwendolen Isle.
	Christine Isle.
05305---	Calypso Shipping Corp.:
	Calypso N.
05143---	Valiant S.A.:
	Providentia.
03602---	South State Terminals Co.:
	Barge SP-2.
01648---	Compania Armonia de Navegacion, S.A.:
	Armonia.
01650---	Compania Pelineon de Navegacion, S.A.:
	Capetan Mathios.
01651---	Compania Aeolia de Navegacion, S.A.:
	Despina.
01649---	Compania Laconia de Navegacion, S.A.:
	Capetan Lukis.
02175---	Okeania S.A.:
	Australis.
03108---	Chinese Maritime Trust, Ltd., Taipei:
	Ru Yung.
	Sian Yung.
	Geh Yung.
	Tsui Yung.
	Oriental Rio.
03220---	Rederiet for M/S San Bruno:
	San Bruno.
04159---	Nautilus Petroleum Carriers Corp.:
	Sister Katingo.
02062---	Athos Shipping Co.:
	World Duality.
04814---	Naviera Panamericana, S.A.:
	Don Segundo Sombra.
04816---	Ocean Oil Transport G.m.b.H. & Co. K.G.
	Golar Nichu.
04417---	Howaldt Schiffahrts-KG., Hamburg:
	Paula Howaldt.
03579---	Skibsaktieselskapet Aino, Skibsaksjeselskapet Viator, Skibsaksjeselskapet Viva, Skips A/S Bonita:
	M/S Aino.
04264---	Outerocean Navigation Corp., Ltd.:
	Greta.
	Shelley.
	Silvana.
	Lisboa.
02863---	Naviera Aznar S.A.:
	Monte Arucas.
	Monte Saja.
	Monte Sollube.
	Monte Penalara.
	Monte Pagasarri.
	Monte Anaga.
	Monte Urquiola.
	Monte Umbe.
	Monte Ulia.
	Monte Udala.
	Monte Zalama.
	Monte Zaraya.
	Monte Zamburu.
	Monte Zapola.
02864---	Refineria de Petroleos de Escombreras, S.A. (Repesa):
	Cartago.
	Puertollano.
	Mequinenza.
	Puentes de Garcia Rodriguez.
	Escatron.
	Escombreras.
	Calatrava.
	Alcantara.
	Santiago.
	Montesa.
03215---	Rederiaktiebolaget Salenia:
	Cayman.
	Atlantide.
	Argonaut.
	San Blas.
	San Benito.
	Dagmar Salen.
	Sea Spirit.
02834---	Transportes Fruteros Del Mediterraneo S.A.:
	Bayren.
	Glaciar Blanco.
	Glaciar Azul.
	Glaciar Verde.
	Glaciar Gris.
	Glaciar Rojo.
	Glaciar Negro.
02911---	Sig. Bergesen D. Y. & Co.:
	Berge Siglion.
	Berge Sigwaldo.
	Marshall Clark.
	Shigeo Nagano.

Certificate No.	Owner/operator and vessels
	Sidney Spiro.
	Inayama.
	Bergetun.
	Berge Odel.
02001---	Rederiaktiebolaget Transatlantc:
	Paralla.
	Atlantic Span.
	Mirrabooka.
	Goonawarra.
	Woollahra.
	Parrakoola.
	Talarah.
	Waitara.
	Kirribilli.
	Arizona.
	Alabama.
	Elgaren.
	Cirrus.
	Cumulus.
	Stratus.
	Hallaren.
	Vingaren.
	Nimbus.
	Minnesota.
	Indiana.
	Mangarella.
	Yarrawonga.
	Vikaren.
	Lommaren.
	Sunnaren.
	Hjelmaren.
	Cooranga.
	Bullaren.
	Scandic.
04551---	Ohtori Suisan Kabushiki Kaisha:
	Ohtori Maru.
01877---	Carbocoke-Societá di Navigazione S.P.A.:
	M/V Giovanni Ansaldo.
	M/V Carlo Canepa.
	M/V Maralunga.
	M/V Fezzano.
	M/V Arcola.
	M/T Ignazio Bibolini.
	M/T Taormina.
	M/T Marola.
	M/T Maramozza.
	M/T Evangelista Torricelli.
	M/T G.B. Venturi.
	M/T Luigi Galvani.
	M/T Amedeo Avogadro.
	M/V Cadimare.
04580---	Marine Transport Lines, Inc.:
	Chemical Trader.
	Eid.
	Marian P. Billups.
	Marine Dow Chem.
	Marine Texan.
	Marine Duval.
	Marine Floridian.
	Marine Electric.
	Marine Eagle.
	Leland I. Doan.
	Marine Chemist.
04513---	Hinode Gyogyo Kabushiki Kaisha:
	Hinodemaru No. 58.
	Hinodemaru No. 53.
04867---	Richmond Shipping Co. S.A.:
	S/S Richmond.
04352---	Oceanic Oil Transport Corp.:
	Andros Master.
04353---	Industrial Carriers Corp.:
	Serifos.
04354---	Oil Transport Corp.:
	Kissavos.
01655---	Compania Naviera Santa Caterina S.A.:
	Finix.
01654---	Compania Messinia de Navegacion, S.A.:
	Feax.
02061---	Porthos Shipping Co.:
	World Duet.
03243---	Interessentskapet 407:
	Sandvaag.
02656---	Partenreederei M/S Annemarie Kruger Korrespondentreeder Hans Kruger G.m.b.H.:
	Annemarie Kruger.
03554---	Interessentskapet Saga Swan:
	Anco Swan.
04559---	Daito Enyogyogyo Kabushiki Kaisha:
	Kairyumaru.
	Daitomaru.
	Daitomaru No. 3.
04552---	Hokuyo Hogei Yuugen Kaisha:
	Taka Maru.
03689---	Scheepvaartmaatschappij Volharding N.V.:
	Antilla Cape.
04555---	Goyo Suisan K.K.:
	Goyo Maru.
	Seiyo Maru.
	Shoyo Maru.
04238---	Marcomare Shipping Corp.:
	Nikos.
04523---	Kabushiki Kaisha Isomae Gyogyosho:
	Isomaemaru No. 1.
04528---	Kabushiki Kaisha Sugacho Suisan:
	Choko Maru No. 28.
01417---	Athelking Tankers Co., Ltd.:
	Athelking.
04425---	Marvivir Compania Naviera S.A. Panama:
	Zoe G.
04420---	Navigazione Alta Italia S.P.A.:
	Montello.
	Monfiore.
	Mondoro.
	Monbaldo.
02669---	Partenreederei Diana:
	Diana.
02668---	Reederei Gebruder Schmidt & Co. K.G.:
	Castor.
02667---	Transatlantic Reederei Schmidt & Co. K.G.:
	Cassiopeia.
02672---	Iris Schiffahrtsgesellschaft Schmidt & Co. K.G.:
	Iris.
02671---	Flensburger Reederei Ag. Von 1961:
	Heinrich Schmidt.
02666---	Reederei Hans. H. Schmidt K.G.:
	Cadiz.
02670---	K.G. Flensburger Reederei Ag. Von 1961 & Co.:
	Hans Schmidt.
04186---	Flensburger Dampfercompagnie Harald Schuldt & Co.
	Glucksburg.
	Ratzeburg.
04188---	Rendsburger Schiffahrtsgesellschaft M.B.H. & Co.
	Breitenburg.
	Mildburg.
	Norburg.
04190---	Santo Rosa Shipping Co. Panama S.A.:
	Orpheus.
04191---	Caribbean—Atlantic Cargo Inc. Panama:
	Ondine.
04192---	Fruchtreederei Harald Schuldt & Co.:
	Angelburg.
	Ahrensburg.
01473---	Hawk Shipping Co., Ltd.:
	Atlantic Hawk.
02990---	Tota Shipping Co. S.A. Panama:
	Northern Venture.
03087---	Atlantic Far East Lines, Inc.:
	Oriental Argosy.
	Oriental Banker.
	Oriental Pearl.
	Oriental Jade.
04499---	Junko Gyogyo Kabushiki Kaisha:
	Junkomaru No. 18.
	Junkomaru No. 28.
	Junkomaru No. 3.
04500---	Miura Enyo Gyogyo Kabushiki Kaisha:
	Kohomaru.
02376---	Myrapal Freighters Corp.:
	Palmyra.
05019---	Happy Union Maritime Ltd.:
	S/S Kretan Unity.
02652---	Reederei H. W. Janssen K.G. M/S Norderfehn:
	M/V A N J A.
02329---	Antarctic Gas Inc.:
	M/V Euclides.
	M/V Aristotle.
	M/V Pericles.
	MT Socrates.
02188---	Bristol City Line Ltd.:
	Dart Atlantic.
	Montreal City.
	Halifax City.
01643---	La Poseidonia Compania de Vapores S.A.:
	Stamos.
03206---	Allied Industries Ltd.:
	Marisurf.
03145---	Zepagas Shipping Corp.:
	Archontas.
02987---	Transargo Compania Maritima S.A. Panama:
	Despina N.
03643---	Ray Navigation Ltd.:
	M/V Dolores.
03642---	Freatys Shipping Corp.:
	M/V Freattys.
03644---	Lampsis Navigation Ltd.:
	M/V Lampsis.
05194---	Metis Shipping Co., S.A.:
	Pasithea.
01163---	Santiago Sociedad Armadora S.A.:
	Violetta.
01164---	Virginia Compania Armadora S.A.:
	Virginia M.
03249---	Rederiet for M/S Polar Diamant:
	Polar Diamant.
03216---	Rederiaktiebolaget Rex:
	Bjorno.
	Singo.
	Husaro.
	Segero.
	Ledaro.
	Foglaro.
	Biskopso.
05340---	Cornell Naviera S.A.:
	Pennant.
02633---	Partenreederei M/S Matthias Rehder:
	Matthias Rehder.
02839---	Valles Steamship Co., Ltd.:
	Silver Longevity.
	Silver Clipper.
	Silver Zephyr.
	Silver Pagoda.
	Silver Palace.
	Silver Castle.
	Silver Bay.
	Silver Constellation.
	Silver Shelton.
04105---	Safety Shipping Co., S.A.:
	Liziana.
03516---	Toko Kaiun K.K.:
	Tokai Maru.
	Toten Maru.
	Tosei Maru.
	Toko Maru.
02968---	Fairview Bulk Carrier Corp., Inc.:
	M/V Princess Aurora.
03529---	Yamaichi Kiesen K.K.:
	Sanwo Maru.
	Sankou Maru.
04107---	True Mariners, S.A.:
	Juliana.

Certificate No.	Owner/operator and vessels
05127---	Philon Special Shipping Societe Anonyme: Electra.
03994---	Partenreederei M/S Ida Bluementhal: Ida Isle.
03995---	Partenreederei M/S Johann Bluementhal: Gretchen Isle.
03999---	Hamilton Transport Co., Inc.: Helene.
03718---	Kaiser Aluminum & Chemical Corp.: James A. Lyles. Adele Riley. Sarah D. Smith.
02585---	Great Northern Oil Co.: GOC 1.
01352---	Korea United Lines, Inc.: Hanyang. Kyungju. Hwasong. Moksong. Tosong. Susong. Kumsong.
04498---	Ito Gyogyo Kabushiki Kaisha: Sasshumaru No. 38.
04983---	M/S Jopulp Tunnecke Schiffahrtsgesellschaft, Bremen: M/V Jopulp.
01378---	Lycabettos Shipping Co. S.A.: Amyntas.
05280---	Cirius Shipping Ltd.: Captain Avgerinos.
01844---	Nationale Tankvaart Maatschappij N.V.: Forest Hill. Forest Lake. Forest Town.
03319---	Transocean Transport Corp.: Transocean Transport. Transocean Merchant. Transocean Shipper. Don Ambrosio. Dona Amalia.
03320---	Botelho Shipping Corp.: Emilia Rosello. Maria Rosello.
03223---	Rederiet for M/T Anco Span: Anco Span.
04539---	Mr. Kusugoro Yamamoto. Senshu Maru No. 7. Senshu Maru No. 8. Senshu Maru No. 15.
04537---	Mr. Tokuo Kanazawa. Koeimaru No. 18. Koeimaru No. 38.
02932---	Fair Wind Marine Corp.: Isabena.
04750---	Tosui Enyo Gyogyo Kabushiki Kaisha: Tosuimaru No. 8. Tosuimaru No. 11.
02371---	Seaways Carriers Co. S.A.: Sanouko.
01364---	Parnes Shipping Co. S.A.: Apollonius.
02507---	Union Navale: Carolia. Clymenia. Petraia.
01087---	Dampskibsselskabet Torm A/S: M/S Gunhild Torm. Herdis. Estrid. Ragnhild. Thyra Torm. Alice Torm.
01249---	A/S International Gas Carriers: LPG/C Havgas. LPG/C Havfrost. LPG/C Havis.
03846---	Colonial Tankers Corp.: Western Hunter.
03839---	Western Tankers Corp.: Western Clipper. Western Planet. Western Comet.
04430---	Birdsall Shipping Co., Ltd.: Tropic Eve. Tropic Day.
02310---	A/S-Odderø M/fiere: Rose.
05067---	Pericles E.A.N.E. Piraeus: Pericles Halcousis.
04187---	Hamburg-Sudamerikanische Dampfschifffahrts - Gesellschaft Eggert & Amsinck Zweigniederlassung Bremen: Walter.
05041---	Transatlantic Bulk Carriers Inc.: Main Ore. Ems Ore. Ruhr Ore. Weser Ore. Rhine Ore.
01525---	N.G. Livanos Maritime Co., Ltd.: John Michalos.
04475---	Fukuyoshi Gyogyo Kabushiki Kaisha: Fukuyoshi Maru No. 18.
01653---	Compania Argolia de Navegacion S.A.: Esperis.
02833---	Joaquin Ponte Naya S.A.: Joaquin Ponte Naya. Pedro Menendez.
01218---	Interessentskapet Ocean Master: Ocean Master.
01373---	Pindos Shipping Co., S.A.: Aristarchos.
01156---	Partenreederei M/S Dirk Mittmann: M/S Dirk Mittmann.
01501---	Orient Bulk Carriers, Ltd.: Verdala.
01365---	Pentelikon Shipping Co., S.A.: Amethyst.
01490---	Knight Shipping Co., Ltd.: Atlantic Knight.
05335---	Global Shipping Corp.: Sankograin. Sankosteel.
01488---	Sun Shipping Co., Ltd.: Atlantic Sun.
01474---	Emperor Shipping Co., Ltd.: Atlantic Emperor.
01486---	Fury Shipping Co., Ltd.: Atlantic Fury.
01489---	Aliakmon Shipping Co., Ltd.: Aliakmon.
01480---	Pilgrim Shipping Co., Ltd.: Hadjitsakos.
04987---	Scheepvaartkantoor Oceaanvaart N.V.: Jal Exporter.
01491---	Southeast Mediterranean Shipping, Ltd.: Athina Zafirakis.
01496---	South Mediterranean Shipping, Ltd.: Ioannis Zafirakis.
04348---	North Seas Carriers Corp. Seaspray Bulk Carriers Corp.: Ekaterini M. Goulandris.
03568---	Rederiaktieselskapet Freikoll, A/S Bralanta, A/S Bramora: Braconda. Branita. Bralinda. Bramora.
02653---	Containerschiffsreederei H. W. Janssen G.m.b.H. & Co. KG. M/S, Westerfehn: M/V Faros.
02651---	Reederei H. W. Jenssen K.G. M/S Suderfehn: M/V Amanda.
02268---	Bordazuri Trading & Shipping Co., Inc., Monrovia: Bordazuri.
05352---	Delmar Shipping, Ltd.: Capricorn.
04579---	Eagle Transport, Ltd.: Thomas K.
04660---	Sociedade Geral de Comercio, Industria E Transportes, Sarl: Praia da Adraga. Cunene. Monchique.
04445---	Aktiebolaget Bellis: Artemis. Hemisphere. Horizon.
05129---	Sefton Steamship Co., Ltd.: Valparaiso.
03244---	Rederiaktieselskabet Vendila: Aggersborg. Skanderborg.
04880---	Oljekonsumenterna —OK: Oklahoma. Oktania. Okland.
03510---	Takeda Kigyo Kabushiki Kaisha: Showa Maru No. 5. Seishomaru No. 8. Seishomaru No. 6.
04581---	Marine Navigation Co., Inc.: Marine Clipper. R. E. Wilson. Enterprise. Marine Victory.
04943---	Academy Tanker, Inc.: S/S Thomas M. S/S Thomas Q. S/S Thomas A.
04458---	Naviera Artola, S.A.: Loyola. Leyre. Artola.
04461---	Maritima Astur S.A.: El Pison.
04459---	Sociedad Metalurgica Duro-Felguera: Mosquitera. Antonio Lucio.
02832---	Compania Trasatlantica Espanola S.A.: Comillas. Ruisenada. Merced. Camino. Coromoto. Almudena. Virginia de Churruca. Satrustegui. Covadonga. Guadalupe.
02993---	Zapa Shipping Co. S.A., Panama: Semira.
03925---	Manno Kisen Kabushiki Kaisha: Toyosaki Maru. Komahime Maru. Shoho Maru No. 8. Fuzan Maru. Kozan Maru. Daishin Maru.
01430---	Tankers, Ltd.: Athelchief. Athelcrown. Athelmonarch. Athellaird. Athelcrest. Athelsprite. Athelbrook. Athelbrae.
01933---	Dampskibsselskabet AF 1912 Aktieselskab: Jens Maersk. Svend Maersk. Hans Maersk. Nelly Maersk. Bella Maersk.

Certificate No.	Owner/operator and vessels
	Robert Maersk.
	Maersk Supplier.
02727---	Societe Maritime Des Petroles BP:
	Blois.
02563---	Ion Shipping Co.:
	Ion.
03527---	Yae Senpaku D.K.:
	Tosei Maru.
03504---	Shonan Kisen K.K.:
	Shoryu Maru.
	Shotai Maru.
04998---	Aliakmon Maritime Corporation Monrovia:
	Aliakmon Breeze.
	Alaikmon Progress.
	Aliakmon Pioneer.
01565---	Victoriana Corporation of Panama:
	Mautric.
04455---	Miguel-Dolores Shipping Co., S/A:
	San Luis.
	Sta. Maria.
01621---	Nestos Shipping Co. Ltd.:
	Nestos.
02243---	Astramar Compania Argentina de Navegacion Sociedad Anonima Comercial:
	Astrapatagonia.
	Astrasur.
	Astranorte.
01573---	Naves Shipping Corp.:
	Point Lacre.
02295---	Diana Compania Maritima S.A., Panama:
	Trias.
04588---	Trinity Navigation Corp.:
	Trinity Shipper.
	Trinity Challenger.
	Trinity Navigator.
01152---	Neptune Maritime Co. of Monrovia:
	Thetis.
	Argonaut.
	Oceanus.
	Trident.
	Aeolus.
01492---	Lord Shipping Co. Ltd.:
	Atlantic Lord.
02125---	Transoceanic Navigation Corp.:
	Queen Anna Maria.
04467---	Kyowa Gyogyo Kabushiki Kaisha:
	Kyowamaru No. 27.
	Kyowamaru No. 15.
	Kyowamaru No. 7.
02867---	Kee Yuen Maritime (Panama) Corp. S.A.:
	Kee Yuen.
04464---	Toronto Shipping Co., Inc.:
	Japan Caobo.
01652---	Compania Filiori de Navegacion, S.A.:
	Dimitrios.
04468---	Kotoshiromaru Gyogyo Kabushiki Kaisha:
	Kotoshiromaru No. 11.
	Kotoshiromaru No. 21.
	Kotoshiromaru No. 17.
04810---	Gotaas-Larsen Argentina S.A.:
	Gaucho Laguna.
	Gaucho Cruz.
	Gauchito.
04510---	Nikko Suisan Kabushiki Kaisha:
	Nikkomaru No. 18.
	Nikkomaru No. 21.
01764---	Reynolds Metals Co.:
	M/V Sacal Borincano.
	S/S Inger.
	S/S Walter Rice.
05037---	Meandros Shipping Development Corp. Special Shipping S.A.:
	M/V Salamat.
04317---	Ambelos Development Corporation (Represented by Kardamylian Development Corp.) S.A.:
	Holy Trinity.
03920---	Nocos Tankers, Inc.:
	Mobil Exporter.
	Mobil Aladdin.
03913---	Iberian Tankers Co.:
	Winamac.
	Waneta.
	Wapello.
02994---	Teramar Shipping Co., S.A., Panama:
	Capetan Pantelis.
04094---	Kommandiittiyhtio Palkki Oy & Co.:
	Saara Aarnio.
	Annukka Aarnio.
02989---	Pass Christian Shipping Co., S.A., Panama:
	Pola N.
01285---	Interocean Carriers Corp.:
	Maria C.
04478---	Takiguchi Gyogyo Kabushiki Kaisha:
	Taiyomaru No. 25.
04479---	Yachiyo Gyogyo Seisan Kumiai:
	Yachiyomaru No. 1.
04476---	Katsukura Gyogyo Kabushiki Kaisha:
	Shoeimaru No. 12.
04477---	Murayone Suisan Kabushiki Kaisha:
	Kaiseimaru No. 13.
03966---	Artemis Compania Argentina de Navegacion S.A.I.C.:
	Cacique Yanquetruz.
	Cacique Namuncura.
	Cacique Catriel.
03914---	Mobil Carrier, Ltd.:
	Mobil Libya.
02709---	Madden Marine Panama S.A.:
	Olympic Gate.
05284---	Arka Compania Naviera S.A.:
	San George.
03104---	Thai HWA Navigation Corp.:
	Pacific Alliance.
03449---	Kukudo Sangyo K.K.:
	Tanba Maru.
	Taiei Maru.
04515---	Kabushiki Kaisha Akitaken Gyogyo Kousha:
	Kubotamaru.
04229---	Compagnie Maritime Congolaise S.C.R.L.:
	Maurice Mpolo.
04845---	Seawave Shipping Co.-Monrovia:
	Marach.
04520---	Kabushiki Kaisha Ibaraki-Ken Gyogyo Kousha:
	Ibaraki Maru.
04034---	Grimaldi Compagnia Navigazione S.P.A.:
	Giovanni Grimaldi.
01889---	Gazocean Armement:
	Gay Lussac.
	Pythagore.
	Thales.
02996---	June Shipping Co., Ltd., Cyprus:
	June.
01766---	Euroshipping Corporation of Monrovia:
	Ioannis.
	Atticon.
04519---	Kabushiki Kaisha Iijima Gyogyosho:
	Iijimamaru No. 21.
	Iijimamaru No. 5.
05256---	Crestwave Offshore Services, Inc.:
	Topper II.
	Topper I.
04331---	Transatlantic Cargo Corp.:
	John P. Goulandris.
01635---	Atlantic Monarch Shipping Co. Ltd.:
	Atlantic Monarch.
04323---	Standard Navigation Corp.:
	Ossa.
04589---	Trinity Marine Corp.:
	Trinity Mariner.
04587---	Oswego Oil Carrier Corp.:
	Nepco Friendship.
04586---	Oswego Ocean Carriers, Ltd.:
	Nagano.
	Charles E. Wilson.
02391---	Arta Shipping Co., Ltd., Nicosia, Cyprus:
	Johnny.
02392---	Limnia Shipping Co., Ltd., Nicosia, Cyprus:
	Troyan.
02482---	Mistral Shipping Co., Ltd., Nicosia, Cyprus.
	Athenian.
01638---	Sademar Veneziana di Armamento S.P.A.:
	Petrolsade.
04521---	Taisen Gyogyo Kabushiki Kaisha:
	Taisenmaru No. 18.
	Taisenmaru No. 8.
01267---	Agdesidens Rederi A/S, Morlands Rederi A/S, Morland Shipping Co. A/S, Morlands Tankrederi A/S:
	Ravnaas.
	Bjorkaas.
	Vardaas.
	Fjordaas.
03666---	Intercontinental Carriers, Inc., New York:
	Overseas Carrier.
03553---	Skibs-A/S Nanset:
	Anco Swift.
03855---	Prometheus Shipping Corp.:
	M/V Promethus.
01375---	Pindaros Shipping Co. S.A.:
	Aristeus.
01376---	Kissavos Shipping Co. S.A.:
	Agathon.
01374---	Athos Shipping Co. S.A.:
	Athos.
04358---	Holland Bulk Transport N.V.:
	Doelwijk.
	Walcheren.
	Goeree.
	Schouwen.
	Voorne.
	Putten.
	Vlieland.
	Ameland.
	Koningswaard.
	Stolt Munttoren.
	Kaap Hoorn.
	Stolt Westertoren.
	Holland Burcht.
	Hollands Brink.
	Hollands Dreef.
	Hollands Duin.
	Amstelhof.
	Amstelpark.
	Amsteldiep.
	Amstelveen.
	Amstelhoek.
	Amstelstad.
	Amstelveld.
	Amstelmolen.
	Amstelsluis.
01377---	Hymettos Shipping Co. S.A.:
	Anthemios.
04538---	Mr. Taijiro Ikeda:
	Taikimaru No. 18.
04526---	Eifuku Gyogyo Kabushiki Kaisha:
	Eifukumaru No. 38.
	Eifukumaru No. 18.
04525---	Genkai Suisan Yuugen Kaisha:
	Genkamaru No. 18.
04026---	Transport Commercial Corp.:
	M/V Tamara Guilden.
04975---	Gotaas-Larsen S.R.L.:
	Martin Fierro.
	Santos Vega.
02394---	Astrobrillo Compania Naviera S.A.:
	Orient Exporter.

Certificate No.	Owner/operator and vessels
02395---	Astrocrecido Compania Naviera S.A.:
	Orient Explorer.
02397---	Astrocampeon Compania Naviera S.A.:
	Orient Sea.
02393---	Prosperidad Compania Naviera S.A.:
	Orient Captain.
01637---	Sidarma Societa Italiana di Armamento S.P.A.:
	Andrea Gritti.
	Francesca Morosini.
	Lorenzo Marcello.
	Lazzaro Mocenigo.
	Enrico Dandolo.
	Piero Foscari.
01646---	Compania Acarnania de Navegacion, S.A.:
	Amazon.
01647---	Kyparissia de Navegacion, S.A.:
	Angela F.
04330---	Seas Transport Corp.:
	Andros Patria.
04329---	Pancorbo Compania Naviera S.A.:
	Penteli.
	Parnis.
04328---	Panoceanic Navigation Corp.:
	Mobilita.
04327---	Panoceanic Transport Corp.:
	Andros Star.
04326---	Petroleum Marine Carriers Corp.:
	Allegro.
	Fidelio.
04322---	Pacific Oil Carriers Corp.:
	Petros J. Goulandris.
	Chryssi P. Goulandris.
	Evanthia.
04321---	Pacific Oil Transport Corp.:
	Andros Apollon.
04324---	San Cecilio Compania Naviera S.A.:
	Kythnos.
	Sifnos.
	Kea.
01633---	Ocean Tanker Line Ltd.:
	G.S. Livanos.
01636---	Universe Shipping Co., Ltd.:
	Atlantic Universe.
01481---	Chios Shipping Co., Ltd.:
	Chios.
04558---	Daiei Gyogyo Kabushiki-Kaisha:
	Daiei Maru No. 12.
04527---	Kabushiki Kaisha Todoro Shouten:
	Suwamaru No. 23.
	Suwamaru No. 32.
04509---	Shiraha Enyo Gyogyo Kyodokumiai:
	Hakujinmaru No. 2.
03222---	Rederiet for M/S Antilope:
	Antilope.
02998---	Mersinidi Shipping Co., Ltd., Cyprus:
	Mersinidi.
04673---	Antonio Menchaca y Cia., S.R.C.:
	Acuario.
02471---	P.N. Djakarta Lloyd—Djakarta:
	M/V Djatibaru.
	M/V Sam Ratulangie.
02462---	Hellenic Lines, Ltd.:
	Hellenic Sailor.
	Hollandia.
	Turkia.
	Italia.
01485---	Horizon Shipping Co., Ltd.:
	Atlantic Horizon.
01484---	Hero Shipping Co., Ltd.:
	Atlantic Hero.
01625---	Champion Shipping Co., Ltd.:
	Atlantic Champion.
01482---	Atlantic Falcon Shipping Co., Ltd.:
	Atlantic Falcon.
04032---	Sicula Oceanica S.A.:
	Auriga Primo.
	Bello.
	Fides.
	Perseo.
	Amelia Grimaldi.
04714---	Argosea Shipping, Inc.:
	Argoland.
	Argosea.
04965---	Sounion SP. Hellenic Maritime Co., Inc.:
	Corfu Island.
04966---	Marlinea Armadora S.A.:
	Andros Island.
04545---	Mr. Sadao Miyamoto:
	Seishoumaru No. 7.
04543---	Mr. Iwao Miki:
	Keifukumaru No. 5.
	Keifukumaru No. 7.
04544---	Mr. Yosuke Kawaguchi:
	Seishumaru No. 17.
	Seishumaru No. 2.
04536---	Mr. Shoji Ishiwata:
	Shinkomaru No. 31.
04534---	Mr. Shouzou Suzuki:
	Miyojinmaru No. 18.
04533---	Mr. Choemon Kikuchi:
	Nittomaru No. 5.
04532---	Mr. Shouhachi Ohuchi:
	Taishyomaru No. 15.
04546---	Mr. Toshikazu Miki:
	Kyowamaru No. 11.
	Kyowamaru No. 12.
04549---	Mr. Katsuyoshi Yamazaki:
	Kotohiramaru No. 3.
04535---	Mr. Eiji Uehara:
	Kochimaru No. 3.
04540---	Mr. Toyofumi Kato:
	Kyowamaru No. 17.
05238---	Tradax International S.A.:
	St. Nazaire.
	Amsterdam.
05350---	United Carriers, Inc.:
	Hercules.
04429---	Heiner Braasch Seereederei Gesellschaft M/S Hamburger Fleet M/S Hamburger Brucke K.G.:
	Hamburger Fleet.
	Cap Verde.
05061---	Achilles Halcoussis Esq.:
	Leonis.
	Agis Asteriadis.
	Lorenzo.
	Mana.
	Petros Hajikyriakos.
05233---	Good Hope Shipping Co., Ltd.:
	Pearl Asia ex. Crystal Crown.
01769---	Professor Stratis G. Andreadis:
	Polytimi Andreadis.
05307---	Nauru Local Government Council Shipping Agency:
	Rosie D.
	Eigamoiya.
	Enna G.
02872---	States Marine International Inc.:
	M/V Old Dominion State.
	S/S Keystone State.
	S/S Hoosier State.
	S/S Wolverine State.
	M/V Sunshine State.
	S/S North Star State.
	S/S Constitution State.
	S/S Evergreen State.
	S/S Pine Tree State.
	S/S Buckeye State.
	S/S Aloha State.
	S/S Gopher State.
	S/S Copper State.
02870---	Isthmian Lines Inc.:
	M/V Steel Engineer.
	S/S Steel Chemist.
	S/S Steel King.
	S/S Steel Admiral.
	S/S Steel Vendor.
	S/S Steel Scientist.
	S/S Steel Rover.
	S/S Steel Maker.
	S/S Steel Surveyor.
	S/S Steel Architect.
	S/S Steel Artisan.
	S/S Steel Apprentice.
	S/S Steel Designer.
	S/S Steel Director.
	S/S Steel Voyager.
	S/S Steel Flyer.
	S/S Steel Traveler.
	S/S Steel Seafarer.
	S/S Steel Advocate.
	S/S Steel Age.
	S/S Steel Worker.
	S/S Steel Executive.
	S/S Steel Navigator.
	No. 497.
01932---	Claudine Transport Corp.:
	Claudine.
02035---	Transatlantic Shipping Corp.:
	Olympia.
01619---	Meandros Shipping Co., Ltd.:
	Meandros.
01470---	Mermaid Shipping Co., Ltd.:
	Atlantic Mermaid.
01936---	Interseas Shipping Co., S.A.:
	Byzantine.
	Florentine.
04097---	Eastern Lake Carries Ltd.:
	Grande Hermine.
	Petite Hermine.
01027---	Flensburger Befrachtungkontor Uwe C. Hansen & Co.:
	Vesta.
	Juno.
	Vega.
	Hasselburg.
	Jupiter.
02044---	N.V. Amsterdamse Maritiem Transport Maatschappij:
	Alkmaar.
	Purmerend.
01915---	Midwest Shipping Co., Ltd., Inc., of Panama:
	M/V Anastasia.
04457---	Paulino Escobedo San Juan:
	Pedrosa.
04460---	International Gas Shipping S.A.:
	Arquimedes.
04470---	Sankomaru Gyogyo Kabushiki Kaisha:
	Sanko Maru.
04677---	Compania Gijonesa de Navegacion S.A.:
	Asturias.
	Jovellanos.
04678---	Compania Vapor Carmen S.A.:
	Nuestra Senora Del Carmen Segundo.
04482---	Kabushiki Kaisha Teizomaru:
	Eiko Maru.
	Eiko Maru No. 8.
04408---	Compania de Navegacion Golfo Azul S.A. of Panama:
	Marigo R.
	Vasilios R.
	Aghios Spyridon.
01586---	United Tanker Ltd.:
	Freedom.
05388---	Corinthian Shipping Inc.:
	Gemini.
02965---	Astro Vencedor Compania Naviera S.A.
	Damianos.
01984---	Aktiebolaget Svenska Amerika Linien:
	Kungsholm.
	Gripsholm.
	Skogholm.
	Atlantic Saga.
01707---	O. Ditlev-Simonsen Jr.:
	M/S Vesterøy.
	M/S Vigan.
	M/S Vibit.

Certificate No.	Owner/operator and vessels
02835---	Hongkong Shipowners & Managers Co., Ltd.: Peggy Cummins. Betsy Cummins. Idalia. Betsy.

By the Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.71-4625 Filed 4-6-71;8:45 am]

[No. 71-3]

AMERICAN EXPORT ISBRANDTSEN LINES, INC.

Stay of Proceedings

The Commission by order to show cause served January 11, 1971, required American Export Isbrandtsen Lines (AEIL) to demonstrate why certain rate disparities existing in its U.S. North Atlantic and Continental European trade should not be eliminated. The disparities involved higher rates for the Eastbound movement than for the Westbound movement of like or similar commodities.

In its response, AEIL proposes to eliminate the bulk of the disparities, characterizing them as involving "paper rates". AEIL further offers to cooperate with the Commission's staff and to consider any alternative action which the staff may suggest.

Hearing Counsel in reply commend AEIL's position and would accept its offer to discuss the remaining problem areas. Hearing Counsel recommend that the Commission staff be permitted to enter into discussions with AEIL and that this proceeding be held in abeyance pending a report to be submitted within 21 days coupled with a motion to discontinue the proceeding should circumstances so warrant.

AEIL submitted a subsequent motion concurring in full with Hearing Counsel's suggestion.

The suggestion that this proceeding be held in abeyance pending further discussion appears well founded. We are hopeful that such discussion will result in an amicable solution to all areas of controversy in this proceeding.

Accordingly, it is ordered that the Commission staff is permitted to enter into discussions with AEIL for the purpose of effectuating AEIL's proposed rate changes and for the additional purpose of resolving any other outstanding areas of controversy in this proceeding.

It is further ordered, that proceedings in this matter are hereby stayed pending submission within 21 days from the date of this order of a report on the progress of discussions, which report would be coupled with a motion to discontinue this proceeding should circumstances so warrant.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Secretary.

[FR Doc.71-4856 Filed 4-6-71;8:53 am]

[No. 71-17]

AMERICAN MAIL LINE ET AL.

Further Enlargement of Time

Violations of sections 14 fourth, 16 first and 17, Shipping Act, 1916, in the nonassessment of fuel surcharges on military sealift command (MSC) rates under the MSC request for rate proposals (RFP) bidding system.

Upon request of counsel for American Mail Line, American President Line, Pacific Far East Line, and States Steamship Co., and good cause appearing, filing dates in this proceeding are re-scheduled as follows:

(1) Affidavits of fact, memoranda of law and requests for hearing shall be filed on or before May 3, 1971.

(2) Replies thereto shall be filed on or before May 10, 1971.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Secretary.

[FR Doc.71-4857 Filed 4-6-71;8:53 am]

[Docket No. 71-32]

GULF-PUERTO RICO LINES, U.S.A., INC., ET AL.

Order of Investigation and Hearing and Interim Approval

Under date of April 2, 1969, pursuant to section 15, Shipping Act, 1916, the Commission conditionally approved Agreement No. DC-38, between Gulf-Puerto Rico Lines, U.S.A., Inc.; Seatrain Lines, Inc.; Sea-Land Service, Inc.; and Transamerican Trailer Transport, Inc., which provided for the establishment of the "Association, Puerto Rico Trades—1968," (Association).

The Commission's conditional order of approval was for 24 months. It directed the parties to notify the Commission at least 4 months prior to the agreement's termination should they desire to extend the agreement beyond the 24-month period, submit a full report setting forth actions taken under the agreement and indicate the positive transportation needs and the public interest benefits which have resulted from operations under the agreement.

The Association has complied with the requirements of the order and on December 10, 1970, requested permanent approval of the agreement, pursuant to section 15, Shipping Act, 1916. The request was designated Agreement No. DC-38-1 and notice thereof was published in the FEDERAL REGISTER on December 19, 1970 (35 F.R. 19287).

Comments and protests against permanent approval of the agreement have been submitted by the Commonwealth of Puerto Rico and the Puerto Rico Manufacturers Association.

The Commission has considered the comments and protests and is of the opinion that the agreement should be made the subject of a formal investigation to determine whether it should be approved, disapproved, or modified pursuant to section 15 of the Shipping Act, 1916.

Now therefore, it is ordered, That the Commission on its own motion, enter upon an investigation and hearing pursuant to section 22 of the Shipping Act, 1916, to determine whether Agreement No. DC-38 should be approved, disapproved, or modified pursuant to section 15 of the said Act; the proceeding shall determine whether (1) the parties to the agreement have fulfilled, or made reasonable efforts to fulfill, the terms of the agreement; (2) the actions taken by the Association satisfy a transportation need; (3) the agreement is detrimental to the commerce of the United States; (4) contrary to the public interest; or (5) otherwise in violation of the Shipping Act, 1916. The Commission is particularly interested in developing a record, under the aforementioned public interest criterion, whether (1) an agreement between carriers in the domestic commerce of the United States is, in fact, needed; and (2) there are problems in Puerto Rico with respect to demurrage practices, congestion, terminal charges, and other related matters which can be best solved by the carriers through permanent approval of Agreement No. DC-38;

It is further ordered, That the parties signatory to Agreement No. DC-38, as shown in Appendix A below, shall be respondents in this proceeding; and the Commonwealth of Puerto Rico and the Puerto Rico Manufacturers Association are hereby designated as petitioners;

It is further ordered, That in the event any modification of this agreement is filed with the Commission, such agreement shall be made subject to the investigation for approval, disapproval, or modification under the standards of section 15 of the Shipping Act, 1916;

It is further ordered, That the conditional approval of Agreement No. DC-38 be extended pending the outcome of this hearing;

It is further ordered, That the proceeding herein ordered be assigned for hearing before an examiner of the Commission's Office of Hearing Examiners at a date and place to be hereafter determined and announced by the Examiner;

It is further ordered, That notice of this order and notice of hearing be published in the FEDERAL REGISTER and copy of such order and notice of hearing be served upon respondents and petitioners;

It is further ordered, That persons other than respondents, petitioners, and Hearing Counsel who desire to become parties in this proceeding and to participate therein shall file a petition to intervene with the Secretary, Federal Maritime Commission, Washington, D.C. 20573, promptly, with a copy to all parties; and

It is further ordered, That all future notices issued by or on behalf of the Commission in this proceeding, including notice of time and place of hearing

shall be mailed directly to all parties of record.

By the Commission.

[SEAL] FRANCIS C. HURNEY, *Secretary.*

APPENDIX A

Gulf-Puerto Rico Lines, U.S.A., Inc., Post Office Box 8400, Gentilly Station, New Orleans, LA 70122.
Sea-Land Service, Inc., Post Office Box 1050, Elizabeth, NJ 07207.
Seatrain Lines, Inc., 595 River Road, Edgewater, NJ 07020.
Transamerican Trailer Transport, Inc., 358 St. Marks Place, Staten Island, NY 10301.

[FR Doc.71-4858 Filed 4-6-71;8:53 am]

FEDERAL POWER COMMISSION

[Docket No. E-7617]

VIRGINIA ELECTRIC POWER CO.

Notice of Proposed Rate Schedule Changes

APRIL 1, 1971.

Take notice that on March 11, 1971, Virginia Electric Power Co. (applicant), filed rate schedule changes constituting an amendment to "Service Schedule C" dated March 1, 1971, under operating agreement dated November 1, 1966, among Monongahela Power Co., the Potomac Edison Co., and applicant. The changes are proposed to become effective April 1, 1971.

According to the applicant, the proposed changes alter the provisions for the reservation periods for "Short Term Power" and increases the demand charge from $0.06 per kw. per day ($0.30 per kw. per week) to $0.40 per kw. per week. Copies of the filing have been served on the Monongahela Power Co. and the Potomac Edison Co., and a certificate of concurrence has been filed on behalf of those companies.

Any person desiring to be heard or make protest with reference to the above-described application should on or before April 19, 1971, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein, must file petitions to intervene in accordance with the Commission's rules. The application is on file with the Commission and is available for public inspection.

KENNETH F. PLUMB, *Acting Secretary.*

[FR Doc.71-4807 Filed 4-6-71;8:49 am]

FEDERAL RESERVE SYSTEM

BANCOHIO CORP.

Order Approving Acquisition of Bank Stock by Bank Holding Company

In the matter of the application of BancOhio Corporation, Columbus, Ohio, for approval of the acquisition of 80 percent or more of the voting shares of The Citizens Banking Co., Perrysburg, Ohio.

There has come before the Board of Governors, pursuant to section 3(a)(3) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(3)) and § 222.3 (a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), the application of BancOhio Corporation, Columbus, Ohio (Applicant), a registered bank holding company, for the Board's prior approval of the acquisition of 80 percent or more of the voting shares of The Citizens Banking Co., Perrysburg, Ohio (Citizens Bank).

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Superintendent of Banks for the State of Ohio and requested his views and recommendation. The Superintendent had no objection to approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on February 9, 1971 (36 F.R. 2643), providing an opportunity for interested persons to submit comments and views with respect to the proposal. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

The Board has considered the application in the light of the factors set forth in section 3(c) of the Act, including the effect of the proposed acquisition on competition, the financial and managerial resources and future prospects of the Applicant and the banks concerned, and the convenience and needs of the communities to be served. Upon such consideration, the Board finds that:

Applicant is the second largest banking organization and the largest bank holding company in Ohio, controlling 27 banks with deposits totaling $1.4 billion, representing 6.9 percent of deposits held by all banking organizations in the State. (All banking data are as of June 30, 1970, adjusted to reflect holding company formations and acquisitions approved by the Board through February 28, 1971.) Applicant's acquisition of Bank, with deposits of $12 million, would increase its share of deposits in the State by an insignificant amount.

Citizens Bank operates two offices in and primarily serves the city of Perrysburg, which is a residential suburb 10 miles south of Toledo. It is the larger of two banks in Perrysburg (the smaller of which is a branch of a $42 million bank headquartered 15 miles away), the fourth largest bank in Wood County and the ninth largest of 11 banks in the Toledo area with 1.3 percent of area deposits. Bank of Wood County, a subsidiary of the third largest bank holding company in Ohio, holds deposits of $42 million and is the largest bank in Wood County. Four of the largest banks in the Toledo area are located in Toledo. The nearest subsidiaries of Applicant to Bank are 33 miles southwest and 47 miles southeast. It appears that none of Applicant's subsidiaries competes with Bank in any meaningful degree and considering the limitations of Ohio branching law and other facts of record, development of such competition appears unlikely. Based on the foregoing, the Board concludes that consummation of the proposed acquisition would not adversely affect competition in any relevant area, but should enable Bank to compete more aggressively with its much larger competitors without having any adverse effects on the smaller banks located in the Toledo area with which it competes.

Considerations relating to financial and managerial resources and prospects, as they relate to Applicant, its subsidiaries and Bank, are regarded as consistent with approval of the application. Perrysburg is a growing residential area located less than 15 minutes from downtown Toledo. Although all services are available in Toledo, affiliation with Applicant will enable Bank to offer trust, international banking and other services in the community and to expand Bank's loan portfolio. Thus considerations relating to convenience and needs of the communities involved lend support to approval of the application. It is the Board's judgment that consummation of the proposed acquisition would be in the public interest and that the application should be approved.

It is hereby ordered, For the reasons set forth in the findings summarized above, that said application be and hereby is approved: *Provided,* That the action so approved shall not be consummated (a) before the 30th calendar day following the data of this order or (b) later than 3 months after the date of this order, unless such time be extended for good cause by the Board, or by the Federal Reserve Bank of Cleveland pursuant to delegated authority.

By order of the Board of Governors,[1] March 30, 1971.

[SEAL] KENNETH A. KENYON, *Deputy Secretary.*

[FR Doc.71-4693 Filed 4-6-71;8:45 am]

EXCHANGE BANCORPORATION, INC.

Order Approving Acquisition of Bank Stock by Bank Holding Company

In the matter of the application of Exchange Bancorporation, Inc., Tampa,

[1] Voting for this action: Chairman Burns and Governors Robertson, Mitchell, Daane, Brimmer, and Sherrill. Absent and not voting: Governor Maisel.

Fla., for approval of acquisition of 100 percent of the voting shares (less directors' qualifying shares) of Exchange Bank of North Winter Haven, Winter Haven, Fla., a proposed new bank.

There has come before the Board of Governors, pursuant to section 3(a)(3) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(3)) and § 222.3 (a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by Exchange Bancorporation, Inc., Tampa, Fla. (Applicant), a registered bank holding company, for the Board's prior approval of the acquisition of 100 percent of the voting shares (less directors' qualifying shares) of Exchange Bank of North Winter Haven, Winter Haven, Fla. (Bank), a proposed new bank.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Commissioner of Banking of the State of Florida, and requested his views and recommendation. The Commissioner recommended approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on January 5, 1971 (36 F.R. 129), providing an opportunity for interested persons to submit comments and views with respect to the proposed transaction. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. The time for filing comments and views has expired and all those received have been considered by the Board.

The Board has considered the application in the light of the factors set forth in section 3(c) of the Act including the effect of the proposed acquisition on competition, the financial and managerial resources of the Applicant and the banks concerned, and the convenience and needs of the communities to be served and finds that:

Applicant presently controls five banks, which hold deposits of approximately $282 million, representing 2.3 percent of total deposits held by Florida's commercial banks, and is the State's ninth largest banking organization and bank holding company. (All banking data are as of June 30, 1970, adjusted to reflect holding company formations and acquisitions approved by the Board through February 28, 1971.) Applicant's acquisition of the proposed new bank would have no immediate effect on concentration of banking resources.

Applicant's closest subsidiaries to Bank are Exchange National Bank of Winter Haven ($50 million deposits) located two miles south of Bank's proposed location and Bank of Central Florida ($7 million deposits) located in Haines City, 11 miles northeast of Bank's proposed site. Two of the three banks with which Bank would compete are subsidiaries of bank holding companies, both of which are larger than Applicant. It appears that consummation of this proposal would serve to stimulate additional competition; existing competition would not be affected and no significant potential competition would be foreclosed; nor would there be undue adverse effects on any competing banks.

The banking factors with respect to Applicant, its subsidiaries and Bank are generally satisfactory. Although present banking needs are being served, the establishment of Bank would provide more convenient banking services to customers in the North Winter Haven area. Considerations relating to the convenience and needs of the communities involved lend some weight toward approval of the application. It is the Board's judgment that the proposed transaction would be in the public interest and that the application should be approved.

It is hereby ordered, For the reasons set forth in the findings summarized above, that said application be and hereby is approved: *Provided,* That the acquisition so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order: *And provided further,* That (c) Exchange Bank of North Winter Haven shall be open for business not later than 6 months after the date of this order. The periods described in (b) and (c) hereof may be extended for good cause by the Board or by the Federal Reserve Bank of Atlanta pursuant to delegated authority.

By order of the Board of Governors,[1] March 30, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-4775 Filed 4-6-71;8:46 am]

VALLEY BANCORPORATION

Order Approving Acquisition of Bank Stock by Bank Holding Company

In the matter of the application of Valley Bancorporation, Appleton, Wis., for approval of acquisition of 80 percent or more of the voting shares of Farmers and Merchants Bank, Weyauwega, Wis.

There has come before the Board of Governors, pursuant to section 3(a)(3) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(3) and § 222.3(a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by Valley Bancorporation, Appleton, Wis., a registered bank holding company, for the Board's prior approval of the acquisition of 80 percent or more of the voting shares of Farmers and Merchants Bank, Weyauwega, Wis.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Wisconsin Commissioner of Banking, and requested his views and recommendation. The Commissioner did not object to approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on November 7, 1970 (35 F.R. 17225), providing an opportunity for interested persons to submit comments and views with respect to the proposal. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. The time for filing comments and views has expired and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's statement[1] of this date, that said application be and hereby is approved: *Provided,* That the acquisition so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of Chicago pursuant to delegated authority.

By order of the Board of Governors,[2] March 30, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-4776 Filed 4-6-71;8:46 am]

[1] Voting for this action: Chairman Burns and Governors Robertson, Mitchell, Daane, Brimmer, and Sherrill. Absent and not voting: Governor Maisel.

[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Chicago. Dissenting Statement of Governors Robertson, Maisel, and Brimmer also filed as part of the original document and available upon request.

[2] Voting for this action: Chairman Burns and Governors Mitchell, Daane, and Sherrill. Voting against this action: Governors Robertson, Maisel, and Brimmer.

INTERIM COMPLIANCE PANEL (COAL MINE HEALTH AND SAFETY)

MOUNTAINEER COAL CO.

Application for Renewal Permit; Notice of Opportunity for Public Hearing

Application for a Renewal Permit for Noncompliance with the Interim Mandatory Dust Standard (3.0 mg./m.[3]) has been received for consideration as follows:

(1) ICP Docket No. 10228, Mountaineer Coal Co., Mine No. 93, USBM ID No. 46 01432 0, Fairmont, Marion County, W. Va., Section ID No. 004 (No. 3 North—Sect. A).

In accordance with the provisions of section 202(b)(4) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Public Law 91-173), notice is hereby given that requests for public hearing as to an application for renewal may be filed within 15 days after publication of this notice. Requests for public hearing must be completed in accordance with 30 CFR Part 505 (35 F.R. 11296, July 15, 1970), copies of which may be obtained from the Panel on request.

A copy of the application is available for inspection and requests for public hearing may be filed in the office of the

Correspondence Control Officer, Interim Compliance Panel, Suite 800, 1730 K Street NW., Washington, DC 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

APRIL 1, 1971.

[FR Doc.71-4782 Filed 4-6-71;8:47 am]

WESTMORELAND COAL CO.

Application for Renewal Permit; Notice of Opportunity for Public Hearing

Application for a Renewal Permit for Noncompliance with the Interim Mandatory Dust Standard (3.0 mg./m.^{3}) has been received for consideration as follows:

(1) ICP Docket No. 10647, Westmoreland Coal Co., Wentz No. 1 Mine, USBM ID No. 44 00302 0, Stonega, Wise County, Va., Section ID No. 001 (No. 2 Main North, No. 1 Right), Section ID No. 003 (No. 2 Main East Headings), Section ID No. 006 (No. 3 Main East Headings, No. 3 Right), Section ID No. 008 (No. 2 Main East Headings, 10 Right).

In accordance with the provisions of section 202(b)(4) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Public Law 91-173), notice is hereby given that requests for public hearing as to an application for renewal may be filed within 15 days after publication of this notice. Requests for public hearing must be completed in accordance with 30 CFR Part 505 (35 F.R. 11296, July 15, 1970), copies of which may be obtained from the Panel on request.

A copy of the application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Suite 800, 1730 K Street NW., Washington, DC 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

APRIL 1, 1971.

[FR Doc.71-4783 Filed 4-6-71;8:47 am]

OFFICE OF ECONOMIC OPPORTUNITY

[OEO Contract B00-5138]

JOB-RELATED ADULT BASIC EDUCATION

Notice of Reported Findings

Pursuant to section 606b of the Economic Opportunity Act of 1964, as amended, it is announced that as a result of OEO Contract No. B00-5138, System Development Corp., Falls Church, Va., has furnished to the Agency a report entitled "Job-Related Adult Basic Education."

The report is based on investigations carried out between June 1970 and February 1971. It defines job-related adult basic education as education imparting those basic abilities required in addition to vocational education or skill training in order for educationally disadvantaged persons to qualify for satisfactory employment. Current programs tend to be incomplete, or short-lived, or not well focused on education related to employment success.

National needs for job-related adult basic education are not now being met by existing programs. The report describes steps which could be followed toward development of more adequate program components to construct more cohesive and stable programs.

A copy of this report has been filed with the Clearinghouse for Federal Scientific and Technical Information, U.S. Department of Commerce.

WESLEY L. HJORNEVIK,
Deputy Director,
Office of Economic Opportunity.

[FR Doc.71-4798 Filed 4-6-71;8:48 am]

[OEO Contract B99-4775]

MEXICAN-AMERICAN INDUSTRIAL MIGRANTS

Notice of Reported Findings

Pursuant to section 606(b) of the Economic Opportunity Act of 1964, as amended, it is announced that as a result of the Office of Economic Opportunity Contract No. B99-4775, the Southern Methodist University Institute of Urban Studies has furnished to the Agency a report entitled "Mexican-American Industrial Migrants."

The study was designed to assess the adjustment process and changes in the levels of living for a sample of Mexican-Americans from the Texas Valley who were retrained and relocated in Dallas. This report presents a series of background papers and represents a summary of the work performed by Southern Methodist University during the period March 1969-January 1971. Included in the report are the following: A description of Rio Grande City, a history of the Mexican-American Community in Dallas, three case studies of relocated Mexican-American trainees, a report prepared by an industrial psychologist detailing the trainees' relations with other workers, a demographic description of the trainees and their coworkers, a description of the sample methodology, and a brief bibliography of materials on Mexican-Americans in Texas. In addition, the report contains plans for a further analysis of the data from the sample surveys.

A copy of this report has been filed with the Clearinghouse for Federal Scientific and Technical Information, U.S. Department of Commerce.

WESLEY L. HJORNEVIK,
Deputy Director,
Office of Economic Opportunity.

[FR Doc.71-4799 Filed 4-6-71;8:48 am]

[OEO Contract B99-4944]

ENHANCING OPPORTUNITIES IN JOB MARKETS

Notice of Reported Findings

Pursuant to section 606(b) of the Economic Opportunity Act, as amended, it is announced that as a result of OEO Contract No. B99-4944, the Rand Corp., Santa Monica, Calif., has furnished to the Agency a Report entitled "Enhancing Opportunities in Job Markets."

The report contains the following studies:

"The Effects of Minimum Wages on the Distribution of Change in Aggregate Unemployment," M. Kosters and F. Welch;

"Earnings Mobility and Economic Growth," J. J. McCall;

"Income Guarantees and the Working Poor: The Effect of Income Maintenance Programs on the Hours of Work of Male Family Heads," D. Greenberg and M. Kosters;

"Racial Discrimination in the Job Market: The Role of Information and Search," J. J. McCall;

"A Stochastic Model of Discrimination in the Labor Market," S. Carroll and J. Rolph;

"Part-Time Experience and the Transition from School to Work," S. Carroll;

"Structure, Income and Race: A Study in Internal Labor Market," A. Alexander;

"Relative Employment in Local Labor Markets," A. Cook;

"Race Differences in Income," A. Wohlstetter and S. Coleman;

"Enhancing Opportunities in Job Markets: Summary of Research and Recommendations for Policy," A. Pascal.

A copy of this report has been filed with the Clearinghouse for Federal Scientific and Technical Information, U.S. Department of Commerce.

WESLEY L. HJORNEVIK,
Deputy Director,
Office of Economic Opportunity.

[FR Doc.71-4800 Filed 4-6-71;8:48 am]

SECURITIES AND EXCHANGE COMMISSION

[811-1355]

ALGER FUND, INC.

Notice of Proposal To Terminate Registration

MARCH 31, 1971.

Notice is hereby given that the Commission proposes, pursuant to section 8(f) of the Investment Company Act of 1940 (Act) to declare by order upon its own motion that the Alger Fund, Inc. (Alger), 120 Broadway (Room 1554), New York, NY 10005, a corporation organized under the laws of the State of Maryland, and registered under the Act as an open-end, nondiversified management investment company, has ceased to be an investment company.

Alger was organized in Maryland on December 16, 1965, and filed a notification of registration on Form N-8A with the Commission on December 27, 1965.

It filed its registration statement on Form N–8B–1 on March 30, 1966.

On April 20, 1967, a meeting of shareholders was held and a Plan of Complete Liquidation (the Plan) was adopted by unanimous vote. Alger has not effected any transactions in securities subsequent to the adoption of the plan except for the purposes of effecting the Plan pursuant to an offer of settlement accepted by the Commission on May 23, 1967 (Securities Exchange Act Release No. 8083). By October 1, 1967, Alger had completely liquidated and distributed all of its assets to its sole stockholder, The Fund of Funds, Ltd., which also assumed all of Alger's existing or future liabilities.

Section 8(f) of the Act provides in pertinent part, that when the Commission, on its own motion, finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and that upon the effectiveness of such order, which may be issued upon the Commission's own motion where appropriate, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than April 19, 1971, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reasons for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communications should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Independence at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71–4815 Filed 4–6–71;8:50 am]

[File No. 1–3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

MARCH 31, 1971.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 10 cents par value of Continental Vending Machine Corp., and the 6 percent convertible subordinated debentures due September 1, 1976, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities othewise than on a national securities exchange be summarily suspended, this order to be effective for the period April 1, 1971, through April 10, 1971.

By the Commission.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71–4810 Filed 4–6–71;8:49 am]

[812–2863]

GENERAL INTERNATIONAL CORP.

Notice of Application for Order Declaring That Company Has Ceased To Be an Investment Company

MARCH 31, 1971.

Notice is hereby given that General International Corp. (applicant), 1019 South Sixth Street, Springfield, IL, registered under the Investment Company Act of 1940 (Act) as a closed-end, nondiversified management investment company, has filed an application pursuant to section 8(f) of the Act for an order declaring that applicant has ceased to be an investment company. All interested persons are referred to the application on file with the Commission for a statement of the representations made therein, which are summarized below.

Applicant was organized under the laws of Illinois on December 16, 1960. Applicant states that until December 1966, it was primarily engaged in the business of an insurance company through a majority-owned subsidiary. In December of 1966, applicant exchanged the stock of this majority-owned subsidiary and 10,000 shares of the applicant's stock for slightly less than '10 percent of the outstanding common stock of General Corporation of Ohio (Ohio), which was then primarily engaged in the business of an insurance company, through majority-owned subsidiaries. Applicant states that as a result of such acquisition it fell within the definition of an investment company under the Act, but states that it was excepted from such definition by virtue of the provisions of section 3(c)(8) of the Act, which affords such an exception to any company 90 percent or more of the value of whose investment securities are represented by securities of a single issuer primarily engaged, directly or through majority-owned subsidiaries in the business of an insurance company.

Subsequently, Ohio acquired an interest in a company which was not engaged in the business of an insurance company. As a result of this acquisition, Ohio ceased to be engaged primarily, directly or through majority-owned subsidiaries, in the business of an insurance company. Consequently, applicant states it ceased to be entitled to the exception from the definition of an investment company afforded by section 3(c)(8) of the Act; and on August 12, 1968, applicant registered as an investment company under the Act.

Later in 1968, applicant through its majority-owned subsidiaries acquired two printing companies and two companies engaged, respectively, in the manufacture and sale of health and exercise products and patio torches. Applicant states that it is actively engaged in conducting the businesses of its subsidiaries.

At the 1970 Annual Meeting of Shareholders, the shareholders were asked to decide whether the applicant should continue as an investment company which would involve retention of the common stock of Ohio and disposition of applicant's operating subsidiaries or whether the applicant should primarily engage in conducting active business operations, dispose of the common stock of Ohio and deregister as an investment company. The latter course, which was recommended by management, was adopted by shareholders.

On January 27, 1971, applicant sold its remaining holdings of common stock of Ohio. Applicant now owns no investment securities and represents that it is not engaged in the business of investing, reinvesting, owning, holding or trading in securities. Section 8(f) of the Act provides, in pertinent part, that when the Commission, upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order and upon the effectiveness of such order, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than April 20, 1971, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason 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. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney in fact by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a

hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-4811 Filed 4-6-71;8:49 am]

[Docket No. 70-4631]

ILLINOIS POWER CO.

Notice of Proposal To Release Jurisdiction and To Dismiss Application

MARCH 30, 1971.

On May 22, 1970, certain holders of shares of preferred stock of Central Illinois Public Service Co. (CIPS) 500 South 27th Street, Decatur, IL, filed with the U.S. Court of Appeals for the Seventh Circuit a petition for review of two Orders issued by the Commission in this proceeding, dated January 2, 1970 (Holding Company Act Release No. 16574) and March 24, 1970. The first Order approved, under provisions of the Public Utility Holding Company Act of 1935 (Act), the proposed acquisition by Illinois Power Co. (IP), an exempt holding company and an electric and gas utility company, of all the outstanding shares of common stock of CIPS, also an exempt holding company and an electric and gas utility company, subject to the condition that the gas properties of both companies be divested. The second Order denied IP's application for rehearing. The Commission denied the request by said holders of preferred stock of CIPS that, as an additional condition for approval of the acquisition, CIPS be required to eliminate its outstanding voting preferred stock. Jurisdiction was reserved by the Commission to pass upon the fairness of the terms of the acquisition by IP of the common stock of CIPS and upon the terms of divestment of the gas properties of both IP and CIPS.

In a joint press release, dated April 21, 1970, IP and CIPS had announced "that the matter of corporate affiliation of the two companies which has been under consideration has been terminated." The Commission interpreted this joint announcement to mean that the condition that the gas properties of both companies be divested, set forth in the Commission's order of January 2, 1970, is not acceptable to IP and CIPS, presently and at least for some indeterminate period in the future.

The Commission advised the Court of Appeals of the IP and CIPS announcement, and, as requested by the Commission, the Court of Appeals remanded the cause under review to the Commission. Its order of remand directed that any further action by the Commission should be upon appropriate notice to IP and CIPS and to said preferred stockholders of CIPS for them to be heard.

Notice is hereby given to IP and CIPS and to said preferred stockholders that the Commission, on or after the date set forth below, proposes to release the jurisdiction heretofore reserved and dismiss the application of IP to acquire the common stock of CIPS. It is also proposed that the order dismissing the application of IP shall state that IP or CIPS shall not be foreclosed from filing, at a later date, another application for Commission approval of the acquisition by IP of the common stock of CIPS and that in any future proceedings with respect to such application neither IP and CIPS nor any preferred stockholders of CIPS shall be precluded from urging the Commission to overrule its Findings and Opinion and Order herein, dated January 2, 1970. A request for reconsideration on a new application may be made in any case; what is said here is not intended as an invitation to IP and CIPS to reargue the issues decided in the Findings and Opinion of January 2, 1970. The Commission adheres to the determinations heretofore made in this proceeding.

It is ordered, That IP, CIPS, or the holders of preferred stock of CIPS, not later than April 22, 1971, may file responses, in writing, stating any objections to the procedure set forth in the preceding paragraph and specifying in detail the grounds for any such objections.

By the Commission.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-4812 Filed 4-6-71;8:49 am]

[811-1226]

ISRAEL FUND, INC.

Notice of Proposal To Terminate Registration

MARCH 31, 1971.

Notice is hereby given that the Commission proposes, pursuant to section 8(f) of the Investment Company Act of 1940 (Act), to declare by order upon its own motion that the Israel Fund, Inc. (Fund), 4230 Hayward Avenue, Baltimore, MD 21215, a corporation organized under the laws of the State of Maryland, and registered under the Act as a closed-end, nondiversified management investment company, has ceased to be an investment company.

Fund was organized on May 28, 1963, and filed a Notification of Registration on Form N-8A with the Commission on July 19, 1963. It filed its Registration Statement on Form N-8B-1 on the same date.

At a special meeting of shareholders held on April 24, 1967, shareholders approved the sale of all of Fund's assets (less a reserve for liabilities) to Israel American Diversified Fund, Inc. (Diversified), a registered open-end management investment company. Shareholders of Fund received 1.6 shares of Diversified for each share of Fund which they held. In accordance with the Maryland Corporation Law the shareholders of Fund were notified of their right to an appraisal of their shares of Fund in the event that they objected to the sale of assets. No shareholder asserted such right and the sale was consummated on April 27, 1967.

Section 8(f) of the Act provides in pertinent part, that when the Commission, on its own motion, finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and that upon the effectiveness of such order, which may be issued upon the Commission's own motion where appropriate, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than April 19, 1971, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reasons for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communications should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Independence at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application unless an order for hearing thereon shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-4816 Filed 4-6-71;8:50 am]

[811-1455]

SIXTH PRESIDENTIAL FUND, INC.

Notice of Proposal To Terminate Registration

MARCH 31, 1971.

Notice is hereby given that the Commission proposes, pursuant to section 8(f) of the Investment Company Act of 1940 (Act) 719 Liberty Avenue, Pittsburgh, Pa 15222, to declare by order upon its own motion that Sixth Presidential

Fund, Inc. (Presidential), a corporation organized under the laws of the State of Maryland, and registered under the Act as an open-end, diversified management investment company, has ceased to be an investment company.

Presidential was organized on December 12, 1966, and filed a Notification of Registration on Form N–8A with the Commission on December 23, 1966. It filed its Registration Statement Form N–8B–1 on December 29, 1966.

On or before December 12, 1966, Presidential issued one share of its capital stock to Federated Research Corporation for $50. Presidential has no other shareholders or assets nor has it ever issued any other securities. Presidential has not filed a Registration Statement under the Securities Act of 1933 and does not intend to make any public offering of its securities. Presidential has never been in operation and does not intend to engage in the business of being an investment company.

Section 8(f) of the Act provides, in pertinent part, that when the Commission finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and that upon the effectiveness of such order, which may be issued upon the Commission's own motion where appropriate, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than April 19, 1971, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reasons for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communications should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Independence at the address stated above. Proof of such service (by affidavit of in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing thereon shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71–4813 Filed 4–6–71;8:50 am]

[File No. 500–1]

SPECTRUM, LTD.

Order Suspending Trading

MARCH 30, 1971.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Spectrum, Ltd. (a New Jersey corporation) and all other securities of Spectrum, Ltd. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 31, 1971, through April 9, 1971.

By the Commission.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71–4814 Filed 4–6–71;8:50 am]

[70–5006]

VERMONT YANKEE NUCLEAR POWER CORP.

Notice of Proposed Issue and Sale of First Mortgage Bonds

MARCH 31, 1971.

Notice is hereby given that Vermont Yankee Nuclear Power Corp. (Vermont Yankee), 77 Grove Street, Rutland, VT 05701, an electric utility company and an indirect subsidiary company of both Northeast Utilities and New England Electric System, registered holding companies, has filed an application with this Commission pursuant to the Public Utility Holding Company Act of 1935 (Act), designating section 6(b) of the Act and Rule 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application, which is summarized below, for a complete statement of the proposed transactions.

Vermont Yankee is constructing a nuclear-powered electric generating plant with a net expected capacity of approximately 540 megawatts. The total capital cost of the plant, including the cost of the initial inventory of nuclear fuel of about $21 million, is estimated at $175 million. Its 10 sponsor companies are committed by capital fund agreements and power contracts to provide Vermont Yankee, in accordance with their stock percentages, the capital required by Vermont Yankee, and to purchase a like percentage of the capacity and power output of the Vermont Yankee plant on a cost-of-service basis, which includes an appropriate return on their investment.

Vermont Yankee presently proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the Act, $15 million principal amount of First Mortgage Bonds, Series B, ____ percent, to mature on October 1, 1998. The interest rate (which shall be a multiple of one-eighth of 1 percent or one-tenth of 1 percent) and the price, exclusive of accrued interest, to be paid to Vermont Yankee (which will be not less than 100 percent and not more than 102.75 percent of the principal amount thereof) will be determined by the competitive bidding. The bonds will be issued under the provisions of the First Mortgage Indenture dated as of October 1, 1970, between Vermont Yankee and Bankers Trust Co., as Trustee, as to be supplemented by a Supplemental Indenture to be dated April 1, 1971. The Supplemental Indenture includes a prohibition until April 1, 1976, against refunding the bonds with the proceeds of funds borrowed at a lower interest cost.

The bonds will be secured by the physical properties of Vermont Yankee and by an assignment to the Indenture Trustee of its interest in the power contracts and capital funds agreements with the sponsors, as specified in the Indenture. The Indenture further provides for a sinking fund, sufficient to retire $295,000 principal amount of bonds each 6 months, commencing on the first interest payment date (October 1 and April 1) which next succeeds by at least 6 months the completion of the generating plant, but in no event later than October 1, 1973.

The proceeds from the issue and sale of the bonds will be used to repay the short-term borrowings from banks and from sponsors incurred to finance the construction of the generating plant and to meet future construction costs.

The application states that the Vermont Public Service Board has jurisdiction over the issue and sale of the bonds. No other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions. Feess and expenses to be incurred in connection with the proposed transactions are to be supplied by amendment.

Notice is further given that any interested person may, not later than April 21, 1971, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application, as filed or as it may be amended, may be granted as provided in Rule 23 of the general rules and regulations promulgated under the Act or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether

a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-4817 Filed 4-6-71;8:50 am]

[70-5008]

VERMONT YANKEE NUCLEAR POWER CORP.

Notice of Proposed Modification of Mortgage Indenture and Order Authorizing Solicitation of Consents in Connection Therewith

MARCH 31, 1971.

Notice is hereby given that Vermont Yankee Nuclear Power Corp. (Vermont Yankee), 77 Grove Street, Rutland, VT 05701, an electric utility company and an indirect subsidiary company of both Northeast Utilities and New England Electric System, registered holding companies, has filed a declaration and an amendment thereto with this Commission pursuant to the Public Utility Holding Company Act of 1935 (Act), designating sections 6(a) and 7 of the Act as applicable to the proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a compete statement of the proposed transaction.

Vermont Yankee is constructing a nuclear-powered electric generating plant with a net expected capacity of approximately 540 megawatts. The total capital cost of the plant, including the cost of the initial inventory of nuclear fuel of about $21 million, is estimated at $175 million. Its 10 sponsor companies are committed by capital fund agreements and power contracts to provide Vermont Yankee, in accordance with their stock percentages, the capital required by Vermont Yankee, and to purchase a like percentage of the capacity and power output of the Vermont Yankee plant on a cost-of-service basis, which includes an appropriate return on their investment.

Vermont Yankee proposes to submit to the holders of its First Mortgage Bonds, Series A, 9⅝ percent due October 1, 1998, a proposal to amend section 6.18 of its Indenture, dated as of October 1, 1970, between Vermont Yankee and Bankers Trust Co., New York City, trustee, by executing a Supplemental Indenture to be dated as of March 1, 1971. Adoption of the Supplemental Indenture would modiy section 6.18 to enable Vermont Yankee to obtain temporary financing of construction expenditures with maturities of up to 180 days after the final completion date of the plant, as defined. Under the current provision of the Indenture, temporary financing of construction expenditures is limited to borrowings made in contemplation of the sale of bonds and with maturities prior to the final completion date.

It is stated that Vermont Yankee, in order to obtain its remaining permanent capital requirement of approximately $25 million, anticipates the sale of an additional $15 million principal amount of first mortgage bonds, Series B, the subject of a separate filing with the Commission (File No. 70-5006), the proceeds from which will be used to pay short-term notes then outstanding, and $10 million of Preferred Stock, to be issued and sold shortly after the final completion date. It is contemplated that borrowings permitted as a result of the proposed Indenture modification will be paid from proceeds derived from the sale of such Preferred Stock.

The modification of the Indenture will require consent of the holders of at least two-thirds of the aggregate principal amount of the Series A bonds outstanding ($80 million). It is stated that as of February 16, 1971, the Series A bonds were held by about 2,000 holders, of which 116 held in the aggregate about 70 percent of the principal amount outstanding. Vermont Yankee intends to solicit by mail consents from all the holders of its Series A bonds to obtain the requisite authorization of the proposed modification, and it proposes to make telephonic or personal solicitation to certain bondholders and brokers through its officers or other regular employees.

It is stated that the fees and expenses to be paid in connection with the proposed modification and solicitation therefor are estimated at $14,750, of which $6,000 are legal fees. It is also stated that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed modification or solicitation. Vermont Yankee has filed its consent solicitation material and requests that the effectiveness of its declaration with respect to the solicitation be accelerated as provided in Rule 62.

Notice is further given that any interested person may, not later than April 21, 1971, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as amended or as it may be further amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter including the date of the hearing (if ordered) and any postponements thereof.

It appearing that the declaration regarding the proposed solicitation of consents should be permitted to become effective forthwith pursuant to Rule 62:

It is ordered, That the declaration regarding the proposed solicitation of consents be, and it hereby is, permitted to become effective forthwith pursuant to Rule 62 and subject to the terms and conditions prescribed in Rule 24 under the Act.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-4818 Filed 4-6-71;8:50 am]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Loan Area 813]

IOWA

Declaration of Disaster Loan Area

Whereas, it has been reported that during the months of February and March 1971, because of the effects of certain disasters damage resulted to residences and business property located in the State of Iowa;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property situated in Des Moines and Lee Counties, Iowa, and adjacent areas, suffered damage or destruction resulting from floods occurring on February 19 through March 5, 1971.

OFFICE

Small Business Administration District Office, 210 Walnut Street, Des Moines, IA 50309.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to September 30, 1971.

Dated: March 25, 1971.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.71-4801 Filed 4-6-71;8:48 am]

[Declaration of Disaster Loan Area 814]

NORTH CAROLINA

Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of March 1971, because of the effects of certain disasters, damage resulted to residences and business property located in the State of North Carolina;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property situated in Robeson County, N.C., and adjacent areas, suffered damage or destruction resulting from floods commencing on March 4, 1971 and continuing.

OFFICE

Small Business Administration District Office, 222 South Church Street, Charlotte, N.C. 28202.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to September 30, 1971.

Dated: March 25, 1971.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.71-4802 Filed 4-6-71;8:48 am]

[License No. 02/02-5287]

BANCAP CORP.

Notice of Application for License as Minority Enterprise Small Business Investment Company

Notice is hereby given concerning the filing of an application with the Small Business Administration (SBA) pursuant to § 107.102 of the Regulations Governing Small Business Investment Companies (13 CFR Part 107; 33 F.R. 326) under the name BanCap Corp., 420 Lexington Avenue, Room 2352, New York, NY 10017, for a license to operate in the State of New York as a minority enterprise small business investment company (MESBIC) under the provisions of the Small Business Investment Act of 1958, as amended (15 U.S.C. 661 et seq.) (Act).

The proposed officers and directors are as follows:

William L. Whitely, 95 Longview Road, Port Washington, NY 11050, President.

Louis L. Allen, 1 Chase Manhattan Plaza, New York, NY 10005, Chairman of the Board of Directors.

Charles C. Lehing, 367 Harvey Court, Wyckoff, NJ 07481, Director.

Jerome D. Twomey, 78 Beacon Hill Road, Port Washington, NY 11050, Director.

Leonard W. Penn, 230 Pelham Road, New Rochelle, NY 10805, Director.

Edward D. Wilson, 2 Fifth Avenue, New York, NY 10011, Director.

Sidney A. Trundle, 177 East 75th Street, New York, NY 10021, Director.

Charles F. Mansfield, 62 Fairmount Boulevard, Garden City, NY 11530, Director.

Frederick R. Moseley, Jr., Oyster Bay Road, Long Island, NY 11753, Director.

Donald J. Petrie, 11 Fairview Avenue, Great Neck, NY 11023, Director.

The common stock of the applicant will be owned by 10 New York banks. The following banks will own 10 or more percent of the applicant's common stock: Chemical Bank (15 percent), Franklin National Bank (10 percent), Irving Trust Co. (10 percent), Manufacturers Hanover Trust Co. (12 percent), Marine Midland Bank (10 percent), and Morgan Guaranty Trust Co. (10 percent). Chase Manhattan Capital Corp., a wholly owned subsidiary of The Chase Manhattan Bank (N.A.), will own 17.5 percent of the applicant's common stock.

The applicant, a New York corporation, will begin operations with $1 million of paid-in capital and surplus consisting of 1,000 shares of common stock issued at $1,000 per share. As a MESBIC, the company's investment policy is that its investments will be made solely to small business concerns which will contribute to a well-balanced national economy by facilitating the acquisition or maintenance of ownership in such small business concerns by persons whose participation in the free enterprise system is hampered because of social or economic disadvantages. The applicant will not concentrate its investments in any particular industry but will invest in diversified enterprises.

Matters involved in SBA's consideration of the application include the general business reputation and character of the management, and the probability of successful operations of the new company under their management, including adequate profitability and financial soundness, in accordance with the Act and Regulations.

Notice is further given that any interested person may, not later than 10 days from the date of publication of this notice, submit to SBA in writing, relevant comments on the proposed company. Any communication should be addressed to: Associate Administrator for Investment, Small Business Administration, 1441 L Street NW., Washington, DC 20416.

A copy of this notice shall be published in a newspaper of general circulation in New York, N.Y.

Dated: March 29, 1971.

A. H. SINGER,
Associate Administrator for Investment.

[FR Doc.71-4785 Filed 4-6-71;8:47 am]

BOSTON CAPITAL SMALL BUSINESS INVESTMENT CORP.

Notice of Filing of Application for Transfer of Control of Licensed Small Business Investment Company

Notice is hereby given that an application has been filed with the Small Business Administration (SBA), pursuant to § 107.701 of the Regulations Governing Small Business Investment Companies (13 CFR Part 107, 33 F.R. 326), for transfer of control of Boston Capital Small Business Investment Corp. (BOSBIC), license No. 01/01-0011, 535 Boylston Street, Boston, MA 02116, a Federal licensee under the Small Business Investment Act of 1958, as amended.

BOSBIC, a wholly owned subsidiary of Boston Capital Corp. (BCC), was licensed on June 24, 1968, with a paid-in capital and surplus of $3,329,809. As of September 30, 1970, its paid-in capital and surplus amounted to $3,750,000. It has 1,000 shares of issued and outstanding common stock held by BCC.

The proposed new owner will be a limited partnership which will acquire all of the issued and outstanding stock of the Licensee.

The proposed new management for the small business investment company and sole stockholder are listed below:

Vincent J. Ryan, Jr., 104 Pleasant Valley Road, Westwood, MA, President, Director.

Barron P. Lambert, Jr., Haven Street, Dover, MA, Vice President, Treasurer, Director.

Jas. Murray Howe, 90 Dean Road, Weston, MA, Secretary, Director.

Irving Levine, 1355 Wampanoag Trail, East Providence, RI, Director.

Jean E. de Valpine, 50 Fresh Pond Parkway, Cambridge, MA, Director.

Asset Purchase & Management Co., 155 Berkeley Street, Boston, MA 02116, sole stockholder.

The applicant (Asset Purchase & Management Co.), a limited partnership formed under the laws of the Commonwealth of Massachusetts, with its principal office located at 155 Berkeley Street, Boston, MA, will begin operations with $1,524,828 in paid-in capital and paid-in surplus.

The partnership is composed of the following: Studley, Shupert Appraisals, Inc., 155 Berkeley Street, Boston, MA 02116 (General Partner); Memorial Drive Trust, 25 Acorn Park, Cambridge, MA 02140 (Principal Limited Partner); and one or two other individuals as limited partners, each with an interest not exceeding 5 percent.

The proposed new owner does not intend to make any significant changes in the area of operations, investment policy, and the mode of operations. However, in line with the interest of several of the proposed new members of management of the licensee, investments in small business concerns owned by disadvantaged groups will be actively sought by the licensee.

Matters involved in SBA's consideration of the application include the general business character and reputation of the proposed new owner and its commitment to actively operate the company within the intent and purpose of the Act and SBA Regulations.

Interested persons should address their comments on the proposed transfer of control to the Associate Administrator for Investment, Small Business Administration, 1441 L Street NW., Washington, DC 20416, within 10 days after date of publication of this notice.

A similar notice shall be published by the proposed purchasers in a newspaper of general circulation in Boston, Mass.

Dated: March 29, 1971.

A. H. SINGER,
Associate Administrator for Investment.

[FR Doc.71-4784 Filed 4-6-71;8:47 am]

DELTA CAPITAL, INC.

Notice of Approval for Transfer of Control of Small Business Investment Company

On March 18, 1971, a notice of application for approval for transfer of control was published in the FEDERAL REGISTER (36 F.R. 5261) stating that an application had been filed with the Small Business Administration (SBA) pursuant to § 107.701 of the regulations governing Small Business Investment Companies (33 F.R. 326, 13 CFR Part 107) for the transfer of control of Delta Capital, Inc., 550 Pontchartrain Drive, Slidell, LA 70458, a Federal licensee under the Small Business Investment Act of 1958, as amended (Act), License No. 10/10-0086. Delta Associates, Inc., 320 South Tryon Street, Charlotte, NC 28202, will purchase all of the licensee's outstanding stock.

Interested persons were given 10 days to submit written comments to SBA. No unfavorable comments were received.

SBA, having considered the application and all other pertinent information with regard thereto, hereby approves the application for transfer of control.

Dated: March 31, 1971.

A. H. SINGER,
Associate Administrator for Investment.

[FR Doc.71-4803 Filed 4-6-71;8:48 am]

FOSTER CAPITAL CORP.

Notice of Surrender of License To Operate as Small Business Investment Company

Notice is hereby given that Foster Capital Corp. (Foster) has, pursuant to § 107.105 of the Regulations governing small business investment companies (13 CFR Part 107, 33 F.R. 326), surrendered its license to operate as a small business investment company.

Foster was incorporated on August 21, 1961, under the laws of the State of Texas, and issued license No. 10-0073 by the Small Business Administration on October 16, 1961.

Foster was licensed solely to operate under the Small Business Investment Act of 1958, as amended (15 U.S.C. 661 et seq.).

Under the authority vested in the Small Business Investment Act of 1958, as amended, and the Regulations promulgated thereunder, the surrender of the license of Foster is hereby accepted, and accordingly, it is no longer licensed to operate as a small business investment company.

Dated: March 29, 1971.

JAMES THOMAS PHELAN,
Acting Associate Administrator for Investment.

[FR Doc.71-4786 Filed 4-6-71;8:47 am]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

APRIL 2, 1971.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 42164—*Lumber and Related Articles from Points in Southwestern Territory.* Filed by Southwestern Freight Bureau, agent (No. B-217), for interested rail carriers. Rates on lumber and related articles, in carloads, as described in the application, from points in southwestern territory, to points on the CNW, SOO, and UP in the States of Iowa, Kansas, Minnesota, Missouri, and Nebraska.

Grounds for relief—Carrier competition and rate relationship.

Tariff—Supplement 71 to Southwestern Freight Bureau, agent, tariff ICC 4883.

FSA No. 42165—*Potatoes from Parma, Colo.* Filed by Southwestern Freight Bureau, agent (No. B-222), for interested rail carriers. Rates on potatoes, fresh frozen or cooked frozen, in carloads, as described in the application, from Parma, Colo., to points in southwestern territory.

Grounds for relief—Market competition.

Tariff—Supplement 71 to Southwestern Freight Bureau, agent, tariff ICC 4883.

FSA No. 42166—*Lumber from Manhattan, Mont., et al.* Filed by Trans-Continental Freight Bureau, agent (No. 465), for and on behalf of Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Rates on lumber and lumber articles, in carloads, as described in the application, from Manhattan, Mont., and points taking same rates, to points in Illinois, Iowa, Michigan, Minnesota, and Wisconsin.

Grounds for relief—Market and carrier competition.

Tariff—Supplement 108 to Trans-Continental Freight Bureau, agent, tariff ICC 1750.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.71-4855 Filed 4-6-71;8:53 am]

[Notice 12]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

APRIL 2, 1971.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969 (49 CFR 1042.4(d)(11)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.4(d)(11)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.4(d)(12)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC-7716 (Deviation No. 1), GERMANN BROS. MOTOR TRANSPORTATION, INC., Aberdeen, Ohio 45101, filed March 24, 1971. Carrier's representative: Robert H. Kinker, 711 McClure Building, Frankfort, KY 40601. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 68 and Kentucky Highway 8 in Maysville, Ky., west over Kentucky Highway 8 to Augusta, Ky., thence by ferry across the Ohio River to Boudes Ferry, Ohio, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Cincinnati, Ohio, over U.S. Highway 52 to Aberdeen, Ohio, thence over U.S. Highway 68 to Maysville, Ky., thence over Kentucky Highway 11 to Flemingsburg, Ky., and return over the same route.

No. MC-7716 (Deviation No. 2), GERMANN BROS. MOTOR TRANSPORTATION, INC., Aberdeen Ohio 45101 filed March 24 1971. Carrier's representative: Robert H. Kinker, 711 McClure Building, Frankfort, KY 40601. Carrier proposes to operates as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as

follows: From junction U.S. Highway 52 and U.S. Highway 27 in Cincinnati, Ohio, south over U.S. Highway 27 to junction Kentucky Highway 8, thence southeast over Kentucky Highway 8 to Augusta, Ky., thence by ferry across the Ohio River to Boudes Ferry, Ohio, and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Cincinnati, Ohio, over U.S. Highway 52 to Aberdeen, Ohio, thence over U.S. Highway 68 to Maysville, Ky., thence over Kentucky Highway 11 to Flemingsburg, Ky., and return over the same route.

No. MC-42487 (Deviation No. 87), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, CA 94025, filed March 25, 1971. Carrier's representative: V. R. Oldenburg, Post Office Box 5138 Chicago, IL 60680. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exception, over a deviation route as follows: From South Bend, Ind., over U.S. Highway 31 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 33 near Fort Wayne, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From South Bend, Ind., over U.S. Highway 20 to Elkhart, Ind., thence over U.S. Highway 33 to junction U.S. Highway 30 near Fort Wayne, Ind., and return over the same route.

No. MC-69116 (Deviation No. 42), SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, IL 60606, filed March 22, 1971. Carrier's representative: Leonard R. Kofkin, 39 South La Salle Street, Chicago, IL 60603. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Rock Island, Ill., over Illinois Highway 92 to the Mississippi River, thence across the Mississippi River to Muscatine, Iowa, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Muscatine, Iowa, over U.S. Highway 61 to Davenport, Iowa, thence across the Mississippi River to Rock Island, Ill.; and (2) from Muscatine, Iowa, over Iowa Highway 22 to Davenport, Iowa, thence across the Mississippi River to Rock Island, Ill., and return over the same routes.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4850 Filed 4-6-71;8:53 am]

[Notice 25]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 2, 1971.

The following publications are governed by the new Special Rule 247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 107295 (Sub-No. 383) (Republication), filed May 4, 1970, published in the FEDERAL REGISTER issue of May 28, 1970, and republished this issue. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, IL 61842. Applicant's representative: Dale L. Cox (same address as applicant). The modified procedure has been followed in this proceeding, and a Report and Order of the Commission, Review Board Number 3, decided March 17, 1971, and served March 26, 1971, finds; that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of building materials, from the plantsite and warehouse facilities of Fingerle Lumber Co. at Ann Arbor, Mich., to points in Illinois, Indiana, Iowa, Kentucky, New York, Ohio, Massachusetts, Rhode Island, Connecticut, New Hampshire, Vermont, Maine, Maryland, New Jersey, Delaware, Tennessee, Pennsylvania, West Virginia, Wisconsin, and the District of Columbia; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder, subject to the term limitation indicated below; and that a certificate, limited in point of time to a period expiring 3 years from the date of issuance. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this report, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 113024 (Sub-No. 99) (Republication), filed August 28, 1970, published in the FEDERAL REGISTER issue of September 24, 1970, and republished this issue. Applicant: ARLINGTON J. WILLIAMS, INC., Rural Delivery No. 2, South Dupont Highway, Smyrna, DE 19977. Applicant's representative: Samuel W. Earnshaw, 833 Washington Building, Washington, DC 20005. The modified procedure has been followed and an Order of the Commission, Operating Rights Board, dated March 8, 1971, and served March 17, 1971, finds; that applicant's proposed operations do not meet the definition of a contract carrier by motor vehicle as defined in section 203(a)(15) of the Interstate Commerce Act, and have not been shown to be consistent with the public interest and the national transportation policy; and that the proposed operations are those of a *common carrier* by motor vehicle. The said order further finds; that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of plastic products (except commodities in bulk, in tank vehicles), (1) from Middletown, Del., to Sherman, Tex., and (2) from Marshallton and Middletown, Del., to points in Cook, Logan, and Morgan Counties, Ill., Bay Branch, Gratiot, Huron, Kent, Macomb, Ottawa, Washtenaw, and Wayne Counties, Mich., and Allen, Columbiana, Darke, Henry, Licking, Mercer, Scioto, Summit, and Williams Counties, Ohio; that applicant is fit, willing and able to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commissions rules and and regulations thereunder and that an appropriate certificate, subject as follows: (1) To prior publication in the FEDERAL REGISTER of a notice of the authority actually granted by this order, shall be issued concurrently with or subsequent to the issuance to applicant of appropriate certificates and the cancellation of applicant's outstanding permits in No. MC-113024 and subnumbers thereunder, and, that should the conversion proceedings be disapproved by the Commission, the instant application will stand denied in its entirety; and that the applicant in all other respects should be denied; (2) That because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication,

during which period any proper party in interest may file an appropriate petition for leave to intervene setting forth the manner in which he has been prejudiced.

No. MC 113974 (Sub-No. 31) (Republication), filed December 26, 1968, published in the FEDERAL REGISTER, issue of January 30, 1969, and republished this issue. Applicant: PITTSBURGH & NEW ENGLAND TRUCKING CO., a corporation, 211 Washington Avenue, Dravosburg PA 15034. Applicant's representative: W. H. Schlottman (same address as applicant). A report and order of the Commission, Division 1, acting as an Appellate Division, decided March 17, 1971, and served March 24, 1971, on reconsideration, finds: That the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of pipe and pipe fittings, (1) from the plantsite of the Triangle Conduit and Cable Co., Inc., at Glendale, W. Va., the plantsite of H. K. Porter Co., Inc., at Ambridge, Pa., and the plantsite of the Jones & Laughlin Steel Corp., at New Kensington, Pa., to St. Louis, Mo., and points in Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Michigan, New York, North Carolina, Ohio, South Carolina, Tennessee, Virginia and the District of Columbia, (2) from the plantsite of the H. K. Porter Co., Inc., at Ambridge, Pa., and the plantsite of the Jones and Laughlin Steel Corp., at New Kensington, Pa., to points in West Virgina, and

(3) From the plantsite of the Jones and Laughlin Steel Corp. at Niles, Ohio, to St. Louis, Mo., to points in Georgia, Illinois, Indiana, Kentucky, Michigan, New York, North Carolina, Virginia, West Virginia, and the District of Columbia, and to those points in that part of Tennessee east of a line beginning at the Kentucky-Tennessee State line and extending along U.S. Highway 31W to Nashville, Tenn., and thence along U.S. Highway 31 to the Tennessee-Alabama State line, restricted in (1), (2), and (3) above to the transportation of traffic originating at the named plantsites and destined to the described destination points, and against the transportation of oilfield or pipeline commodities, as described in Mercer Extension-Oil Field Commodities, 74 M.C.C. 459 (1946); that applicant is fit, willing, and able properly to perform such service and to conform to the Commission's rules and regulations thereunder; that unless otherwise ordered, an appropriate certificate should be issued to applicant after a lapse of 30 days from the date of publication in the FEDERAL REGISTER of the actual authority granted to applicant. Because it is possible that other persons who may have relied upon the notice of the application as published may have an interest in and would be prejudiced by the lack of proper notice of the authority actually granted herein, a notice of the authority actually granted to applicant will be published in the FEDERAL REGISTER and issuance of a certificate will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition for leave to intervene and to reopen or for other appropriate relief, setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 114522 (Sub-No. 46) (Republication), filed July 29, 1970, published in the FEDERAL REGISTER issue of August 20, 1970, and republished this issue. Applicant: SENN TRUCKING COMPANY, a corporation, Post Office Box 33, Newberry, SC 29108. Applicant's representative: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, SC 29201. The modified procedure has been followed and an order of the Commission, Operating Rights Board, dated March 8, 1971, and served March 17, 1971, finds: That the present and future public convenience and necessity require operation by applicant in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of wallboard, fiberboard, plywood, plasterboard, plastic sheeting, panelboard, wall and ceiling panels, tile, molding and adhesives, materials, and accessories therefor, from Middlesex County, N.J., and Brooklyn, N.Y., to points in Arkansas, California, Idaho, Kansas, Louisiana, Nevada, Oklahoma, Utah, Oregon, Texas, and Washington. Because it is possible that other parties who have relied upon the notice in the FEDERAL REGISTER of the application as originally published may have an interest in and would be prejudiced by the lack of proper notice of the grant of authority without the limitation in the findings, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of the certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in the proceeding setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 114737 (Sub-No. 6) (Republication), filed April 30, 1969, published in the FEDERAL REGISTER, issues of May 29, 1969, and September 11, 1969, and republished this issue. Applicant: O. A. WOODY, doing business as O AND A FILM LINES, 14th and Avenue G, Lubbock, TX 79401. Applicant's representative: Warren A. Goff, 2111 Sterick Building, Memphis, TN 38103. A decision and order of the Commission, Review Board No. 3, dated March 12, 1971, and served March 25, 1971, finds: That the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, of general commodities (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), over the following regular routes: (1) Between Farwell, Tex. and Sweetwater, Tex., over U.S. Highway 84; (2) between Sweetwater, Tex., and Dallas, Tex., over U.S. Highway 80; (3) between Sweetwater, Tex., and Roswell, N. Mex., from Sweetwater over Texas Highway 70 to junction U.S. Highway 277, thence over U.S. Highway 277 to San Angelo, Tex., thence over U.S. Highway 67 to Barnhart, Tex., thence over Texas Highway 163 to Ozona, Tex., thence over U.S. Highway 290 to junction U.S. Highway 80 (or from Ozona, Tex., over U.S. Highway 290 to junction U.S. Highway 285, and thence over U.S. Highway 285 to junction U.S. Highway 80 at Pecos, Tex.), thence over U.S. Highway 80 to El Paso, Tex., thence over U.S. Highway 80 to Las Cruces, N. Mex., thence over U.S. Highways 70 and 82 to Alamogordo, N. Mex., and thence over U.S. Highway 70 to Roswell, and return over the same routes; (4) between Roswell, N. Mex., and Pecos, Tex., over U.S. Highway 285;

(5) Between Roswell, N. Mex., and Farwell, Tex., over U.S. Highway 70; (6) between Pecos, Tex., and Sweetwater, Tex., over U.S. Highway 80; (7) between Lubbock, Tex., and junction U.S. Highways 67 and 290 at Fort Stockton, Tex., from Lubbock over U.S. Highway 87 to Lamesa, Tex., thence over Texas Highway 349 to Rankin, Tex., and thence over U.S. Highway 67 to junction U.S. Highway 290, and return over the same route; (8) between El Paso, Tex., and Carlsbad, N. Mex., over U.S. Highways 62 and 180; (9) between Roswell, N. Mex., and Lubbock, Tex., (a) from Roswell over U.S. Highway 380 to junction New Mexico Highway 125, thence over New Mexico Highway 125 to junction Texas Highway 125, thence over Texas Highway 125 to junction Texas Highway 116, thence over Texas Highway 116 to Lubbock, and (b) from Roswell over U.S. Highway 380 to junction New Mexico Highway 18, thence over New Mexico Highway 18 to junction New Mexico Highway 83, thence over New Mexico Highway 83 to junction Texas Highway 83, thence over Texas Highway 83 to junction U.S. Highway 62, and thence over U.S. Highway 62 to Lubbock, and return over the same route. *Conditions:* Serving all intermediate points. Serving as off-route points: (a) Points in that portion of Texas bounded by a line beginning at Farwell, Tex., and extending along U.S. Highway 84 to Sweetwater, Tex., thence along U.S. Highway 70 to junction U.S. Highway 277, thence along U.S. Highway 277 to Sonora, Tex., thence along U.S. Highway 290 to junction U.S. Highway 80, thence over U.S. Highway 80 to the Texas-New Mexico State line; (b) points in Curry, DeBaca, Roosevelt, Lincoln, Chaves, Dona Ana, Otero, Eddy, and Lea Counties, N. Mex. Service is restricted (1) to the transportation of packages or articles each weighing not more than 100 pounds, and (2) against the transportation of packages or articles weighing more than 100 pounds in the aggregate from one consignor any one location to one consignee any one location on any 1 day. Because it is possible that other parties, who have relied upon the notice of the application as published,

may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 127871 (Sub-No. 3) (Republication), filed November 27, 1970, published in the FEDERAL REGISTER, issue of December 17, 1970, and republished this issue. Applicant: TRANS-SUPPLY, INC., Post Office Box 210, Mercersburg, PA 17236. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, PA 17101. The modified procedure has been followed and an order of the Commission, Operating Rights Board, dated March 15, 1971, and served March 23, 1971, finds: That operation by applicant, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of coal, in bulk, from points in Fayette, Somerset, and Westmoreland Counties, Pa., and Preston County, W. Va., to points in Washington, Frederick, and Carroll Counties, Md., Frederick County, Va., and Franklin County, Pa., under a continuing contract with PBS Coals, Inc., of Mercersburg, Pa.; will be consistent with the public interest and the national transportation policy. Because it is possible that other parties who have relied upon the notice in the FEDERAL REGISTER of the application as originally published may have an interest in and would be prejudiced by the lack of proper notice of the grant of authority in our findings herein, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in the proceeding setting forth in detail the precise manner in which it has been so prejudiced.

NOTICE OF FILING OF PETITIONS

No. MC 95920 (Sub-No. 21) (Notice of filing of Petition to Add Additional Shipper Under Presently Authorized Contract Carrier Authority), filed March 12, 1971. Petitioner: SANTRY TRUCKING COMPANY, Portland, Oreg. Petitioner's representative: George R. LaBissoniere, 1424 Washington Building, Seattle, WA 98101. Petitioner is authorized in No. MC 95920 (Sub-No. 21) to transport such commodities as are dealt in and used by petroleum distributors and dealers (except commodities in bulk), from Richmond, Calif., and points in Los Angeles County, Calif., to points in those parts of Oregon and Washington on and west of U.S. Highway 97, restricted to a transportation service to be performed under a continuing contract or contracts with Standard Oil Company of California. By the instant petition, petitioner requests permission to add Mobile Oil Corp. as an additional contracting shipper. Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 111812 (Sub-No. 240), (Notice of filing of Petition for Modification of Certificate), filed March 10, 1971. Petitioner: MIDWEST COAST TRANSPORT, INC., Sioux Falls, S. Dak. Petitioner's representative: Donald L. Stern, 530 Univac Building, 7100 West Center Road, Omaha, NE 68106. Petitioner holds a Certificate in No. MC 111812 (Sub-No. 240) authorizing the transportation of: Canned goods in mixed loads with frozen foods or agricultural commodities as defined in section 203(b)(6) of the Interstate Commerce Act, as amended, frozen foods in mixed loads with canned goods or agricultural commodities as defined in section 203(b)(6) of the Interstate Commerce Act, as amended, and agricultural commodities as defined in section 203(b)(6) of the Interstate Commerce Act, as amended, when transported at the same time and in the same vehicle with canned goods or frozen foods (otherwise authorized), from points in California, to points in Arkansas, Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming, with no transportation for compensation on return except as otherwise authorized. Agricultural commodities as defined in section 203(b)(6) of the Interstate Commerce Act, as amended, when transported at the same time and in the same vehicle with canned goods or frozen foods (otherwise authorized), from points in Arizona, to points in Arkansas, Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming, with no transportation for compensation on return except as otherwise authorized. By the instant petition, petitioner requests that its certificate be reissued in such form as to permit the transportation of straight loads of canned goods without the so-called "mixed load" restriction applying to that commodity. Any interested person desiring to participate may file an original and six copies of his written representation, views, or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 115364 (Sub-No. 5) (Notice of Filing of Petition To Add Additional Shippers and Amend the Origin Presently Authorized in Said Permit), filed March 12, 1971. Petitioner: GOODMAN MOTOR TRANSPORT CO., LTD., Vancouver, British Columbia, Canada. Petitioner's representative: George R. LaBissoniere, 1424 Washington Building, Seattle, WA 98101. Petitioner holds authority in No. MC 115364 (Sub-No. 5), to transport, over irregular routes, lumber, from ports of entry on the United States-Canada boundary line at or near Blaine, Sumas, and Lynden, Wash., to points in King, Pierce, Snohomish, Skagit, and Whatcom Counties, Wash., with no transportation for compensation on return except as otherwise authorized, limited to a transportation service to be performed, under a continuing contract, or contracts, with MacMillan, Bloedel & Powell River Lumber Co., Ltd., of Vancouver, British Columbia, Canada. By the instant petition, petitioner seeks permission to amend said permit so that it reads "between" ports of entry rather than "from" ports of entry, so that it would allow northbound as well as southbound service for the present shippers served, and also to add service within the same territory and with the same commodity description for the additional shippers: Welco Lumber Co., Summit Lumber, Inc., Weldwood of Canada, Ltd., Brady Lumber International. Any interested person desiring to participate may file an original and six copies of his written representations, views or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 240 TO THE EXTENT APPLICABLE

No. MC 14552 (Sub-No. 40), filed March 29, 1971. Applicant: J. V. MCNICHOLAS TRANSFER COMPANY, a corporation, 555 West Federal Street, Youngstown, OH 44501. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flavored and phosphated beverages*, from the plantsite of Custom Beverage Packers, Inc., at Aurora, Ohio, to points in Connecticut, Delaware, New Jersey, Illinois (except points in the Chichago, Ill., commercial zone as defined by the Commission), Indiana (except points in the Chicago, Ill., commercial zone as defined by the Commission), Kentucky, Maryland, Massachusetts, Michigan, Missouri, New York, Pennsylvania, Tennessee, West Virginia, and the District of Columbia; and *equipment, materials, and supplies* used in the production and distribution of flavored and phosphated beverages (except commodities in bulk), from points in Connecticut, Delaware, New Jersey (except sugar from points in the New York commercial zone as defined by the Commission), Illinois (except points in the Chicago, Ill., commercial zone as defined by the Commission), Indiana (except points in the Chicago, Ill., commercial zone as defined by the Commission), Kentucky, Maryland (except sugar from points in the Baltimore, Md., commercial zone as defined by the Commission), Massachusetts, Michigan, Missouri, New York (except sugar from points in the New York commercial zone as defined by the Commission), Pennsylvania (except sugar from

points in the Philadelphia, Pa., commercial zone as defined by the Commission), Tennessee, West Virginia, and the District of Columbia to the plantsite of Custom Beverage Packers, Inc., at Aurora, Ohio. Restriction: The operations sought herein are restricted to shipments originating at, or destined to, the plantsite of Custom Beverage Packers, Inc., at Aurora, Ohio. NOTE: Applicant presently holds contract carrier authority under its permit No. MC 123991 and subs, therefore dual operations may be involved. Applicant states the purpose of this application is to seek conversion of its contract carrier authority to common carrier authority. Applicant further states the instant application is also a matter directly related to MC-F-10982 published in the FEDERAL REGISTER issue of October 14, 1970. *HEARING:* April 26, 1971, in Room 107, Federal Building, 85 Marconi Boulevard, Columbus, OH.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-10878. (Amendment) (SMITH'S TRANSFER CORPORATION—Control—BELL LINES, INC.), by petition filed March 23, 1971, applicants seek reopening of the above-entitled proceeding and modification of the order of December 28, 1970, to provide (1) for a merger of the operating rights and property of Bell Lines, Inc., into Smith's Transfer Corp.; and (2) for the interim period lease by the former of the operating rights and revenue equipment of the latter. The control transaction was approved by the said order of December 28, 1970. Authority described in publication of July 15, 1970, on page 11325. Any interested person desiring to participate may file an original and six copies of his written representations, views, or arguments in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC-F-11093. (Correction) (C & H TRANSPORTATION CO., INC.—Purchase (Portion)—EQUIPMENT TRANSPORT, INC.), published in the March 3, 1971, issue of the FEDERAL REGISTER on page 4086. This notice is to modify parties in control by eliminating JOSEPH F. McKINNEY and the operating rights sought to be transferred should read: (1) *Roadbuilding machinery;* and (2) *commodities,* the transportation of which, because of size or weight, requires the use of special equipment, and *related machinery parts and related contractors' materials and supplies* when their transportation is incidental to the transportation of commodities which by reason of size or weight require special equipment (except aircraft and missiles, and parts thereof), as a *common carrier* over irregular routes, between points in South Carolina, between points in South Carolina, on the one hand, and, on the other, points in North Carolina, Florida, and Georgia; *heavy machinery,* between points in Virginia, on the one hand, and, on the other, points in North Carolina, between Johnson City, Tenn., on the one hand, and, on the other, points in Virginia and North Carolina within 100 miles of Johnson City; *construction and roadbuilding materials, supplies, and equipment,* the transportation of which because of size or weight, requires the use of special equipment, between certain specified points in Virginia, on the one hand, and, on the other, points in North Carolina, South Carolina, Tennessee, Georgia, West Virginia, Pennsylvania, New Jersey, and New York.

No. MC-F-11123. Authority sought for purchase by OKA TRANSFER CO., INC., 761 East 18th Street, Los Angeles, CA 90021, the operating rights of PACIFIC COMMERCIAL WAREHOUSE, INC., 2030 East 15th Street, Los Angeles, CA 90021, and for acquisition by HARRY G. OSHIO and YONE TAKEHARA both of 761 East 18th Street, Los Angeles, CA 90021, of control of such rights through the purchase. Applicants' attorney: Phil Jacobson, 510 West Sixth Street, Los Angeles, CA 90014. Operating rights sought to be transferred: *General commodities,* excepting among others, explosives, household goods and commodities in bulk, as a *common carrier,* over irregular routes, from Los Angeles and Los Los Angeles Harbor, Calif., to Vernon and Huntington Park, Calif., between Los Angeles, Calif., on the one hand, and, on the other, Los Angeles Harbor and Long Beach, Calif. Vendee is authorized to operate as a *common carrier* in California. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-11124. Authority sought for purchase by ACE DORAN HAULING & RIGGING CO., 1601 Blue Rock Street, Cincinnati, OH 45223, of the operating rights of MARY ANN FIX, doing business as MARY'S FREIGHT LINES, 461 South Cherry Street, Breese, IL, and for acquisition by ROBERT J. DORAN AND RICHARD E. DORAN, both of 1601 Blue Rock Street, Cincinnati, OH 45223, of control of such rights through the purchase. Applicants' attorney: Eugene T. Liipfert, 1660 L Street NW., Suite 1100, Washington, DC 20036. Operating rights sought to be transferred: *General commodities,* excepting among others, classes A and B explosives, household goods and commodities in bulk, as a *common carrier,* over regular routes, between Carlyle, Ill., and St. Louis, Mo., serving the intermediate and off-route points of the described portions of Illinois; *milk,* over irregular routes, from Breese, Ill., and points in Illinois within 15 miles thereof, to St. Louis, Mo. Vendee is authorized to operate as a *common carrier* in all of the States in the United States except Alaska and Hawaii. Application has been filed for temporary authority under section 210a(b).

No. MC-F-11125. Authority sought for purchase by O'NAN TRANSPORTATION COMPANY, INCORPORATED, Post Office Box 308, Carrollton, KY 41008, of the operating rights of ROBERT O'NAN, doing business as O'NAN TRANSPORTATION COMPANY, Post Office Box 308, Carrollton, KY 41008, and for acquisition by ROBERT O'NAN, also of Carrollton, Ky. 41008, of control of such rights through the purchase. Applicants' attorney: Louis J. Amato, Post Office Box E, Bowling Green, KY 42101. Operating rights sought to be transferred: *General commodities,* excepting among others, classes A and B explosives, household goods and commodities in bulk, as a *common carrier* over regular routes in Kentucky extending between Owenton on the one hand, and, on the other, Louisville, Beechwood, Swallowfield, Holbrook, Warsaw, and Gratz, Ky., between Glencoe and Humes; Pleasureville and Carrollton; Louisville and Covington; Carrollton and Warsaw; Lexington and Sparata, Ky., and between junction of Kentucky Highway and U.S. Highway 421 and junction Kentucky Highways 389 and 55 and between junction U.S. Highways 227 and 127 and New Liberty, Ky., serving most intermediate points and certain off-route points on the above-specified routes; *livestock,* from Fredonia, Ind., to Louisville, Ky., returning with general commodities, serving various intermediate and off-route points; *general commodities,* excepting among others, classes A and B explosives, household goods and commodities in bulk, over irregular routes, between points in the Cincinnati, Ohio, commercial zone as defined by the Commission, between Cincinnati, Ohio, on the one hand, and, on the other, Burlington and Florence, Ky. Vendee is authorized to operate as a *common carrier* in Tennessee, Kentucky, and Ohio. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-11126. Authority sought for purchase by AUCLAIR TRANSPORTATION, INC., 333 March Avenue, Manchester, NH 03103, of the operating rights of AGAWAM DISPATCH, INC., 15 East Street, Cambridge, MA 02151, and for acquisition by ALFRED J. SICOTTE, also of Manchester, N.H. 03103, of control of the operating rights through the purchase. Applicant's attorneys: Mary E. Kelley, 11 Riverside Avenue, Medford, MA 02155, and Kenneth B. Williams, 111 State Street, Boston, MA 02109. Operating rights sought to be transferred: Under a certificate of registration, in No. MC-120712 Sub-1, covering the transportation of general commodities and property as a common carrier, in interstate commerce, solely within the State of Massachusetts. Vendee is authorized to operate as a *common carrier* in Massachusetts, New Hampshire, Vermont, Connecticut, Maine, New Jersey, New York, and Rhode Island. Application has been filed for temporary

authority under section 210a(b). NOTE: MC-59557 Sub-11 is a matter directly related.

No. MC-F-11127. Authority sought for purchase by THE AETNA FREIGHT LINES, INCORPORATED, Post Office Box 350, 2507 Youngstown Road SE., Warren, OH 44482, of a portion of the operating rights of ADKINS TRANSFER, INC., 2537 Eighth Avenue, Huntington, WV 25703, and for acquisition by J. PHIL FELBURN, Post Office Box 427, Middletown, OH, of control of such rights through the purchase. Applicants' attorney: Edward G. Villalon, 1032 Pennsylvania Building, Pennsylvania Avenue and 13th Street NW., Washington, DC 20004. Operating rights sought to be transferred: *General commodities*, as a *common carrier* over irregular routes, between points and places in Wayne County, W. Va., Boyd County, Ky., and Lawrence County, Ohio. Vendee is authorized to operate as a *common carrier* in Alabama, Arkansas, Louisiana, Kentucky, Mississippi, Tennessee, Delaware, New York, Virginia, New Jersey, Maryland, Pennsylvania, Michigan, Illinois, Indiana, Iowa, Wisconsin, West Virginia, Ohio, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4849 Filed 4-6-71;8:53 am]

[Notice 273]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

APRIL 1, 1971.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 61788 (Sub-No. 27 TA), filed March 29, 1971. Applicant: GEORGIA FLORIDA ALABAMA TRANSPORTATION CO., INC., Post Office Box 1327, also: 1541 Reeves Street, Dothan, AL 36301. Applicant's representative: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, GA 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving Norcross, Ga., and points in its commercial zone, and the Tucker-Stone Mountain Industrial Park as intermediate or off-route points in connection with carrier's authorized regular-route operations in MC 61788 and Subs thereunder. NOTE: Applicant does not intend to transport any traffic, direct or interline, between Atlanta, Ga., on the one hand, and, points within 15 miles thereof, on the other, and is willing to accept a restriction to that effect, for 120 days. Supporting shippers: Container Corporation of America, Post Office Box 957, Atlanta, GA 30301; Ray-O-Vac Division, ESB, Inc., 4669 Lewis Road, Stone Mountain, GA 30083; J. M. Tull Metals, 285 Marietta Street, NW., Atlanta GA 30060; Miami-Carey Co., Division of Panacon Corp., 2033 Tucker Industrial Road, Tucker, GA 30084; American Mineral Spirits, Division Union Oil of California, 2275 Tucker Industrial Boulevard, Tucker, GA 30084, and Kellar & Stevens Bonded Warehouse, Inc., 1578 Stone Ridge Drive, Stone Mountain, GA 30083. Send protests to: Clifford W. White, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 814, 2121 Building, Birmingham AL 35203.

No. MC 64932 (Sub-No. 492 TA), filed March 24, 1971. Applicant: ROGERS CARTAGE CO., 1439 West 103d Street, Chicago, IL 60643. Applicant's representative: W. F. Farrell (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Titanium dioxide slurry*, in bulk, in tank vehicles, from Johnsonville, Tenn., to Chicago Heights, Ill., for 120 days. Supporting shipper: E. I. du Pont de Nemours & Co., Wilmington, Del. 19898. Send protests to: Robert G. Anderson, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 1086, Everett McKinley Dirksen Building, 219 South Dearborn Street, Chicago, IL 60604.

No. MC 114290 (Sub-No. 56 TA), filed March 29, 1971. Applicant: EXLEY EXPRESS, INC., 2610 Southeast Eighth Avenue, Portland, OR 97202. Applicant's representative: James T. Johnson, 1610 IBM Building, 1200 Fifth Avenue, Seattle, WA 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Walla Walla, Wash., and points in Umatilla County, Oreg., to points in Arizona, for 180 days. Supporting shipper: Rogers Walla Walla, Inc., Post Office Box 998, Walla Walla, WA 99362. Send protests to: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, 120 Southwest Fourth Avenue, Portland, OR 97204.

No. MC 120800 (Sub-No. 37 TA), filed March 26, 1971. Applicant: CAPITOL TRUCK LINE, INC., 2500 North Alameda Street, Compton, CA 90222. Applicant's representative: A. O'Malley (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbon monoxide*, from the plantsite of Air Products & Chemicals, La Porte, Tex., to Los Angeles, Calif., for 150 days. Supporting shipper: Air Products and Chemicals, Inc., Industrial Gas Division, Post Office Box 538, Allentown, PA 18105. Send protests to: John E. Nance, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 7708, Federal Building, 300 Los Angeles Street, Los Angeles, CA 90012.

No. MC 125699 (Sub-No. 1 TA), filed March 26, 1971. Applicant: WILLARD E. DURBIN, doing business as DURBIN AUTO SERVICE, 421 South Mulberry Street, Hagerstown, MD 21740. Applicant's representative: Daniel B. Johnson, 716 Perpetual Building, Washington, DC 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, disabled, inoperative, stolen, abandoned, and repossessed motor vehicles, and cargo trailers with or without cargo and replacement motor vehicles and cargo trailers* with or without cargo and *repair parts therefor*, in truckaway or towaway service, between points in Berkeley, Morgan, and Kanawha Counties, W. Va., Washington, Allegany, and Garrett Counties, Md., and Cumberland County, Pa., on the one hand, and, on the other, points in Pennsylvania, Maryland, Virginia, Delaware, West Virginia, New Jersey, Ohio, New York, North Carolina, South Carolina, and the District of Columbia, for 180 days. Supporting shippers: Chemical Leaman Tank Lines, Inc., Post Office Box 1135, Hagerstown, MD 21740; Charlton Bros. Transportation Co., Inc., Hagerstown, Md. 21740; The Eldridge Dairy Co., 215 East Washington Street, Hagerstown, MD 21740; Lord Brothers, Inc., Martinsburg, W. Va. 25401; Hall's Motor Transit Co., Fifth and Vine Streets, Sunbury, PA 17801; A. R. Emery, Post Office Box 736, Martinsburg, WV; Motor Truck Service Corp., 2330 Pennsylvania Avenue, Post Office Box 2166, Hagerstown, MD; Mason's Transfer, Post Office Box 126, Inwood, WV. Send protests to: Robert D. Caldwell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 12th and Constitution Avenue NW., Washington DC 20423.

No. MC 128273 (Sub-No. 90 TA), filed March 26, 1971. Applicant: MIDWESTERN EXPRESS, INC., Box 189, 121 Humboldt Street, Fort Scott, KS 66701. Applicant's representative: Harry Ross, 848 Warner Building, Washington, DC 20004. Authority sought to operate as a *common*

carrier, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from Piqua and Hamilton, Ohio, to points in California, Oregon, Utah, Texas, and Washington, for 180 days. Supporting shipper: United States Plywood-Champion Papers, Inc., Knightsbridge Drive, Hamilton, OH. Send protests to: M. E. Taylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 501 Petroleum Building, Wichita, KS 67202.

No. MC 128279 (Sub-No. 15 TA), filed March 29, 1971. Applicant: ARROW FREIGHTWAYS, INC., Post Office Box 3783, 4800 Jefferson NE., Albuquerque, NM 87110. Applicant's representative: Jerry R. Murphy, 708 La Veta NE., Albuquerque, NM 87108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum wallboard*, from Florence, Colo., to points in New Mexico and Arizona, for 180 days. Supporting shipper: Harold S. Ray, Traffic Supervisor, Johns-Manville Corp., 22 East 40th Street, New York, NY 10016. Send protests to: Wm. R. Murdoch, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 10515 Federal Building and U.S. Court House, 500 Gold Avenue SW., Albuquerque, NM 87101.

No. 129325 (Sub-No. 2 TA), filed March 26, 1971. Applicant: DIAZ MOTOR FREIGHT, INC., 2829 Frenchmen Street, New Orleans, LA 70122. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from New Orleans, La., to points in Kentucky, Bristol, and Roanoke, Va., and points in Florida, east of a line beginning at the Florida-Alabama State line and extending along U.S. Highway 231, to Panama City, Fla., thence along U.S. Highway 98 to San Blas, Fla., thence in a straight line south to the Gulf of Mexico, for 180 days. Supporting shippers: Southeast Steel & Wire Corp., Post Office Box 10313, New Orleans, LA 70121; Primary Steel, Inc., Post Office Drawer 10426, New Orleans, LA 70121; Atlas Steel & Wire Corp., Post Office Box 53372, New Orleans, LA 70150; and Avondale Shipyards, Inc., Post Office Box 50280, New Orleans, LA 70150. Send protests to: Paul D. Collins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, LA 70113.

No. MC 134776 (Sub-No. 10 TA), filed March 26, 1971. Applicant: MILTON TRUCKING, INC., Rural Delivery No. 1, Milton, PA 17847. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, NJ 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals* (except in bulk) for the account of Avis Chemical Co., Avis, Pa., from Niagara Falls, N.Y.; North Claymont, Del.; Midland, Mich.; Charlestown and Nitro, W. Va.; Solvay, N.Y.; Barberton, Ohio; Brooklyn, N.Y.; and Belle, W. Va., to points in Pennsylvania as follows: Avis, Lock Haven, Mill Hall, Jersey Shore, Renovo, Williamsport, State College, Bellefonte, Snow Show, Clarence, Liberty, Blossburg, Wellsboro, Elkland, Westfield, Galeton, East Smithfield, Philispburg, Coudersport, Port Alleghany, Austin, Emporium, St. Marys, Ridgway, Johnsonburg, Kane, Bradford, Towanda, Athens, Sayre, Troy, Smethport, Mount Jewett, Driftwood, Milesburg, Tyrone, Huntingdon, Mount Union, Lewistown, Sunbury, Shamokin, Selinsgrove, Milton, Montoursville, Bloomsburg, Danville, Lewisburg, Mount Carmel, Muncy, Montgomery, Hughesville, Watsontown, and Centre Hall, for 150 days. Supporting shipper: Avis Chemical Co., Post Office Box G, Avis, PA 17721. Send protests to: Robert W. Ritenour, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 508 Federal Building, Post Office Box 869, Harrisburg, PA 17108.

No. MC 135355 (Sub-No. 1 TA), filed March 29, 1971. Applicant: JACK H. LOBDELL, doing business as LOBDELL TRUCKING, 216 West 16th Street, South Sioux City, NE 68776. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed*, from the plantsite of Ralston Purina, Co., Sioux City, Iowa, to points in Cuming, Burt, Knox, Cedar, Pierce, Wayne, Thurston, and Dakota Counties, Nebr., for 150 days. Supporting shipper: Ralston Purina Co., 4600 Stone Avenue, Sioux City, IA 51106. Send protests to: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 304 Post Office Building, Sioux City, IA 51101.

No. MC 135379 (Sub-No. 1 TA) (Correction), filed March 15, 1971, published FEDERAL REGISTER issue of March 26, 1971, and republished in part as corrected this issue. Applicant: EASTERN TRANSPORT, INC., 320 Stiles Street, Linden, NJ 07036. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, NJ 07036. NOTE: The purpose of this partial republication is to include the duration of days (150) which was inadvertently omitted in previous publication, the rest of the application remains the same.

No. MC 135437 TA, filed March 26, 1971. Applicant: TRI-NORTHEASTERN TRANSPORT, INC., Post Office Box 25, Webster, NY 14580. Applicant's representative: Raymond A. Richards, 23 West Main Street, Webster, NY 14580. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Batavia, N.Y., to Rochester, N.Y., for 180 days. Supporting shipper: Ragu Packing Co., 1680 Lyell Avenue, Rochester, NY 14606. Send protests to: Morris H. Gross, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 104, 301 Erie Boulevard West, Syracuse, NY 13202.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary*.

[FR Doc.71-4851 Filed 4-6-71;8:53 am]

[Notice 677]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 2, 1971.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-72672. By order of March 31, 1971, the Motor Carrier Board, on reconsideration, approved the transfer to William C. Bonner, Inc., Philadelphia, Pa., of the operating rights in certificate No. MC-31360 issued January 18, 1941, to Albert B. Wright, Philadelphia, Pa., authorizing the transportation of finished marble, from Philadelphia, Pa., to points in Maryland, Delaware, and the District of Columbia, unfinished marble, from New York, N.Y., to Philadelphia, Pa., and household goods, between Philadelphia, Pa., on the one hand, and, on the other, points in Pennsylvania, New York, New Jersey, Maryland, Delaware, Virginia, and the District of Columbia. Paul Ribner, Suite 450, 106 South 16th Street, Philadelphia, PA 19102, Attorney for applicants.

[SEAL] ROBERT L. OSWALD, *Secretary*.

[FR Doc.71-4852 Filed 4-6-71;8:53 am]

[Notice 677-A]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 2, 1971.

Application filed for temporary authority under section 210(a)(b) in connection with transfer application under section 212(b) and Transfer Rules, 49 CFR Part 1132:

No. MC-FC-72239. By application filed March 31, 1971, DENNY TRUCK LINES, INC., 893 Ridge Road, Webster, NY 14580, seeks temporary authority to lease a portion of the operating rights of STEVENS TRUCK LINES, INC., 893 Ridge Road, Webster, NY 14580, under section 210a(b). The transfer to DENNY TRUCK LINES, INC., of a portion of the operating rights of STEVENS TRUCK LINES, INC., is presently pending.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary*.

[FR Doc.71-4853 Filed 4-6-71;8:53 am]

[Notice 677-B]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 2, 1971.

Application filed for temporary authority under section 210(a) (b) in connection with transfer application under section 212(b) and Transfer Rules, 49 CFR Part 1132:

No. MC-FC-72802. By application filed March 31, 1971, CARPENTER TRANSFER, INC., Box 161, Mankato, MN, seeks temporary authority to lease the operating rights of CHENEY MOTOR EXPRESS, INC., Box 161, Mankato, MN, under section 210a(b). The transfer to CARPENTER TRANSFER, INC., of the operating rights of CHENEY MOTOR EXPRESS, INC., is presently pending.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4854 Filed 4-6-71;8:53 am]

[No. 35377]

OKLAHOMA INTRASTATE FREIGHT RATES AND CHARGES, 1971

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 18th day of March 1971.

Upon petition filed February 8, 1971, the Arkansas Western Railway Co., the Atchison, Topeka, and Santa Fe Railway Co., Beaver, Meade and Englewood Railroad Co., Chicago, Rock Island and Pacific Railroad Co., Fort Smith and Van Buren Railway Co., Hollis & Eastern Railroad Co., the Kansas City Southern Railway Co., Missouri-Kansas-Texas Railroad Co., Missouri Pacific Railroad Co., St. Louis-San Francisco Railway Co., Sand Springs Railway Co., Texas, Oklahoma & Eastern Railroad Co., the Texas and Pacific Railway Co., and Tulsa-Sapulpa Union Railway Co., carriers by railroad operating within the State of Oklahoma, aver that the Corporation Commission of the State of Oklahoma has not permitted increases in intrastate rates and charges corresponding to increases maintained by the carriers, as authorized by this Commission in (1) Ex Parte No. 256, Increased Freight Rates, 1967, 329 I.C.C. 854 and 332 I.C.C. 280, (a) on carload shipments of sand, gravel, chat, rip-rap, and crushed stone commonly used in highway and other constructions, other than the current single-line rates of the Atchison, Topeka & Sante Fe Railway Co. and the Chicago Rock Island and Pacific Railroad Co. on such traffic, and (b) on carload shipments of silica sand when shipped in either open or closed cars; (2) Ex Parte No. 259, Increased Freight Rates, 1968, 332 I.C.C. 590 and 332 I.C.C. 714, (a) on carload shipments of sand, gravel, chat, rip-rap, and crushed rock commonly used in highway and other construction, other than the current single-line rates of the Atchison Topeka & Sante Fe Railway Co. and the Chicago, Rock Island and Pacific Railroad Co. on such traffic, and (b) on carload shipments of silica (sand), cement, scrap metal, and grain when shipped in either open or closed cars; (3) Ex Parte No. 262, Increased Freight Rates, 1969, 337 I.C.C. 274 and 337 I.C.C. 436; (4) Ex Parte No. 265, Increased Freight Rates, 1970 (final report pending); and that the carriers have thus withheld making a futile effort to seek permission to increase their intrastate rates to the extent authorized by this Commission on interstate commerce in (5) Ex Parte No. 267, Increased Freight Rates, 1971 (final report pending); and

It appearing, that petitioners allege that interstate and intrastate traffic is generally commingled in the same trains, that the cost of transporting interstate and intrastate commerce are the same, and that the transportation conditions surrounding the intrastate movements are no more favorable than the interstate movements of traffic to, from, or through Oklahoma; that the increases are to offset increased operating costs on interstate and intrastate traffic; that the increased interstate rates are just and reasonable; that failure to increase the Oklahoma intrastate rates results in a revenue loss to the petitioners, rates which are unjustly and unreasonably low for the service, and which fail to produce a fair share of the revenue required in the operation and maintenance of a viable transportation system and which fail to yield a fair return on the carriers' property devoted to transportation; and that the increases on Oklahoma intrastate traffic will not result in unreasonable rates and charges;

It further appearing that the petitioners allege that the failure of intrastate traffic within the State of Oklahoma to bear the increases born on interstate or foreign commerce casts an undue burden on interstate or foreign commerce and unduly, unreasonably, and unjustly discriminates against interstate and foreign commerce;

And it further appearing, that there have been brought in issue by the carriers' petition matters sufficient to require an investigation into the lawfulness of intrastate rates and charges made or imposed by the State of Oklahoma, which investigation, according to the proviso in section 13(4) of the act, the Commission must institute whether or not the issues were therefore considered by the State agency or authority, and that the Commission must give special expedition to the decision, including early hearing therein;

Wherefore, and good cause appearing therefor:

It is ordered, That the petition for an investigation be, and it is hereby granted, and that an investigation be, and it is hereby, instituted under sections 13 and 15a(2) of the Interstate Commerce Act to determine whether the intrastate rates and charges of carriers by railroad, or any of them, operating in the State of Oklahoma, for the intrastate transportation of property made or imposed by authority of the State of Oklahoma, as previously indicated, cause or will cause, by reason of the failure of such rates and charges to include increases corresponding to those permitted by this Commission in Ex Parte No. 256, Increased Freight Rates, 1967, 329 I.C.C. 854 and 32 I.C.C. 280, Ex Parte No. 259, Increased Freight Rates, 1968, 332 I.C.C. 590 and 332 I.C.C. 714, Ex Parte No. 262, Increased Freight Rates, 1969, 337 I.C.C. 274 and 337 I.C.C. 436, Ex Parte No. 265, Increased Freight Rates, 1970, and Ex Parte No. 267, Increased Freight Rates, 1971 (final report pending in the last two proceedings), any undue or unreasonable advantage, preference, or prejudice, as between persons or locations in intrastate commerce, on the one hand, and interstate commerce, on the other, or any undue, unreasonable, or unjust discrimination against or undue burden on, interstate commerce; and to determine what rates and charges, if any, or what maximum, or minimum, or maximum and minimum rates and charges should be prescribed to remove the unlawful advantage, preference, discrimination, or undue burden, if any, that may be found to exist.

It is further ordered, That all carriers by railroad operating within the State of Oklahoma, subject to the jurisdiction of this Commission, be, and they are hereby, made respondents to this proceeding.

It is further ordered, That all persons who wish actively to participate in this proceeding and to file and to receive copies of pleadings shall make known that fact by notifying this Commission in writing on or before May 7, 1971. Although individual participation is not precluded, to conserve time and to avoid unnecessary expense, persons having common interests shall endeavor to consolidate their presentation to the greatest extent possible. The Commission desires participation only of those who intend to take an active part in the proceeding.

It is further ordered, That as soon as practicable after the date for indicating a desire to participate in the proceeding has passed, the Commission's Office of Proceedings will serve a list of the names and addresses of all persons upon whom service of all pleadings must be made.

It is further ordered, That a copy of this order be served upon each of the said petitioners; and that the State of Oklahoma be notified by sending copies of this order and said petition by certified mail to the Governor of Oklahoma, Oklahoma City, Okla., and to the Corporation Commission of the State of Oklahoma, Capitol Office Building, Oklahoma City, Okla.

It is further ordered, That notice of this proceeding be given to the public by depositing a copy of this order in the office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register, Washington, D.C., for publication in the FEDERAL REGISTER. It is not contemplated that there will be any further general public notification published in the FEDERAL REGISTER of the succeeding handling of this proceeding. Subsequent

notices and orders entered herein will be served solely on the persons responding to this order and on the present parties.

And it is further ordered, That this proceeding be assigned for hearing as may hereinafter be designated.

By the Commission, Division 2.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4848 Filed 4-6-71;8:52 am]

[No. 35354]

VIRGINIA INTRASTATE RAIL FREIGHT RATES AND CHARGES, 1970

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 18th day of March 1971.

In a petition filed November 27, 1970, carriers by railroad operating within the State of Virginia, aver that the State authority had not permitted increases in rates on intrastate commerce corresponding to those maintained by the carriers on interstate commerce, as authorized by this Commission in Ex Parte No. 265, Increased Freight Rates, 1970, and Ex Parte No. 267, Increased Freight Rates, 1971 (final reports pending), which they alleged resulted in a burden upon and discrimination against interstate commerce, and prejudice to interstate shippers and preference of intrastate shippers; thus, this Commission, by Division 2, instituted an investigation by order entered herein on February 5, 1971, published in the FEDERAL REGISTER on February 19, 1971 (36 F.R. 3239 and 3240), to determine the unlawfulness, if any, caused by not permitting the increases, and the action necessary to remove it.

It appearing, that by letter dated February 12, 1971, and filed February 16, 1971, an attorney for the petitioning railroads withdrew the petition, advising that since its filing certain events have transpired making such action possible and advantageous to the petitioners; therefore:

It is ordered, That the order entered herein on February 5, 1971, be, and it is hereby, vacated and set aside; and that this proceeding be, and it is hereby, discontinued.

By the Commission, Division 2.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-4847 Filed 4-6-71;8:52 am]

CUMULATIVE LIST OF PARTS AFFECTED—APRIL

The following numerical guide is a list of parts of each title of the Code of Federal Regulations affected by documents published to date during April.

3 CFR

	Page
PROCLAMATIONS:	
4031 (revoked by Proc. 4040)	6335
4040	6335
4041	6337
4042	6475
EXECUTIVE ORDERS:	
April 17, 1926 (revoked in part by PLO 5034)	6503
10952 (see EO 11589)	6343
11588	6339
See Proc. 4040	6335
11589	6343
PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:	
Reorganization Plan No. 1 of 1958 (see EO 11589)	6343

5 CFR

	Page
213	5961, 6071, 6487, 6488, 6573
307	6488
334	6488
890	6573

7 CFR

	Page
1	6071
54	6071
354	6559
601	6559
855	5961
877	6489
905	6493
906	5962
907	5963, 6494
908	5963
910	6412
916	5964
944	5964
959	6559
1468	6560
1472	6560, 6561
PROPOSED RULES:	
56	6592
908	6592
916	6432
928	5995
1063	6593

7 CFR—Continued

	Page
PROPOSED RULES—Continued	
1070	6593
1078	6593
1079	6593

9 CFR

	Page
76	5965, 5966, 6561–6563
97	6413

10 CFR

	Page
PROPOSED RULES:	
20	6521
30	6015, 6521
31	6015
32	6015
40	6521
70	6521
71	6521

12 CFR

	Page
1	6494
222	6413

13 CFR

	Page
121	5967

14 CFR

	Page
39	5967, 6072, 6413
71	6413–6415
75	6415
77	5968
95	5971
97	6073
207	6574
208	6575
212	6576
214	6577
373	6577
378	6586
378a	6415
389	6591
PROPOSED RULES:	
71	6015, 6434

15 CFR

	Page
373	5975
375	5976

15 CFR—Continued

	Page
376	5976
377	5976
386	5976

16 CFR

	Page
13	6416
PROPOSED RULES:	
240	6524
433	6592

17 CFR

	Page
PROPOSED RULES:	
249	6440
270	6595
274	6595

18 CFR

	Page
35	6563
PROPOSED RULES:	
4	6596
101	6596
141	6596
154	6596
156	6596
157	6596
201	6596
260	6596

19 CFR

	Page
4	6420

20 CFR

	Page
404	6420
PROPOSED RULES:	
404	6434

21 CFR

	Page
27	6074
130	6075
135e	5976
135g	5976
141e	5977
146e	5977
420	6495, 6496
PROPOSED RULES:	
420	6523

24 CFR

Page

1914 6078
1915 6079

PROPOSED RULES:

1710 6594

25 CFR

111 6080
221 6080

26 CFR

1 5977, 6081, 6421, 6477
151 6081, 6421

PROPOSED RULES:

1 6082, 6429
53 6429
143 6429
170 6111

29 CFR

1 6427
5 6427

32 CFR

906 5977

33 CFR

3 5978
82 6422
204 6422
208 6497
209 6564

PROPOSED RULES:

117 6115

39 CFR

Page

PROPOSED RULES:

144 6114

41 CFR

1–3 5980
1–7 5980
1–16 5981
5A–2 5981
5A–3 5982
18–8 6345
18–9 6383
18–10 6396
18–11 6406
101–26 6497
101–32 6498
105–50 6498

42 CFR

73 6500, 6503
250 6423
481 5982–5994

PROPOSED RULES:

54 6116
420 6680

43 CFR

1720 6422

PUBLIC LAND ORDERS:

5034 6503
5035 6423

45 CFR

250 6423

45 CFR—Continued

Page

PROPOSED RULES:

156 6009
157 6011

46 CFR

PROPOSED RULES:

11 6013, 6014
Ch. II 6009, 6115, 6519
502 6594
542 6116

47 CFR

1 6056, 6504
2 6423
15 6504
73 6507
83 6423
97 6423

PROPOSED RULES:

13 6437
15 6438
73 6440

49 CFR

1 6570
1033 5978, 5979, 6571–6573
1100 6425
1332 6425

PROPOSED RULES:

173 6437
1115 6595

50 CFR

33 5980

LIST OF REGISTER PAGES AND DATES—APRIL

Pages	*Date*
5955–6066	April 1
6067–6328	2
6329–6469	3
6471–6552	6
6553–6678	7

FEDERAL REGISTER

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Wednesday, April 7, 1971 • Washington, D.C.

PART II

ENVIRONMENTAL PROTECTION AGENCY

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NATIONAL AMBIENT AIR QUALITY STANDARDS

Notice of Proposed Regulations for Preparation, Adoption, and Submittal of Implementation Plans





ENVIRONMENTAL PROTECTION AGENCY

[42 CFR Part 420]

NATIONAL AMBIENT AIR QUALITY STANDARDS

Preparation, Adoption, and Submittal of Implementation Plans

On or about April 30, 1971, pursuant to section 109 of the Clean Air Act, as amended, the Administrator will promulgate national ambient air quality standards for sulfur oxides, particulate matter, carbon monoxide, photochemical oxidants, hydrocarbons, and nitrogen oxides. Within 9 months thereafter, each State is required by section 110 of the Act to adopt and submit to the Administrator a plan which provides for the implementation, maintenance, and enforcement of such national ambient air quality standards within each air quality control region (or portion thereof) within the State. An additional period of no longer than 18 months may be allowed for adoption and submittal of that portion of a plan relating to implementation of secondary ambient air quality standards. State plans must provide for attainment of national primary ambient air quality standards within 3 years after the date of the Administrator's approval of such plans, except that a 2-year extension of this deadline may be granted by the Administrator upon application by a Governor if the application satisfies the requirements set forth in section 110(e) of the Act. State plans must provide for attainment of national secondary ambient air quality standards within a reasonable time. Within 4 months from the date on which State plans are required to be submitted, the Administrator must either approve or disapprove such plans or portions thereof. The regulations proposed herein contain the requirements to be met in preparing, adopting, and submitting implementation plans, and in requesting extensions of the time deadlines set forth in the Act. The proposal also sets forth the factors which the Administrator will take into consideration in reviewing State plans and evaluating requests for extensions.

It is recognized that States will require assistance from the Environmental Protection Agency in preparing implementation plans conforming to the requirements proposed herein. The Agency will furnish such assistance through its Regional Air Pollution Control Directors.

Interested persons may submit written comments on the proposed regulations in triplicate to the Office of the Associate Commissioner, Air Pollution Control Office, Environmental Protection Agency, 411 West Chapel Hill St., Durham, NC 27701. All relevant comments postmarked not later than 21 days after publication of this notice will be considered. The regulations, modified as the Administrator deems appropriate after consideration of comments, will be effective upon the date of their republication in the FEDERAL REGISTER.

This notice of proposed rule making is issued under the authority of section 301(a) of the Clean Air Act (42 U.S.C. 1857g(a), as amended by section 15(c)(2) of Pub. Law 91-604, 84 Stat. 1713).

Dated: March 30, 1971.

WILLIAM D. RUCKELSHAUS,
Administrator,
Environmental Protection Agency.

A new Part 420 would be added to Chapter IV, Title 42, Code of Federal Regulations, as follows:

PART 420—REQUIREMENTS FOR PREPARATION, ADOPTION, AND SUBMISSION OF PLANS

Subpart A—General Provisions

Sec.
420.01 Definitions.
420.02 Classification of regions.
420.03 Public hearings.
420.04 Submission of plans; preliminary review of plans.
420.05 Revisions.
420.06 Reports.
420.07 Approval of plans, applicable State plans.

Subpart B—Plan Content and Requirements

420.10 General requirements.
420.11 Legal authority.
420.12 Control strategy: General.
420.13 Control strategy: Sulfur oxides and particulate matter.
420.14 Control strategy: Carbon monoxide, hydrocarbons, photochemical oxidants, and nitrogen dioxide.
420.15 Emergency action criteria and procedures.
420.16 Control regulations.
420.17 Air quality surveillance.
420.18 Review of new sources and modifications.
420.19 Source registration.
420.20 Emissions surveillance.
420.21 Resources.
420.22 Intergovernmental cooperation.

Subpart C—Extensions

420.30 Request for 2-year extension.
420.31 Request for 18-month extension.
420.32 Request for 1-year postponement.
Appendix A—Air Quality Estimation.
Appendix B—Air Pollution Control Regulations.
Appendix C—Major Pollutant Sources.
Appendix D—Emissions Inventory Summary (Example Regions).
Appendix E—Point Source Data.
Appendix F—Area Source Data.
Appendix G—Emissions Inventory Summary (Other Regions).
Appendix H—Air Quality Data Summary.
Appendix I—Projected Motor Vehicle Emissions.
Appendix J—Required Hydrocarbon Emission Control as a Function of Oxidant Concentration.
Appendix K—Control Agency Functions.

Subpart A—General Provisions

§ 420.01 Definitions.

As used in this part, all terms not defined herein shall have the meaning given them in the Act:

(a) "Act" means the Clean Air Act (42 U.S.C. 1857–1857l, as amended by Public Law 91-604, 84 Stat. 1676).

(b) "Administrator" means the Administrator of the Environmental Protection Agency.

(c) "Primary standard" means a national primary ambient air quality standard promulgated pursuant to section 109 of the Act.

(d) "Secondary standard" means a national secondary ambient air quality promulgated pursuant to section 109 of the Act.

(e) "National standard" means either a primary or a secondary standard.

(f) "Plan" means an implementation plan, under section 110 of the Act, to attain and maintain a national standard.

(g) "Regional Director" means a Regional air pollution control Director of the Environmental Protection Agency.

(h) "State agency" means the air pollution control agency primarily responsible for development and implementation of a plan under the Act.

(i) "Local agency" means any air pollution control agency, other than a State agency, which is charged with responsibility for carrying out part of a plan.

(j) "Region" means (1) an air quality control region designated by the Secretary of Health, Education, and Welfare or the Administrator (2) any area designated by a State as an air quality control region under subparagraph (1) or (2) of this paragraph.

§ 420.02 Classification of regions.

This section establishes a classification system to categorize regions for purposes of plan development and evaluation. The requirements of this part vary according to the classification of each region, in order that the time and resources to be expended in developing the plan for that region, as well as the substantive content of that plan, will be commensurate with the complexity of the air pollution problem. The classification will be based upon measured ambient air quality, where known, or, where not known, estimated air quality in the area of maximum pollutant concentration. All regions will be classified by the Administrator after consultation with State governments. Each region will be classified separately with respect to each of the following pollutants: sulfur oxides, particulate matter, carbon monoxide, nitrogen dioxide, and photochemical oxidants.

(a) For sulfur oxides and particulate matter, each region will be classified into one of three categories, defined as Priority I, Priority II, or Priority III.

(1) (i) Ambient concentration limits (expressed as micrograms per cubic meter) which define the classification system for sulfur oxides and particulate matter are:

Pollutant	Priority I	Priority II	Priority III
	Greater than	*From—To*	*Less than*
Sulfur oxides:			
Annual arithmetic mean	100	60–100	60
24-hour maximum	455	260–455	260
Particulate matter:			
Annual geometric mean	95	60–95	60
24-hour maximum	325	150–325	150

(ii) The more restrictive classification will be chosen where there is a difference between the 24-hour maximum value and the annual average, e.g., if a region is Priority I with respect to an annual average and Priority II with respect to a 24-hour maximum value, the classification will be Priority I.

(2) The procedures which will be used to estimate air quality in regions where no measured data or inadequate data exist are described in Appendix A to this part.

(b) For carbon monoxide, nitrogen dioxide, and photochemical oxidants, each region will be classified into one of two categories, defined as Priority I or Priority III.

(1) Ambient concentration limits which define the classification system are:

(i) Carbon monoxide: Priority I: Equal to or above 21 milligrams per cubic meter, 1-hour maximum, or 14 milligrams per cubic meter, 8-hour maximum; Priority III: Below both of such values.

(ii) Nitrogen dioxide: Priority I: Equal to or above either of the primary standards; Priority III: Below both of the primary standards.

(iii) Photochemical oxidants: Priority I: Equal to or above 170 micrograms per cubic meter, 1-hour maximum; Priority III: Below such value.

(2) In the absence of measured data to the contrary, classification with respect to carbon monoxide, photochemical oxidants and nitrogen dioxide will be based on the following estimate of the relationship between these pollutants and population: Any region containing a metropolitan area whose 1970 "urban place" population, as defined by the U.S. Bureau of Census, exceeds 200,000 will be classified as Priority I. All other regions will be classified as Priority III.

(3) Classifications with respect to hydrocarbons will be the same as the classifications with respect to photochemical oxidants.

§ 420.03 Public hearings.

(a) Each State shall, prior to adoption of a plan and after reasonable notice thereof, conduct one or more public hearings on the plan. Separate hearings may be held for plans to implement primary and secondary standards.

(b) For purposes of this part, "reasonable notice" shall be considered to be notice given at least 21 days prior to the date of the hearings. In the case of an interstate region, "reasonable notice" shall be considered to include notice to the State agency of any other State a portion of which is included in the region, and to any local agencies in such other State's portion of the region.

(c) States shall prepare and retain, for submission to the Administrator upon his request, a record of the hearing(s). The record shall contain, as a minimum, a list of witnesses together with a summary of each presentation.

(d) Each State shall submit with its plan (1) a copy of the notice required by this section; and (2) a certification that the hearing was held in accordance with the notice.

§ 420.04 Submission of plans; preliminary review of plans.

(a) Submission to the Administrator shall be accomplished by delivering five copies of the plan to the appropriate Regional Director and a letter to the Administrator notifying him of such action. Plans shall be adopted by each State and submitted to the Administrator by the Governor as follows:

(1) For any primary standard, within 9 months after promulgation of such standard.

(2) For any secondary standard, within 9 months after promulgation of such secondary standard or by such later date prescribed by the Administrator pursuant to Subpart C of this part.

(b) Upon request of a State agency, the Administrator will provide preliminary review of a plan or portion thereof submitted in advance of the date such plan is due. Such requests shall be made in writing to the appropriate Regional Director, and shall be accompanied by five copies of the material for which review is sought. Such requests shall be made no later than 90 days prior to the date on which a plan is required to be submitted. Requests for preliminary review shall not operate to relieve a State from the responsibility of adopting and submitting plans in accordance with prescribed due dates.

§ 420.05 Revisions.

(a) The plan shall provide for its revision from time to time as may be necessary to take account of:

(1) Revisions of national standards,

(2) The availability of improved or more expeditious methods of achieving such standards, or

(3) A finding by the Administrator that the plan is substantially inadequate to achieve or maintain the national standard which it implements.

(b) The plan shall be revised within 60 days following notification by the Administrator under paragraph (a) of this section, or by such later date prescribed by the Administrator after consultation with the State. Where required by the Administrator or the laws of the State, such revisions shall be adopted after reasonable notice and public hearings.

§ 420.06 Reports.

(a) For the 3-month period commencing with the approval of a plan by the Administrator, and for each 3-month period thereafter, the State shall submit to the Administrator (through the Regional Director) a report on air quality data that includes data on pollutant concentrations; sampler types; sampling period; time intervals and frequency of sampling; methods of collection and analysis; sampler locations; and elevation and height of sampling stations.

(b) For the 6-month period commencing with the approval of a plan by the Administrator, and for each 6-month period thereafter, the State shall submit to the Administrator (through the Regional Director) reports on progress toward carrying out the plan. Such reports shall include information on: Compliance with time schedules and emission limitations included in the plan, enforcement activities, implementation of permit and registration systems, source tests and monitoring programs, emergency episode regulations, actions taken with respect to variances, progress in acquiring the resources provided for in the plan, and any difficulties which have delayed or may delay the State in carrying out the approved plan.

(c) The reports required by this section shall be submitted within 30 days after the end of the reporting period on forms which shall be prescribed by the Administrator.

§ 420.07 Approval of plans; applicable State plans.

The Administrator shall approve any plan or portion thereof, or any revision of such plan or portion thereof if he determines that it meets the requirements of the Act. The approved plan or any portion thereof shall be the applicable State plan for purposes of the Clean Air Act. Changes or revisions in such plan shall not be considered part of the applicable State plan until such changes or revisions have been approved by the Administrator in accordance with this part.

Subpart B—Plan Content and Requirements

§ 420.10 General requirements.

(a) Each plan shall include such emission limitations and other measures as are necessary for attainment and maintenance of the national standards in each region within the State to which such plan applies. Plans for different regions within a State may be submitted in a single document or in separate documents.

(b) Plans implementing a primary standard shall provide for the attainment of such standard as expeditiously as practicable, but in no case, except as otherwise provided by Subpart C of this part, later than 3 years after the date of the Administrator's approval of such plan.

(c) Plans implementing a secondary standard shall provide for the attainment of such standard within a reasonable time after the date of the Administrator's approval of such plan.

(d) The plan for each region shall have adequate provisions to insure that pollutant emissions within such region will not interfere with attainment and maintenance of the national standards in any portion of such region or in any other region.

(e) Each plan shall include, in accordance with the requirements more specifically set forth in this subpart, separate sections setting forth:

(1) The legal authority to implement such plan.

(2) The emission limitations and other measures to be implemented in order to attain and maintain the national stand-

ards (which emission limitations and other measures, together with timetables for implementing such limitations and other measures, shall be referred to hereinafter as the "control strategy").

(3) The adequacy of the control strategy.

(4) Existing air quality and source emissions.

(5) Systems to be used for surveillance of air quality and emissions.

(6) Procedures and criteria for emergency action.

(7) The resources which are and will be made available for implementation of such plan.

(8) Provisions for intergovernmental cooperation in the formulation and implementation of such plan.

§ 420.11 Legal authority.

(a) The plan shall show that the State agency or agencies directly responsible for implementing the plan have legal authority to implement the plan, including authority to:

(1) Adopt emission standards and limitations and any other measures required by the plan as necessary for attainment and maintenance of national ambient air quality standards.

(2) Enforce applicable laws, regulations, and standards, including authority to seek injunctive relief.

(3) Abate pollutant emissions on an emergency basis to prevent substantial endangerment to public health, i.e., authority comparable to that available to the Environmental Protection Agency under section 303 of the Clean Air Act, as amended.

(4) Establish and operate a statewide system under which permits would be required for the construction and operation of new stationary sources of air pollution and the construction and operation of modifications to existing sources, including authority to prevent such construction, modification, or operation, and any other necessary land use control authority required by the plan.

(5) Obtain information necessary to determine whether air pollution sources are in compliance with applicable laws, regulations, and standards, including authority to require recordkeeping and to make inspections and conduct tests of air pollution sources.

(6) Require owners or operators of stationary sources to install, maintain, and use emission monitoring devices and to make periodic reports to the State on the nature and amounts of emissions from such stationary sources and to make such data available to the public as reported and as correlated with any applicable emission standards.

(7) Carry out a program of inspection and testing of motor vehicles to enforce compliance with applicable emission standards when necessary and practicable, and to impose other necessary controls on transportation provided for in the plan.

(b) The provisions of law or regulation which the State determines provide the authority required under this section shall be specifically identified, and copies of such laws or regulations shall be submitted with the plan.

(c) The plan shall show that the legal authorities specified in this section are available to the State agency or agencies directly responsible for implementing the plan at the time of submission of the plan.

§ 420.12 Control strategy: General.

(a) In any region where measured or estimated ambient levels of a pollutant are above the levels specified by an applicable national standard, the plan shall include a control strategy which shall be shown to provide for the degree of emission reduction necessary for attainment and maintenance of such national standard, including the degree of emission reduction necessary to offset emission increases that can reasonably be expected to result from projected growth of population, industrial activity, motor vehicle traffic, or other factors that may cause or contribute to increased emissions.

(b) In any region where measured or estimated ambient levels of a pollutant are identical to, or below, the levels specified by an applicable secondary standard, the control strategy shall include procedures for preventing such ambient levels from exceeding such secondary standard. Regulations such as those described in section 1.1 of Appendix B to this part will be deemed to fulfill this requirement.

§ 420.13 Control strategy: Sulfur oxides and particulate matter.

(a) In any region where emission reductions are necessary for attainment and maintenance of a primary standard, the control strategy shall provide for the application of such emission limitations or other measures as may be necessary to achieve such emission reductions, including, but not limited to, emission limitations or other measures such as those described in Appendix B to this part.

(b)(1) In any region where application of emission limitations or other measures which are not more stringent than those described in Appendix B to this part will result in attainment and maintenance of a secondary standard, "reasonable time" shall be 3 years or less, unless the State shows good cause why the application of such emission limitations or other measures should be postponed.

(2) Nothing in this subpart shall be construed as requiring or encouraging the adoption or enforcement of emission limitations or other measures which will necessitate restrictions on the use or composition of fuel in stationary sources, except as necessary for attainment of primary standards.

(c) Example region:

(1) A control strategy which provides for the attainment and maintenance of a national standard in one region in a State will be deemed by the Administrator to be adequate for attainment and maintenance of such standard in any or all other regions of the State in which measured or estimated levels of the pollutant are lower than those in the region for which the control strategy was formulated, provided that such control strategy is sufficiently comprehensive to include adequate controls on sulfur oxides and particulate emissions from sources listed in Appendix C to this part. Any region (i) for which the State formulates a control strategy which is applied to other regions or (ii) for which a control strategy is developed, without regard to whether such strategy is applied outside of the region, is referred to hereinafter as an "example region."

(2) The State shall obtain, through the Regional Director, the concurrence of the Administrator in the selection of an example region.

(d) Adequacy of control strategy:

(1) The plan shall demonstrate that the control strategy for each national standard is adequate for attainment and maintenance of such standard in the example region(s) to which it applies. The adequacy of a control strategy shall be demonstrated by means of a proportional model or diffusion model.

(2) The proportional model shall be one in which the following equation is employed to calculate the degree of improvement in air quality needed for attainment of a national standard:

$$\frac{A-C}{A-B} \times 100 = \text{percent reduction needed}$$

Where:

A = Existing air quality at the location having the highest measured or estimated concentration in the region.
B = Background concentration.
C = National standard.

The plan shall show that application of the control strategy will result in the degree of emission reduction indicated to be necessary by the above calculation. The plan shall contain a summary of the computations used to determine the emission reductions that will result from application of the control strategy to each point source and group of area sources; such summary shall be included in a table similar to that presented in Appendix D to this part. The detailed computations shall be retained and be made available for inspection by the Administrator.

(3) (i) If a diffusion model is used it shall be identified and described; provided, however, that if either of the two diffusion models described in the following publications is used, it need only be identified:

Air Quality Implementation Planning Program (IPP), Volume I, Operator's Manual, National Air Pollution Control Administration, Environment Protection Agency, Washington, D.C., November 1970.

Air Quality Display Model (AQDM), National Air Pollution Control Administration, Department of Health, Education, and Welfare, Washington, D.C., November 1969.

(ii) The plan shall contain a summary of emission levels expected to result from application of the control strategy, which summary shall be included in a table similar to that presented in Appendix D to this part.

(iii) The plan shall also show the air quality levels expected to result from application of the control strategy, pre-

sented either in tabular form or as an isopleth map showing maximum pollutant concentrations and expected concentration gradients. Computer printouts of the input and output data associated with use of a diffusion model shall be retained and made available for inspection by the Administrator.

(4) Appendix B to this part contains examples of emission limitations and other measures directly applicable or adaptable to point sources and area sources. This subpart shall not be construed to require that such limitations or measures be applied solely to area sources or solely to point sources.

(e) Emissions data:

(1) Each plan shall include the following data on emissions of sulfur oxides and particulate matter:

(i) For each example region in the State a detailed inventory of emissions from point sources and area sources in each county shall be summarized in a form similar to that shown in Appendix D to this part, and the data described in Appendices E and F to this part shall be retained and made available for inspection by the Administrator.

(ii) For all other regions, point-source and area-source data shall be submitted in summary form as shown in Appendix G, except that for regions classified as Priority III, only point-source data and any existing area-source data shall be submitted. Data shown in Appendices E and F to this part shall be retained and made available for inspection by the Administrator.

(2) As used in this section, a "point source" is:

(i) Any stationary source causing emissions in excess of twenty-five (25) tons per year of any pollutant for which there is a national standard, or

(ii) Without regard to quantity of emissions, any source listed in Appendix C to this part.

(3) As used in this section, an "area source" is any small residential, government, institutional, commercial, or industrial fuel combustion operation; onsite waste disposal facility; motor vehicles, aircraft, vessels, or other transportation facilities; or other miscellaneous sources such as those listed in Appendix D to this part, as identified through inventory techniques similar to those described in: "A Rapid Survey Technique for Estimating Community Air Pollution Emissions," Public Health Service Publication No. 999–AP–29, October 1966.

(f) Air quality data: Data showing existing air quality with respect to sulfur oxides and particulate matter shall be submitted for each example region. Actual measurements shall be used where available. If actual measurements are not available and cannot be made in time to be employed in the development of the control strategy, air quality may be estimated by the procedure described in Appendix A to this part. Air quality data, whether measured or estimated, shall be submitted in the form shown in Appendix H to this part.

§ 420.14 Control strategy: Carbon monoxide, hydrocarbons, photochemical oxidants, and nitrogen dioxide.

(a) *Priority I Regions.* (1) Each plan for a region classified as Priority I shall include a control strategy which shall provide for the degree of emission reduction necessary for attainment and maintenance of the national standards after consideration of the emission reductions that will result from the application of Federal motor vehicle emission standards promulgated by the Administrator pursuant to section 202 of the Act.

(2) Unless specific data are available for a region, a State shall assume that such Federal motor vehicle emission standards will result in the emission reductions shown in Appendix I to this part. If specific data are used, such data must be submitted in the plan for such region.

(b) *Priority III Regions.* For a region classified as Priority III, a control strategy need include only procedures for preventing ambient levels of a pollutant from exceeding the applicable primary standard. Regulations such as those described in section 1.1 of Appendix B to this part will be deemed to fulfill this requirement.

(c) *Control strategy development.* In a region in which attainment and maintenance of a national standard will require emission reductions in addition to those which will result from application of the Federal motor vehicle emission standards, the control strategy shall provide for application of such emission limitations or other measures as may be necessary for attainment and maintenance of such national standard, including, but not limited to the following:

(1) Emission limitations or other measures such as those described in Appendix B to this part.

(2) Emission limitations necessitating installation of emission control devices or systems on in-use motor vehicles, which limitations may be assumed to be capable of producing the emission reductions shown in Appendix I to this part.

(3) Emission limitations necessitating conversion of motor vehicle fleets, including commercial and governmental fleets, to use liquified natural gas or liquified petroleum gas or other low-emission fuels or engines.

(4) Measures to reduce motor vehicle traffic, particularly rush-hour traffic, including measures such as commuter taxes, gasoline rationing, parking limitations, staggered working hours, or restrictions on motor vehicle idling time.

(5) Expansion or promotion of the use of mass transportation facilities through measures such as increases in frequency, convenience, and passenger-carrying capacity of mass transportation systems; subsidization of the costs of operating such systems; providing for special bus lanes on major streets and highways; or other incentives to efficient operation and use of such systems.

(6) At such time as they are determined by the Administrator to be feasible and practicable, programs for periodic inspection and testing of motor vehicle emission control systems.

(d) *Adequacy of control strategy.* (1) The plan shall demonstrate that the control strategy included in each plan for a region classified as Priority I is adequate for attainment and maintenance of the national standard(s) to which such control strategy applies, by means of a proportional model or diffusion/photochemical model.

(i) With respect to control of carbon monoxide and nitrogen oxides, the proportional model to be used for purposes of this paragraph is described in § 420.13(d)(2), provided, with respect to the national standards for nitrogen dioxide, that the degree of air quality improvement indicated to be necessary by the proportional model will be achieved by a corresponding degree of reduction of total nitrogen oxides emissions from stationary and mobile sources.

(ii) With respect to control of hydrocarbons and photochemical oxidants, it may be assumed that the degree of total hydrocarbon emission reduction necessary for attainment and maintenance of the primary standards for photochemical oxidants will also be adequate for attainment of the primary standard for hydrocarbons. The proportional model to be used to determine the necessary reduction is set forth in Appendix J to this part.

(2) The plan shall show that the control strategy will result in the degree of emission reduction indicated to be necessary by the proportional model. The plan shall contain a summary of the computations used to determine the emission reductions that will result from application of the control strategy to each point source and each group of area sources. Such summary shall be included in a table similar to that presented in Appendix D to this part. The detailed computations shall be retained by the State and made available for inspection by the Administrator.

(3) If a diffusion/photochemical model is used, the plan shall include a description of such model.

(e) *Emission data.* Emission data on carbon monoxide, hydrocarbons, photochemical oxidants, and nitrogen oxides shall be submitted in accordance with the requirements in § 420.13(e).

(f) *Air quality data.* Data showing existing air quality levels shall be presented in accordance with this section:

(1) For Priority I regions, data on carbon monoxide, nitrogen dioxide, and photochemical oxidants shall, as a minimum, include the results of measurements made during the period July 1, 1971, through September 30, 1971, in accordance with the following procedures:

Pollutant	Sampling methods	Number of sites per region	Frequency of sampling
Carbon monoxide	Nondispersive infrared or equivalent.[1]	One	Continouus.
Nitrogen dioxide	24-hour (gas bubbler) method (Jacobs-Hochheiser) or equivalent.[2]	do	One 24-hour sample, once every 3 days.
Photochemical oxidants.	Neutral KI colorimetric (gas bubbler) or equivalent.[3]	do	Continuous if equipment is available; otherwise, four 1-hour samples taken between 11 a.m. and 3 p.m. local time, 5 days per week.

[1] Equivalent methods are gas chromatographic and mercury replacement.
[2] Equivalent methods are continuous Saltsman and coulometric.
[3] Equivalent methods are chemiluminescence and coulometric.

(2) For Priority I regions, only available air quality data for hydrocarbons must be submitted.

(3) For Priority III regions, no air quality data for carbon monoxide, hydrocarbons, nitrogen oxides, and photochemical oxidants need be submitted.

(4) Air quality data required by this subparagraph shall be submitted in the form similar to that shown in Appendix H to this part.

§ 420.15 Emergency action criteria and procedures.

Plans for Priority I and Priority II regions shall include criteria and procedures for initiating emission control actions commensurate with the severity of air pollution conditions in an emergency episode situation in accordance with the requirements of this section.

(a) Plans for Priority I and Priority II regions shall specify as episode criteria ambient pollutant concentrations at which control actions will be taken to reduce or prohibit emissions and shall provide for such actions to be taken when the specified concentrations are reached at any one monitoring site in the region. The control actions to be taken shall be identified by episode criteria level. Acceptable episode criteria and control actions are set forth in Appendix B to this part.

(b) Plans for Priority I regions shall include the following elements:

(1) Episode surveillance system:

(i) The air quality surveillance system in each such region shall include one or more air monitoring stations capable of providing data sufficiently rapidly to permit prompt identification of situations in which pollutant concentrations have reached, or are increasing toward, applicable episode criteria levels.

(ii) Each plan shall provide for daily acquisition of forecasts of atmospheric stagnation conditions and shall further provide that, during periods of atmospheric stagnation or any episode stage, such forecasts shall be updated at least every 12 hours.

(iii) Each plan shall provide for inspection of sources to ascertain compliance with applicable emission reduction requirements.

(2) Each plan shall include an emission reduction plan which shall include prescribed action for reduction of pollutant emissions at each episode criteria level. Such emission reduction plan shall include specific emission reduction action plans for each major source of pollution (100 tons per year, or more). An acceptable episode control regulation is set forth in Appendix B to this part.

(3) Each plan shall provide for communications procedures for transmitting status reports and orders as to control actions to be taken during any episode stage, including procedures for contact with public officials, major emissions sources, public safety and emergency agencies, and news media. Such communications procedures shall be set forth in a manual which shall specify, in detail, how contacts are made and received at each episode criteria level.

(c) In the event that procedures meeting the requirements of paragraph (b) of this section have not been fully implemented by the prescribed date for submitting a plan, a description of procedures under consideration and a timetable for their implementation shall be submitted with the plan. Such timetable shall provide for full implementation of such procedures within 1 year after such prescribed date. A description of actions that will be taken to reduce emissions during episodes which ocur during such 1 year period shall be included.

§ 420.16 Control regulations.

The control strategy included in the plan shall be adopted in the form of control regulations and copies shall be submitted with the plan, together with timetables for implemenation and enforcement of such regulations. A plan containing proposed control regulations does not satisfy requirements for plan content nor will it be construed a timely submission.

§ 420.17 Air quality surveillance.

(a) (1) The plan shall provide for the establishment of an air quality surveillance system meeting, at a minimum, the following requirements:

Classification of region	Pollutant	Sampling method	Minimum number of air quality monitoring sites	Minimum frequency of sampling
I	Suspended particulates	NASN high-volume.	One per 50,000 population up to 10 sites.	One 24-hour sample every 6 days.
		Tape sampler	One per 250,000 population up to 8 sites.	Continuous.
	Sulfur dioxide	Modified pararosanaline or equivalent.[a]	One per 100,000 population up to 10 sites, and	One 24-hour sample every 6 days (gas bubbler).[f]
			One per 250,000 population up to 8 sites.	Continuous.
	Carbon monoxide	Nondispersive infrared or or equivalent[b]	One per 250,000 population up to 8 sites.[c]	Continuous.
	Nitrogen dioxide	24-hour sampling method (Jacobs-Hochheiser method) or equivalent.[d]	One per 100,000 population up to 10 sites, and One per 250,000 population up to 8 sites.	One 24-hour sample every 6 days (gas bubbler).[f]
				Continuous.
	Oxidants	Neutral potassium iodide colorimetric or equivalent.[e]	One per 250,000 population up to 8 sites.	Continuous.
II	Suspended particulates	NASN high-volume.	3	One 24-hour sample every 6 days.[f]
	Sulfur dioxide	Modified pararosanaline.	3	One 24-hour sample every 6 days (gas bubbler).[f]
III	Suspended particulates	NASN high-volume.	1	One 24-hour sample every 6 days.[f]
	Sulfur dioxide	Modified pararosanaline.	1	One 24-hour sample every 6 days (gas bubbler).[f]

[a] Equivalent continuous instruments are coulometric and flame photometric.
[b] Equivalent methods are gas chromatographic technique and mercury replacement.
[c] In regions where multiple carbon monoxide monitoring sites are required, one should have mobile capabilities.
[d] Equivalent methods are continuous Saltzman and coulometric.
[e] Equivalent methods are chemiluminescence and coulometric.
[f] Equivalent to 61 random samples per year.

(2) At least one sampling site must be located in the area of estimated maximum pollutant concentrations.

(b) The plan shall contain a description of the existing and proposed system, which shall set forth:

(1) The basis for the design of the surveillance system, selection of samplers, and sampling sites.

(2) The locations of the samplers by Universal Transverse Mercator (UTM) grid coordinates or the equivalent. Any National Air Sampling Network sampling site may be designated as a sampler location.

(3) The sampling schedules.

(4) The methods of sampling and analysis.

(5) The method of data handling and analysis procedures.

(6) The timetable for the installation of any additional equipment needed to complete the system.

(c) The plan shall provide that information regarding the establishment and operation of the network and the data resulting from its use will be available to the Administrator upon request.

(d) The plan shall provide for monitoring of air quality during emergency episodes. The stations selected for use during episodes must be capable of providing real-time validated air quality data.

§ 420.18 Review of new sources and modifications.

(a) Each plan shall include a description of the procedures that will be used to implement the authority described in § 420.11(a)(4), which procedure shall be adequate to enable the State agency to determine that construction and modification of stationary sources does not result in violations of applicable emission limitations or other regulations and does not interfere with attainment or maintenance of a national standard. Procedures such as those described in section 1.1 of Appendix B to this part will be deemed to fulfill this requirement.

(b) Such procedures shall provide for the submission, by the owner or operator of a new stationary source, or existing source which is to be modified, of such information on location, design, construction, and operation of such source as may be necessary to permit the State agency to make the determination referred to in paragraph (a) of this section.

(c) Such procedures shall also include means of disapproving such construction or modification if it will result in a violation of applicable emission limitations or other regulations or will interfere with attainment or maintenance of a national standard.

(d) Such procedure shall provide that approval of any construction or modification shall not affect the responsibility of the owner or operator to comply with applicable emission limitations or other regulations.

§ 420.19 Source registration.

Each plan shall contain a description of the procedures that will be used for registration of significant existing sources of pollutants for which there are national standards. Such procedure shall provide for the submission and periodic updating, by the owners or operators of such sources, of information on the nature and amount of emissions from such sources and such other information as may be necessary to enable the State agency to determine whether such sources are in compliance with applicable emission limitations or other regulations. Procedures derived from those described in section 1.1 of Appendix B to this part will be deemed to fulfill this requirement.

§ 420.20 Emissions surveillance.

Each plan shall include a description of the procedures that will be used to monitor compliance with emission limitations and other regulations applicable to emission sources. Such procedures shall include:

(a) Periodic inspection of stationary sources at intervals not exceeding 2 years.

(b) A field investigation system for:

(1) Detecting, and initiating any necessary action to abate, emissions from sources not otherwise known to the State agency.

(2) Investigating and taking any necessary action with respect to complaints.

(3) Enforcing regulations applicable to visible emissions.

(4) Conducting emission tests on point sources.

§ 420.21 Resources.

The plan shall include a description of the resources available to the State agency and local agencies at the date of submission of the plan and of any additional resources needed to carry out the plan during the 5-year period following its submission. Such description, which shall be provided in a form similar to that in Appendix K to this part, shall include projections of the extent to which resources will be acquired at 1-, 3-, and 5-year intervals.

§ 420.22 Intergovernmental cooperation.

(a) For the purpose of assisting the development of a plan for any interstate region, the State agency responsible for implementing national standards in any portion of such an interstate region shall furnish any available data on emissions, air quality, and control strategy development, upon request, to any other State or local agency having such responsibility in any other portion of such interstate region.

(b) Each plan shall identify, by official title, local air pollution control agencies involved in the development of the plan as well as those which will participate in the implementation of the plan.

(c) Each plan shall provide that the State agency having primary responsibility for implementing national standards in any region, or portion thereof, will promptly transmit, to other State agencies having such responsibility in the same or other States, information on factors (e.g., construction of new industrial plants) which may significantly affect air quality in any other portion of such region or in any adjoining region.

Subpart C—Extensions

§ 420.30 Request for 2-year extension.

(a) The Governor of a State may, at the time of submission of a plan to implement a primary standard in a Priority I region, request the Administrator to extend, for a period not exceeding 2 years, the 3-year period for attainment of the primary standard in such region.

(b) Any such request regarding an interstate region shall be submitted jointly with the requests of Governors of all States in the region, or shall show that the Governor of each State in the region has been notified of such request.

(c) Any such request regarding attainment of a primary standard shall be submitted together with a plan providing for attainment of such primary standard not later than 5 years after the date of the Administrator's approval of such plan and shall show that it is more reasonable to provide for attainment of such primary standard within such 5-year period than within a 3-year period. Any plan so submitted shall reflect consideration of the emission reductions which can be achieved through application of measures such as those described in Appendix B to this part and in § 420.14(c).

(d) Any showing pursuant to paragraph (c) of this section shall include:

(1) A clear identification of emission sources or classes of moving sources which will be unable to comply with the requirements of such plan within a 3-year period because the necessary technology or alternative methods of compliance will not be available soon enough to permit such compliance.

(2) A clear identification and justification of any assumptions made with respect to the time at which such needed technology or alternative methods of compliance will be available.

(3) A clear identification of the alternative means of attainment of such primary standard which were considered and an explanation of why such alternatives were rejected as not being reasonably available.

(4) A showing that emission sources or classes of moving sources other than those referred to in subparagraph (1) of this paragraph will be required to comply, within such 3-year period, with any applicable requirements of such plan.

(5) A clear identification of the interim control measures provided for in such plan with respect to emissions from such source(s).

§ 420.31 Request for 18-month extension.

(a) Upon request of the State agency made in accordance with this section, the Administrator may, whenever he determines necessary, extend for a period not to exceed 18 months the deadline for submitting that portion of a plan that implements a secondary standard.

(b) Requests for such extensions will be given consideration only in the case of Priority I and Priority II regions.

(c) Requests for extensions of the deadline shall show that attainment of the secondary standards will require emission reductions exceeding those which can be achieved through the application of emission limitations identical or equivalent to those described in Appendix B to this part.

(d) In addition to satisfying the other requirements of this subpart, a request for extension of the deadline with respect to any portion of an interstate region shall be submitted jointly with requests for such extensions from all other States within the region or shall show that all such States have been notified of such request.

(e) A request for extension of the deadline shall be submitted sufficiently early to permit development of a plan prior to the deadline in the event that such request is denied. Any such request shall contain the information necessary to permit the Administrator to determine whether such request satisfies the requirements of this section.

§ 430.32 Request for one-year postponement.

(a) Pursuant to section 110(f) of the Act, the Governor of a State may request, with respect to any stationary source of class of moving sources, a postponement for not more than 1 year of the applicability of any requirement prescribed in a State plan approved by the Administrator under this part.

(b) Any such request regarding sources located in an interstate region shall show that the Governor of each State in the region has been notified of such request.

(c) Any such request shall clearly identify the source(s) and requirement(s) which are the subject of such request.

(d) A public hearing will be held, before the Administrator or his designee, on any such request. No such hearing will be held earlier than 1 year in advance of the prescribed date for compliance with any such requirement(s).

(e) No such request shall operate to stay the applicability of the requirement(s) covered by such request.

(f) A State's determination to defer the applicability of any requirement of a plan with respect to such source(s) will not necessitate a request for postponement under this section unless such deferral will prevent attainment or maintenance of a national standard within the time prescribed by the Act or such additional time prescribed by the Administrator under § 420.30: *Provided, however,* That any such determination would constitute revision of an applicable State plan under § 420.07.

APPENDIX A—AIR QUALITY ESTIMATION

Ambient pollutant levels may be estimated through the application of atmospheric diffusion models. These estimates are based primarily upon the emission densities, meteorology, and topography that prevails within a region. Two types of diffusion models may be used: (1) A model developed by Holzworth,[1] and subsequently modified, which estimates annual average concentrations on the basis of emissions uniformly distributed throughout a region; and (2) a diffusion model which predicts concentration resulting from point sources during particularly unfavorable meteorological conditions.

Holzworth model. This model requires estimates of a region's average emission density, the "size" of the region, and the wind speed through the atmospheric mixing layer. Emission densities have been computed for all of the Standard Metropolitan Statistical Areas (SMSA) for both particulate matter and sulfur dioxide (SO_2) and can be readily estimated for other urbanized areas. Values of the wind speed in the mixing layer have been determined and published by Holzworth. The basic assumptions and technical modifications of Holzworth's procedures are found elsewhere;[2] however, a summary and description of how to use the procedure are presented here.

For discussion purposes let:

X = Estimated concentration, micrograms/cubic meter ($\mu g/m^3$)

μ = Wind speed through mixing layer, meters/second (m/s)

Q = Emission density, micrograms/square meter-second ($\mu g/m^2$-s)

C = Urban size = $\frac{1}{2}\sqrt{\text{urban area}}$, kilometers (km.)

Figure 1 is a plot or "normalized concentration" $\left(\frac{X\mu}{Q}\right)$ as a function of urban size and is defined to be the product of predicted concentration and wind speed divided by emission density. Concentrations are an increasing function of urban size and are directly proportional to emission density. The wind serves as a diluting agent and reduces expected pollutant concentrations.

As an example, the SMSA of Chicago is used to compute the expected concentration of SO_2 from 1967 emissions in the Chicago area. The urban area of Chicago for computational purposes is 2,500 square km. The urban size, as defined, is consequently 25 km. and thus from Figure 1:

$$\frac{X\mu}{Q}=230$$

For Chicago:

$$Q=17.8\ \frac{\mu g/sec}{meter^2}$$

$$\mu=7.3\ \text{meters/sec}$$

and hence:

$$X=\frac{(230)\ (17.8)}{7.3}=561\ \mu g/m^3$$

Using this procedure, concentration estimates for both SO_2 and particulate matter can be made on a regional basis. These predicted air quality concentrations may be used to establish region classifications.

Point source model. A short-term diffusion model[3,4] will be used to estimate the maximum ambient concentrations due to point source emissions. The model is composed of two portions and describe the maximum concentrations which may occur under two separate types of meteorological conditions.

The first portion is stack height dependent and describes concentrations that may occur using a generalized atmospheric diffusion model.[4] The second portion of the model is one in which ambient concentrations are estimated on the basis of emissions from "tall stacks" during periods of low wind speeds and severe limitations on vertical mixing.

A joint consideration of these two models indicates that expected maximum concentrations are constant for physical stack heights which exceed 60 meters. A plot of 24-hour maximum concentration expected for various stack heights and emissions is given in Figure 2.

For example, at stack heights of 60 meters, SO_2 emission rates from a point source must exceed 100 metric tons/day for the primary standard for sulfur oxides to be exceeded. Mass emission rates are available for all significant sources of sulfur oxides and particulate matter in the country and will be used to aid in the regional classification for each pollutant.

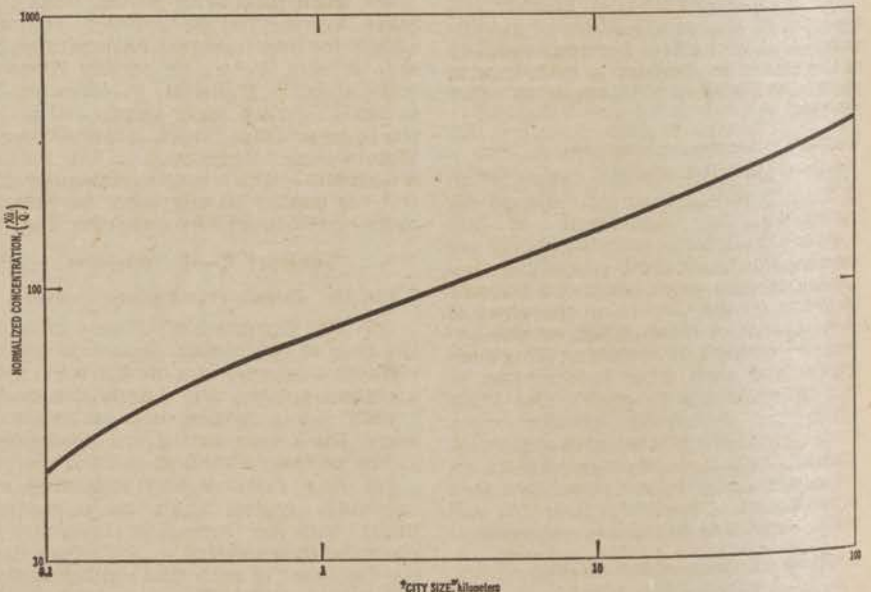


Figure 1. Relationship of normalized pollutant concentration and city size.

[1] Holzworth, George C., "Meteorological Potential for Urban Pollution in the Contiguous United States", Paper No. ME-206 presented at the Second International Clean Air Congress, Washington, D.C., December 1970.

[2] Fensterstock, et al., "The Development and Utilization of an Air Quality Index", APCA paper 69-73 presented at annual meeting of APCA, New York, N.Y., June 1969.

[3] Carpenter, S. B., et al., "Principal Plume Dispersion Models—TVA Power Plants", APCA Paper No. 70-149 presented at annual meeting of APCA, St. Louis, Mo., June 1970.

[4] Gifford, Frank A., "The Problem of Forecasting Dispersion in the Lower Atmosphere", USAEC, Division of Technical Information Extension, Oak Ridge, Tenn., July 1961.

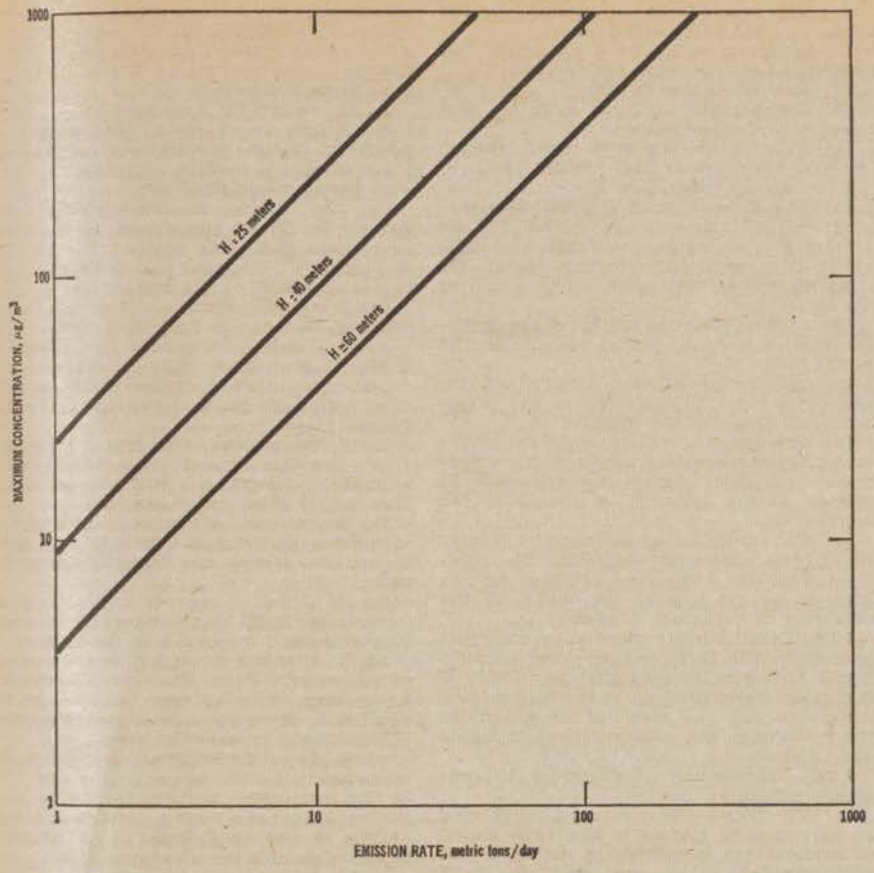


Figure 2. Relationship of emission rate, stack height, and estimated ground-level concentration.

APPENDIX B—AIR POLLUTION CONTROL REGULATIONS

These air pollution control regulations include examples of the administrative provisions and pollutant emission limitations a State may need for an approvable implementation plan. Part I contains general provisions regarding permits for new construction; emission monitoring, recordkeeping, and reporting; prevention of air pollution emergencies; and timetables for compliance. Parts II through VII contain emission limitations applicable to sources of particulate matter, sulfur oxides, hydrocarbons, carbon monoxide, and nitrogen oxides.

Although these emission limitations contained herein are relatively stringent, they have, with some modification, been applied by various State and local jurisdictions. Notes have been added, where necessary, to explain the basis or application of the regulations. These emission limitations do not necessarily represent the ultimate in emission control.

TABLE OF CONTENTS

I—GENERAL PROVISIONS:
1.0 Definitions.
1.1 Permits.
1.2 Monitoring, Records, and Reporting.
1.3 Sampling and Testing Methods.
1.4 Malfunction of Equipment.
1.5 Air Pollution Emergency.
1.6 Prohibition of Air Pollution.
1.7 Compliance Schedule.
1.8 Circumvention.
1.9 Severability.
II—CONTROL OF OPEN BURNING AND INCINERATION:
2.1 Open Burning.
2.2 Incinerator Design and Operation.
III—CONTROL OF PARTICULATE EMISSIONS:
3.1 Visible Emissions.
3.2 Fugitive Dust.
3.3 Incineration.
3.4 Fuel Burning Equipment.
3.5 Process Industries—General.
IV—CONTROL OF SULFUR COMPOUND EMISSIONS:
4.1 Fuel Combustion.
4.2 Sulfuric Acid Plants.
4.3 Sulfur Recovery Plants.
4.4 Non-Ferrous Smelters.
4.5 Sulfite Pulp Mills.
V—CONTROL OF HYDROCARBON EMISSIONS:
5.1 Storage of Volatile Organic Materials.
5.2 Volatile Organic Materials Loading Facilities.
5.3 Volatile Organic Compound Water Separation.
5.4 Pumps and Compressors.
5.5 Waste Gas Disposal.
5.6 Organic Solvents.
5.7 Architectural Coatings.
5.8 Disposal and Evaporation of Solvents.
VI—CONTROL OF CARBON MONOXIDE EMISSIONS:
6.1 Process Equipment.
VII—CONTROL OF NITROGEN OXIDE EMISSIONS:
7.1 Combustion Sources.
7.2 Nitric Acid Manufacturing.

I—GENERAL PROVISIONS

1.0 Definitions.

1.0.1 "Air contaminant" shall mean dust, fumes, mist, smoke, other particulate matter, vapor, gas, or any combination thereof.

1.0.2 "Air pollution" shall mean the presence in the outdoor atmosphere of one or more air contaminants in such quantities and duration as is or tends to be injurious to human health or welfare, animal or plant life, or property or interferes with the enjoyment of life or property.

1.0.3 "Director" shall mean the Director of the State Air Pollution Control Agency.

1.0.4 "Existing source" shall mean equipment, machines, devices, articles, contrivances, or installations which are in being on the effective date of these regulations; except that any existing equipment, machine, device, article, contrivance, or installation which is altered, replaced, or rebuilt after the effective date of these regulations shall be reclassified as "new source".

1.0.5 "Fuel-burning equipment" shall mean any furnace, boiler, apparatus, stack, and all appurtenances thereto, used in the process of burning fuel for the primary purpose of producing heat or power by indirect heat transfer.

1.0.6 "Fugitive dust" shall mean solid air-borne particulate matter emitted from any source other than a flue or stack.

1.0.7 "Multiple-chamber incinerator" shall mean any article, machine, equipment, contrivance, structure or part of a structure, used to dispose of combustible refuse by burning, consisting of three or more refractory lined combustion furnaces in series, physically separated by refractory walls, interconnected by gas passage ports or ducts and employing adequate design parameters necessary for maximum combustion of the material to be burned.

1.0.8 "New source" shall mean equipment, machines, devices, articles, contrivances, or installations built or installed on or after the effective date of these regulations, and installations existing at said stated time which are later altered, repaired, or rebuilt. Any equipment moved to another premise involving a change of address, or purchased and to be operated by a new owner, or when a new lessee desires to operate such equipment after the effective date of these regulations shall be considered a new source.

1.0.9 "Opacity" shall mean a state which renders material partially or wholly impervious to rays of light and causes obstruction of an observer's view.

1.0.10 "Open burning" shall mean the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the ambient air without passing through an adequate stack, duct, or chimney.

1.0.11 "Particulate matter" shall mean any material, except where water in uncombined form, that is or has been airborne and exists as a liquid or a solid at standard conditions.

1.0.12 "Person" shall mean any indivdual, corporation, partnership, firm, association, trust, estate, public or private institution, group, agency, political subdivision of this State, any other State or political subdivision or agency thereof or any legal successor, representative, agent, or agency of the foregoing.

1.0.13 "Ringelmann chart" shall mean the chart, published and described in the U.S. Bureau of Mines Information Circular 8333.

1.0.14 "Soiling index." A measure of the soiling properties of suspended particles in air determined by drawing a measured volume of air through a known area of Whatman No. 4 filter paper for a measured period of time, expressed as COH's/1,000 linear feet.

1.0.15 "Source" shall mean any property, real or personal, or person contributing to air pollution.

1.0.16 "Stack or chimney" shall mean any flue, conduit, or duct arranged to conduct emissions.

1.0.17 "Standard conditions" shall mean a dry gas temperature of 70° Fahrenheit and a gas pressure of 14.7 pounds per square inch absolute.

1.0.18 "Submerged fill pipe" any fill pipe the discharge opening of which is entirely submerged when the liquid level is 6 inches

above the bottom of the tank; or when applied to a tank which is loaded from the side, shall mean any fill pipe the discharge opening of which is entirely submerged when the liquid level is two times the fill pipe diameter, in inches, above the bottom of the tank.

1.0.19 "Effluent water separator" any tank, box, sump, or other container in which any volatile organic compound floating on or entrained or contained in water entering such tank, box, sump, or other container is physically separated and removed from such water prior to outfall, drainage, or recovery of such water.

1.0.20 "Volatile organic compounds" any compound containing carbon and hydrogen or containing carbon and hydrogen in combination with any other element which has a vapor pressure of 1.5 pounds per square inch absolute or greater under actual storage conditions.

1.1 Permits.

1.1.1 General requirements:

(a) No person shall cause or permit the construction or modification of any new source without first obtaining an authority to construct or modify from the Director as to the location and design of such new source to comply with applicable rules and regulations and ambient air quality standards.

(b) The Director shall not approve such construction or modification unless the applicant demonstrates to the satisfaction of the Director that the new source can be expected to comply with the applicable rules and regulations.

1.1.2 Applications:

(a) Application for authority to construct or modify shall be made by the owner or operator of the new source on forms furnished by the Director. If the applicant is a partnership or group other than a corporation, the application shall be made by one individual who is a member of the group. If the applicant is a corporation, the application shall be made by an officer of the corporation.

(b) A separate application is required for each new source subject to rules and regulations. To aid in evaluating the new source, additional applications may be required by the Director.

(c) Each application shall be signed by the applicant. The signature of the applicant shall constitute an agreement that the applicant will assume responsibility for the construction, modification, or use of the new source concerned in accordance with the rules and regulations.

1.1.3 Information required:

(a) Each application for an authority to construct or modify shall be accompanied by two copies of complete data, siting information, plans descriptions, specifications and drawings to show how the proposed new source is designed and in what manner it will be operated and controlled.

(b) Any additional information, plans, specifications, evidence or documentation that the Director may require.

1.1.4 Standards for granting authority to construct or modify. No authority to construct or modify shall be granted unless the applicant shows to the satisfaction of the Director that:

(a) The new source is designed and will be constructed or modified to operate without causing a violation of the applicable rules and regulations.

(b) The new source is designed, built and equipped in accordance with the latest available control technology so as to reduce emissions to a minimum.

(c) The new source, as designed or modified, does not endanger maintenance or attainment of any applicable ambient air quality standard.

(d) The new source, if required by the Director, shall be provided with:

(1) Sampling ports of a size, number and location as the Director may require,

(2) Safe access to each port,

(3) Instrumentation to monitor and record emission data and

(4) Any other sampling and testing facilities the Director may require.

1.1.5 Action on applications:

(a) The Director shall act, within a reasonable time, on an application for an authority to construct or modify, and shall notify the applicant in writing of his approval, conditional approval, or denial of the application.

(b) If an application is denied, the Director shall set forth his objections in the notice of denial.

(c) The applicant may submit answers and comments, in duplicate, to the Director's objections to the application.

(d) The Director will consider the applicant's answers and comments to his objections, and shall notify the applicant in writing of his approval or denial of the application.

(e) The Director shall not accept a further application unless the applicant has complied with the objections specified by the Director as his reasons for denial of the authority to construct or modify.

1.1.6 Conditional authority to construct or modify. The Director may grant a conditional authority to construct or modify if it appears likely from all of the information submitted that as a result of the conditions the new source will satisfy the requirements of 1.1.4 above.

1.1.7 Cancellation of authority to construct or modify:

(a) The Director may cancel an authority to construct or modify if the construction or modification is not begun within 1 year from the date of issuance, or if the work involved in the construction or modification is suspended for 1 year or more from the date of issuance.

(b) An applicant may secure an extension of the expiration date by written request to the Director stating the reasons for the request. Extensions may be granted for a period of not more than 6 months.

1.1.8 Permit to operate:

(a) No person shall begin operation of a new source without notifying the Director at least 30 days prior to operation.

(b) No person shall cause or permit the operation of a new source for more than a sixty (60) day period without applying for a permit to operate from the Director.

(c) No person shall cause or permit the use or operation of existing sources of control apparatus without applying for a permit to operate from the Director within 6 months of the adopted date of these regulations or an approved control plan in accordance with section 1.7 of these regulations.

(d) No owner or operator shall cause or permit the operation of a new or existing source if the Director denies or revokes a permit to operate.

1.1.9 Applications. Applications for a permit to operate shall be made in accordance with 1.1.2 of this part.

1.1.10 Standards for granting permits. No permit to operate shall be granted unless the applicant shows to the satisfaction of the Director that the new source satisfied the requirements of the applicable rules and regulations and has been constructed, installed, or modified in accordance with the requirements and conditions contained in the authority to construct or modify.

1.1.11 Performance testing. Before a permit to operate is granted, the applicant, if required by the Director, shall conduct performance tests, in accordance with methods approved by the Director with the tests being made at the expense of the applicant. The Director may monitor performance tests conducted by the applicant and may also conduct performance tests.

1.1.12 Action on applications:

(a) Before acting on an application for a permit to operate the Director may require the applicant to furnish additional information, plans or specifications.

(b) The Director shall act within a 60-day period on an application for a permit to operate and shall notify the applicant, in writing of his approval, conditional approval or denial of the application.

(c) If an application is denied the procedures of 1.1.5 of this part shall apply.

1.1.13 Conditional permit. The holder of a permit to operate shall comply with the conditions contained in his permit as well a all applicable provisions of rules and regulations.

1.1.14 Suspension or revocation of permit:

(a) The Director may suspend or revoke a permit to operate for willful or continued violation of rules and regulations.

(b) Suspension or revocation of a permit to operate shall become final 10 days after service of notice on the holder of the certificate.

(c) A permit to operate which has been revoked pursuant to these regulations shall be surrendered forthwith to the Director.

1.1.15 Transfer of permit. Any purported or attempted transfer of a permit to operate to another owner or from one location to another or from one new source to another automatically revokes the permit.

1.1.16 Reporting information. No owner or operator shall cause or permit the operation of any new source without furnishing such performance tests results, information, and records as may be required by the Director in the applicable rules and regulations.

1.1.17 Exemptions. An authority to construct and a permit to operate shall not be required for:

(a) The installation or alternation of an air contaminant detector, air contaminant recorder, combustion controller or combustion shutoff.

(b) Air conditioning or ventilating systems not designed to remove air contaminant generated by or released from equipment.

(c) Fuel burning equipment, other than smoke house generators, which; uses gas as a fuel for space heating, air conditioning or heating water; or is used in a private dwelling or has a B.t.u. input of not more than 350,000 B.t.u. per hour; or is used for space heating, other than boilers and hot air furnaces.

(d) Internal combustion engines.

(e) Laboratory equipment used exclusively for chemical or physical analyses.

(f) Other sources of minor significance specified by Director.

NOTE: This suggested regulation specifies a complete permit system for application to new and existing sources. For existing sources, a simple registration is adequate although not as effective for enforcement purposes.

1.2 Monitoring, Records, Reporting.

1.2.1 The Director may require the owner or operator of any air contaminant source to install, use, and maintain such monitoring equipment; sample such emissions in accordance with methods as the Director shall prescribe; establish and maintain such records; and make such periodic emission reports as required in section 1.2.2.

1.2.2 Records and reports as the Director shall prescribe on air contaminants or fuel shall be recorded, compiled, and submitted on forms furnished by the Director. (The procedures below are examples of such requirements.)

(a) Emissions of particulate matter, sulfur dioxide, and oxides of nitrogen shall be expressed as follows: in pounds per hour and pounds per million B.t.u. of heat input for fuel-burning equipment; in pounds per hour and pounds per 100 pounds of refuse burned for incinerators; and in pounds per hour and in pounds per hourly process weight or production rate or in terms of some other easily measured and meaningful process unit specified by the Director.

(b) Sulfur dioxide and oxides of nitrogen emission data shall be averaged over a 24-hour period and shall be summarized monthly. Daily averaged and monthly summaries shall be submitted to the Director biannually. Data should be calculated daily and available for inspection at any time.

(c) Particulate matter emissions shall be sampled and submitted biannually.

(d) Visible emissions shall be measured continuously and records kept indicating total minutes per day in which stack discharge effluent exceeds 20 percent opacity. Data should be summarized monthly and submitted monthly and submitted biannually. Current daily results shall be available for inspection at any time.

(e) The sulfur content of fuels, as burned, except natural gas, shall be determined in accordance with current recognized ASTM procedures. Daily and monthly averages shall be submitted biannually. Daily records shall be kept current and be available for inspection.

1.2.3 The following sources are subject to the provisions of this regulation: (The appropriate State Agency should either classify such sources by regulation or require reporting as a permit to operate condition.)

1.3 Sampling and Testing Methods.

1.3.1 All tests shall be made and the results calculated in accordance with test procedures approved by the Director. All tests shall be made under the direction of persons qualified by training and/or experience in the field of air pollution control.

1.3.2 The Director may conduct tests of emissions of air contaminants from any source. Upon request of the Department the person responsible for the source to be tested shall provide necessary holes in stacks or ducts and such other safe and proper sampling and testing facilities, exclusive of instruments and sensing devices as may be necessary for proper determination of the emission of air contaminants.

1.4 Malfunction of Equipment; Reporting.

1.4.1 In the case of shutdown of air pollution control equipment for necessary scheduled maintenance, the intent to shut down such equipment shall be reported to the Director at least twenty-four (24) hours prior to the planned shutdown. Such prior notice shall include, but is not limited to the following:

(a) Identification of the specific facility to be taken out of service as well as its location and permit number.

(b) The expected length of time that the air pollution control equipment will be out of service.

(c) The nature and quantity of emissions of air contaminants likely to occur during the shutdown period.

(d) Measures such as the use of off-shift labor and equipment that will be taken to minimize the length of the shutdown period.

(e) The reasons that it would be impossible or impractical to shut down the source operation during the maintenance period.

1.4.2 In the event that any emission source, air pollution control equipment, or related facility breaks down in such a manner as to cause the emission of air contaminants in violation of this article, the person responsible for such equipment shall immediately notify the Director of such failure or breakdown and provide a statement giving all pertinent facts, including the estimated duration of the breakdown. The Director shall be notified when the condition causing the failure or breakdown has been corrected and the equipment is again in operation.

1.5 Air pollution emergencies. Notwithstanding any other provision of the air pollution control regulations, this episode regulation is designed to prevent the excessive buildup of air contaminants during air pollution episodes, thereby preventing the occurrence of an emergency due to the effects of these contaminants on the public health.

1.5.1 Episode criteria. Conditions justifying the proclamation of an air pollution alert, air pollution warning, or air pollution emergency shall be deemed to exist whenever the Director determines that the accumulation of air contaminants in any place is attaining or has attained levels which could, if such levels are sustained or exceeded, lead to a threat to the health of the public. In making this determination, the Director will be guided by the following criteria:

(a) "Air Pollution Forecast": An internal watch by the Department of Air Pollution Control shall be actuated by a National Weather Service advisory that Atmospheric Stagnation Advisory is in effect or the equivalent local forecast of stagnant atmospheric conditions.

(b) "Alert": The Alert level is that concentration of pollutants at which first stage control actions is to begin. An Alert will be declared when any one of the following levels is reached:

SO_2—0.3 p.p.m. 24-hour average.
Particulate—3.0 COHs, 24-hour average.
SO_2 and particulate combined—product of SO_2 p.p.m., 24-hour average and COHs equal to 0.2.
CO—15 p.p.m., 8-hour average.
Ox—0.1 p.p.m. 1-hour average.
NO_2—0.6 p.p.m., 1-hour average, 0.15 p.p.m., 24-hour average.

and meteorological conditions are such that this condition can be expected to continue for twelve (12) or more hours.

(c) "Warning": The warning level indicates that air quality is continuing to degrade and that additional abatement actions are necessary. A warning will be declared when any one of the following levels is reached:

SO_2—0.6 p.p.m., 24-hour average.
Particulate—6.0 COHs, 24-hour average.
Combined SO_2 and COHs, 24-hour average, SO_2 and COHs equal to 1.0.
CO—30 p.p.m., 8-hour average.
Ox—0.4 p.p.m., 1-hour average.
NO_2—1.2 p.p.m., 1-hour average, 0.3 p.p.m., 24-hour average.

and meteorological conditions are such that this condition can be expected to continue for twelve (12) or more hours.

(d) "Emergency": The emergency level is reached when the warning level for a pollutant has been exceeded and (1) the concentrations of the pollutant are continuing to increase, or (2) the Director determines that, because of meteorological or other factors, the concentrations will continue to increase.

(e) "Termination": Once declared, any status reached by application of these criteria will remain in effect until the criteria for that level are no longer met. At such time the next lower status will be assumed.

1.5.2 Emission Reduction Plans:

(a) Air Pollution Alert—Any persons responsible for the operation of a source of air contamination as set forth in Table I shall take all Air Pollution Alert actions as required for such source of air contamination and shall particularly put into effect the preplanned strategy for an Air Pollution Alert.

(b) Air Pollution Warning—Any person responsible for the operation of a source of air contamination as set forth in Table II shall take all Air Pollution Warning actions as required for such source of air contamination and shall particularly put into effect the preplanned strategy for an Air Pollution Warning.

(c) Air Pollution Emergency—Any person responsible for the operation of a source of air contamination as described in Table III shall take all Air Pollution Emergency actions as required for such source of air contamination and shall particularly put into effect the preplanned strategy for an Air Pollution Emergency.

1.5.3 Preplanned Abatement Strategies:

(a) Any person responsible for the operation of a source of air contamination as set forth in Table I shall prepare preplanned strategies, consistent with good industrial practice and safe operation procedures, for reducing the emission of air contaminants into the outdoor atmosphere during periods of an Air Pollution Alert, Air Pollution warning, and Air Pollution Emergency. Standby plans shall be designed to reduce or eliminate emissions of air contaminants into the outdoor atmosphere in accordance with the objectives set forth in Tables I–III which are made a part of this section.

(b) Any person responsible for the operation of a source of air contamination not set forth under section 4.1 shall, when requested by the Director in writing, prepare preplanned strategies consistent with good industrial practice and safe operating procedures, for reducing the emission of air contaminants into the outdoor atmosphere during periods of an Air Pollution Alert, Air Polluiton Warning, and Air Pollution Emergency. Standby plans shall be designed to reduce or eliminate emissions of air contaminants into the outdoor atmosphere in accordance with the objectives set forth in Tables I–III.

(c) Preplanned strategies as required under sections 4.1 and 4.2 shall be in writing and show the source of air contamination, the approximate amount of reduction of contaminants and a brief description of the manner in which the reduction will be achieved during an Air Pollution Alert, Air Pollution Warning, and Air Pollution Emergency.

(d) During a condition of Air Pollution Alert, Air Pollution Warning, and Air Pollution Emergency, preplanned strategies as required by this section shall be made available on the premises to any person authorized to enforce the provisions of the Air Pollution Control Regulations.

(e) Preplanned strategies as required by this section shall be submitted to the Director upon request within thirty (30) days of the receipt of such request; such preplanned strategies shall be subject to review and approval by the Director. If, in the opinion of the Director, such standby plans do not effectively carry out the objectives as set forth in Tables I–III, the Director may disapprove said preplanned strategies, state its reason for disapproval and order the preparation of amended strategies within the time period specified in the order. Any person aggrievied by the order requiring the preparation of a revised strategy is entitled to a hearing. If the person responsible fails within the time period specified in the order to submit an amended preplanned strategy which in the opinion of the Director meets the said objectives, the Director may revise the standby plan to cause it to meet these objectives. Such revised strategies will thereafter be the preplanned strategy which the person responsible will put into effect upon the issuance of an appropriate order by the Director.

Table I—Abatement Strategies Emission Reduction Plans

Alert Level

PART A—GENERAL

1. There shall be no open burning by any persons of tree waste, vegetation, refuse, or debris in any form.

2. The use of incinerators for the disposal of any form of solid waste shall be limited to the hours between 12 m. and 4 p.m.

3. Persons operating fuel-burning equipment which requires boiler lancing or soot blowing shall perform such operations only between the hours of 12 m. and 4 p.m.

4. Persons operating motor vehicles should eliminate all unnecessary operations.

PART B—SOURCE CURTAILMENT

Any person responsible for the operation of a source of atmospheric contamination listed below shall take all required control actions for this Alert Level.

Source of air contamination	*Air pollution alert*
1. Coal or oil-fired electric power generating facilities.	a. Substantial reduction by utilization of fuels having low ash and sulfur content. b. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing and soot blowing. c. Substantial reduction by diverting electric power generation to facilities outside of Alert Area.
2. Coal and oil-fired process steam generating facilities.	a. Substantial reduction by utilization of fuels having low ash and sulfur content. b. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing and soot blowing. c. Substantial reduction of steam load demands consistent with continuing plant operations.
3. Manufacturing industries of the following classifications: Primary Metals Industry. Petroleum Refining Operations. Chemical Industries. Mineral Processing Industries. Paper and Allied Products. Grain Industry.	a. Substantial reduction of air contaminants from manufacturing operations by curtailing, postponing, or deferring production and all operations. b. Maximum reduction by deferring trade waste disposal operations which emit solid particles, gas vapors or malodorous substance. c. Maximum reduction of heat load demands for processing. d. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing or soot blowing.

Table II—Emission Reduction Plans

Warning Level

PART A—GENERAL

1. There shall be no open burning by any persons of tree waste, vegetation, refuse, or debris in any form.

2. The use of incinerators for the disposal of any form of solid waste or liquid waste shall be prohibited.

3. Persons operating fuel-burning equipment which requires boiler lancing or soot blowing shall perform such operations only between the hours of 12 m. and 4 p.m.

4. Persons operating motor vehicles must reduce operations by the use of car pools and increased use of public transportation and the elimination of unnecessary operation.

PART B—SOURCE CURTAILMENT

Any person responsible for the operation of a source of atmospheric contamination listed below shall take all required control actions for this Warning Level.

Source of air contamination	*Air pollution alert*
1. Coal or oil-fired electric power generating facilities.	a. Maximum reduction by utilization of fuels having lowest ash and sulfur content. b. Maximum utilization of mid-day (12:00 noon to 4:00 p.m.) atmospheric turbulence for boiler landing and soot blowing. c. Maximum reduction by diverting electric power generation to facilities outside of Warning Area.
2. Oil and oil-fired process steam generating facilities.	a. Maximum reduction by utilization of fuels having the lowest available ash and sulfur content. b. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing and soot blowing. c. Making ready for use a plan of action to be taken if an emergency develops.
3. Manufacturing industries which require considerable lead time for shut-down including the following classifications. Petroleum Refining. Chemical Industries. Primary Metals Industries. Glass Industries. Paper and Allied Products.	a. Maximum reduction of air contaminants from manufacturing operations by, if necessary, assuming reasonable economic hardships by postponing production and allied operation. b. Maximum reduction by deferring trade waste disposal operations which emit solid particles, gases, vapors or malodorous substances. c. Maximum reduction of heat load demands for processing. d. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing or soot blowing.
4. Manufacturing industries require relatively short lead times for shut-down including the following classifications. Primary Metals Industries. Chemical Industries. Mineral Processing Industries. Grain Industry.	a. Elimination of air contaminants from manufacturing operations by ceasing, curtailing, postponing, or deferring production and allied operations to the extent possible without causing injury to persons or damage to equipment. b. Elimination of air contaminants from trade waste disposal processes which emit solid particles, gases, vapors, or malodorous substances. c. Maximum reduction of heat load demands for processing. d. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing or soot blowing.

Table III—Emission Reduction Plans

Emergency Level

PART A—GENERAL

1. There shall be no open burning by any persons of tree waste, vegetation, refuse, or debris in any form.

2. The use of incinerators for the disposal of any form of solid or liquid waste shall be prohibited.

3. All places of employment described below shall immediately cease operations.

a. Mining and quarrying of nonmetallic minerals.

b. All construction work except that which must proceed to avoid emergent physical harm.

c. All manufacturing establishments except those required to have in force an air pollution emergency plan.

d. Wholesale trade establishments; i.e., places of business primarily engaged in selling merchandise to retailers, to industrial, commercial, institutional or professional users, or to other wholesalers, or acting as agents in buying merchandise for or selling merchandise to such persons or companies.

e. All offices of local, county, and State government including authorities, joint meetings, and other public bodies excepting such agencies which are determined by the chief administrative officer of local, county, or State government, authorities, joint meetings and other public bodies to be vital for public safety and welfare and the enforcement of the provisions of this order.

f. All retail trade establishments except pharmacies and stores primarily engaged in the sale of food.

g. Banks, credit agencies other than banks, securities and commodities brokers, dealers, exchanges and services; offices of insurance carriers, agents and brokers, real estate offices.

h. Wholesale and retail laundries, laundry services and cleaning and dyeing establishments; photographic studios; beauty shops, barbershops, shoe repair shops.

i. Advertising offices; consumer credit reporting, adjustment and collection agencies; duplicating, addressing, blueprinting; photocopying, mailing, mailing list and stenographic services; equipment rental services, commercial testing laboratories.

j. Automobile repair, automobile services, garages.

k. Establishments rendering amusement and recreation services including motion picture theaters.

l. Elementary and secondary schools, colleges, universities, professional schools, junior colleges, vocational schools, and public and private libraries.

4. All commercial and manufacturing establishments not included in this order will institute such actions as will result in maximum reduction of air contaminants from their operations by ceasing, curtailing, or postponing operations which emit air contaminants, to the extent possible without causing injury to persons or damage to equipment.

5. The use of motor vehicles is prohibited except in emergencies with the approval of local or State police.

PART B—SOURCE CURTAILMENT

Any person responsible for the operation of a source of atmospheric contamination listed below shall take all required control actions for this Emergency Level.

Source of air contamination	*Air pollution emergency*
1. Coal or oil-fired electric power generating facilities.	a. Maximum reduction by utilization of fuels having lowest ash and sulfur content. b. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing or soot blowing. c. Maximum reduction by diverting electric power generation to facilities outside of Emergency Area.
2. Coal and oil-fired process steam generating facilities.	a. Maximum reduction by reducing heat and steam demands to absolute necessities consistent with preventing equipment damage. b. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing and soot blowing. c. Taking the action called for in the emergency plan.
3. Manufacturing industries of the following classifications. Primary Metals Industries. Petroleum Refining. Chemical Industries. Mineral Processing Industries. Grain Industry. Paper and Allied Products.	a. Elimination of air contaminants from manufacturing operations by ceasing, curtailing, postponing or deferring production and allied operations to the extent possible without causing injury to persons or damage to equipment. b. Elimination of air contaminants from trade waste disposal processes which emit solid particles, gases, vapors, or malodorous substances. c. Maximum reduction of heat load demands for processing. d. Maximum utilization of mid-day (12 m. to 4 p.m.) atmospheric turbulence for boiler lancing or soot blowing.

1.6 Prohibition of air pollution. No person shall permit or cause air pollution, as defined in section 1.02 of this article.

1.7 Compliance schedule. Except as otherwise specified, compliance with the provisions of these regulations shall be according to the following time schedule.

1.7.1 New source. All new sources shall comply as of going into operation.

1.7.2 Existing sources. All existing sources not in compliance as of the effective date of these regulations shall be in compliance within 6 months of the effective date of these regulations unless the owner or person responsible for the operation of the installation shall have submitted to the Director in a form and manner satisfactory to him, a control plan and schedule for achieving compliance, such plan and schedule to contain a date on or before which full compliance will be attained, and such other information as the Director may require. If approved by the Director, such date will be the date on which the person shall comply. The Director may require persons submitting such a plan to submit subsequent periodic reports on progress in achieving compliance. In no event shall the control plan and schedule exceed 3 years from the adopted date of these regulations.

1.8 Circumvention. No person shall cause or permit the installation or use of any device or any means which, without resulting in reduction in the total amount of air contaminant emitted, conceals or dilutes an emission of air contaminant which would otherwise violate these regulations.

1.9 Severability. If any provision of these regulations or the application thereof to any person or circumstances is held to be invalid, such invalidity shall not affect other provisions or application of any other part of these regulations which can be given effect within six months of the effective date of without the invalid provisions or application, and to this end the provisions of these regulations and the various applications thereof are declared to be serverable.

II—CONTROL OF OPEN BURNING AND INCINERATION

2.1 Open Burning. No person shall ignite, cause to be ignited, permit to be ignited, or maintain any open fire except as follows:

2.1.1 Open fires for the cooking of food for human consumption on other than commericial premises.

2.1.2 Fires for recreational or ceremonial purposes.

2.1.3 Fires to abate a fire hazard, providing hazard is so declared by the fire department or fire district having jurisdiction.

2.1.4 Fires for prevention or control of disease or pests.

2.1.5 Fires for training personnel in the methods of fighting fires.

2.1.6 Fires for the disposal of dangerous materials, where there is no alternate method of disposal and burning is approved by the Director.

2.2 Incinerator Design and Operation.

2.2.1 No residential or commercial single-chamber incinerator shall be used for the burning of refuse for a period in excess of eighteen (18) months after the adopted date of this regulations.

2.2.2 All new incinerators and all existing incinerators within 18 month after adopted date of this regulation shall be multiple-chamber incinerators, provided that the Director may approve any other type of incinerator if it is demonstrated such design provides equivalent performance.

2.2.3 No person shall operate or cause or permit the operation of any incinerator at any time other than between the hours of 10 a.m. and 4 p.m. This restriction shall not apply to incierators having a refuse-burning capacity of five (5) tons per hour or more.

2.2.4 Incinerators shall be designed and operated in such manner as is necessary to prevent the emission of objectionable odors.

NOTE: Additional regulations prohibiting all domestic and commercial incineration may be feasible in some areas and necessary for attainment of national air quality standards.

III—CONTROL OF PARTICULATE EMISSIONS

3.1. Visible Emissions.

3.1.1 Visible emissions restrictions for stationary sources.

(a) No person shall discharge into the atmosphere from any single source of emission whatsoever any air contaminant of a shade or density equal to or darker than that designated as No. 1 on the Ringelmann chart or 20 percent opacity.

(b) A person may discharge into the atmosphere from any single source of emission for a period or periods aggregating not more than 3 minutes in any 60 minutes air contaminants of a shade of density not darker than No. 3 on the Ringelmann chart or 60 percent capacity.

3.1.2 Visible emission from motor vehicle.

(a) No person shall cause or permit the emission of visible air contaminants from gasoline-powered motor vehicles for longer than 5 consecutive seconds.

(b) No person shall cause or permit the emission of visible air contaminants from diesel-powered motor vehicles of a shade or density equal to or darker than that designated as No. 1 on the Ringelmann chart or 20 percent opacity for longer than 5 consecutive seconds.

3.1.3 Uncombined water. Where the presence of uncombined water is the only

reason for failure of an emission to meet the requirements of this regulation, such sections shall not apply.

3.2 Fugitive Dust.

3.2.1 No person shall cause, suffer, allow, or permit any materials to be handled, transported, or stored; or a building, its appurtenances, or a road to be used, constructed, altered, repaired or demolished without taking reasonable precautions to prevent particulate matter from becoming airborne. Such reasonable precautions shall include, but not be limited to, the following:

(a) Use, where possible, water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the grading of roads or the clearing of land;

(b) Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can create airborne dusts;

(c) Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials. Adequate containment methods shall be employed during sandblasting or other similar operations;

(d) Covering, at all times when in motion, open bodied trucks transporting materials likely to become airborne;

(e) Conduct of agricultural practices such as tilling of land, application of fertilizers, etc. in such manner as to not create a nuisance to others residing in the area.

(f) The paving of roadways and their maintenance in a clean condition.

(g) The prompt removal of earth or other material from paved street which earth or other material has been transported thereto by trucking or earth moving equipment or erosion by water.

3.2.2 No person shall cause or permit the discharge of visible emissions beyond the lot line of the property on which the emissions originate.

3.2.3 When dust, fumes, gases, mist odorous matter, vapors, or any combination thereof escape from a building or equipment in such a manner and amount as to cause a nuisance or to violate any regulation, the Director may order that the building or equipment in which processing, handling and storage are done be tightly closed and ventilated in such a way that all air and gases and air or gas-borne material leaving the building or equipment are treated by removal or destruction of air contaminants before discharge to the open air.

3.3 Incineration.

3.3.1 No person shall cause or permit to be emitted into the open air from any incinerator, particulate matter in the exhaust gases to exceed 0.10 pounds per 100 pounds of refuse burned.

3.3.2 Emission tests shall be conducted at maximum burning capacity of the incinerator.

3.3.3 The burning capacity of an incinerator shall be the manufacturer's or designer's guaranteed maximum rate or such other rate as may be determined by the Director in accordance with good engineering practices. In case of conflict, the determination made by the Director shall govern.

3.3.4 For the purposes of this regulation, the total of the capacities of all furnaces within one system shall be considered as the incinerator capacity.

NOTE: This mass emission rate is about equivalent to a grain loading of 0.1 grains/SCF at 12 percent carbon dioxide. More restrictive requirements are feasible for large incinerators.

3.4 Fuel Burning Equipment.

3.4.1 No person shall cause or permit emission to the atmosphere from fuel burning equipment burning solid fuel of particulate matter in excess of 0.10 pounds per million B.t.u. per hour.

3.4.2 No person shall cause or permit emission to the atmosphere, from oil-fired fuel burning equipment rated greater than or equal to 250 million B.t.u. per hour heat input, of particulate matter in excess of 0.025 pounds per million B.t.u. per hour.

3.4.3 For purposes of this regulation the heat input shall be the aggregate heat content of all fuels whose products of combustion pass through a stack or stacks. The heat input value used shall be the equipment manufacturer's or designer's guaranteed maximum input, whichever is greater. The total heat input of all fuel burning units on a plant or premises shall be used for determining the maximum allowable amount of particulate matter which may be emitted.

NOTE: Section 3.4.1 requires solid fuel burning equipment to remove about 99 percent of particulate matter generated by combustion of the average 10 percent ash coal. Section 3.4.2 requires removal of about 80 percent of particulate generated from combustion of high-ash residual fuel oil in large boilers. This can be accomplished by proper design and operation and use of small diameter cyclones and/or electrostatic precipitators or low-ash oil. Additional regulations prohibiting the combustion of solid fuels and/or residual fuel oil in small units may be feasible in some areas and necessary to achieve national air quality standards for example, prohibition of hand-fired coal burning units is practiced in several areas.

3.5 Process Industries—General.

3.5.1. No person shall cause, suffer, allow, or permit the emission of particulate matter in any one hour from any source in excess of the amount shown in Table IV for the process weight rate allocated to such source or in excess of 0.03 grains per standard cubic foot of exhaust gas.

TABLE IV

Process weight rate (lb./hr.)	*Rate of emission (lb./hr.)*
100	0.551
200	0.877
400	1.40
600	1.85
800	2.22
1,000	2.58
1,500	3.38
2,000	4.10
2,500	4.76
3,000	5.38
3,500	5.96
4,000	6.52
5,000	7.58
6,000	8.56
7,000	9.49
8,000	10.4
9,000	11.2
12,000	13.6
16,000	16.5
18,000	17.9
20,000	19.2
30,000	25.2
40,000	30.5
50,000	35.4
60,000 or more	40.0

3.5.2 Interpolation of the data in this table for process weight rates up to 6,000 lb./hr. shall be accomplished by use of the equation $E=4.10P^{0.67}$, E=rate of emission in lb./hr. and P=Process weight rate in tons/hr.

3.5.3 Process weight per hour is the total weight of all materials introduced into any specific process that may cause any discharge of particulate matter. Solid fuels charged will be considered as part of the process weight, but liquid and gaseous fuels and combustion air will not. For a cyclical or batch operation, the process weight per hour will be derived by dividing the total process weight by the number of hours in one complete operation from the beginning of any given process to the completion thereof, excluding any time during which the equipment is idle. For a continuous operation, the process weight per hour will be derived by dividing the process weight for a typical period of time.

3.5.4 Where the nature of any process or operation or the design of any equipment is such as to permit more than one interpretation of this regulation, the interpretation that results in the minimum value for allowable emission shall apply.

3.5.5 For purposes of the regulation, the total process weight from all similar process units at a plant or premises shall be used for determining the maximum allowable emission of particulate matter that passes through a stack or stacks.

NOTE: Specific regulations for large industrial sources are encouraged in order to more closely require use of the latest available control techniques. Consultation in developing such regulations is available from EPA upon request.

IV—CONTROL OF SULFUR COMPOUND EMISSIONS

4.1 Fuel Combustion.

4.1.1 No person shall burn, sell, or make available for sale for burning in fuel burning equipment, any fuel containing in excess of _____[1] percent sulfur by weight.

NOTE: This language is intended for application to small area sources, where fuel substitution is the only practical control method.

4.1.2 No person operating power and steam generating facilities having a power generating capacity in excess of 25 megawatts or a heat input greater than 250 million B.t.u./hr. shall emit in excess of _____[1] pounds of sulfur per million B.t.u. of heat input per hour.

NOTE: This language is intended for application to large fuel combustion sources, where installation of flue gas cleaning systems is feasible.

[1] It is not possible to make nationally applicable generalizations about attainable degrees of control of sulfur oxides emissions from combustion sources. Availability of low-sulfur fuels varies from one area to another. In some areas, severe restrictions on the sulfur content of fuels could have a significant impact on fuel-supply patterns; accordingly, where such restrictions are necessary for attainment of national ambient air standards, adoption of phased schedules of sulfur-in-fuel limitations is recommended. Stack gas cleaning is feasible at large industrial combustion sources and steam electric power plants. Technology now being demonstrated will allow 80 percent removal of sulfur oxides from combustion gases of most existing boilers. It is reasonable to expect that these processes will be improved in the near future and thus permit attainment of 90 percent or greater collection efficiency at a wide range of boilers.

Alternative means of meeting requirements for the control of sulfur oxides emissions from fuel combustion sources include: Use of natural gas, distillate oil, low-sulfur coal, and low-sulfur residual oil; desulfurization of oil or coal; stack gas desulfurization; and restricted use, shutdown, or relocation of large existing sources.

In many areas of the country, regulations can be written requiring the following fuel characteristics: Distillate oil—0.1 percent sulfur; residual oil—0.3 percent sulfur; bituminous coal—0.7 percent sulfur. Because residual oil generally is obtained from overseas sources, its use ordinarily is restricted to areas accessible to water-borne transportation. There are limited tonnages of 0.7 percent sulfur coal available at the present time but only in certain areas of the country.

4.1.3 No person shall cause or permit the emission or combustion of any refinery process gas stream or any other process gas stream that contains H_2S in concentration greater than 10 grains per 100 cubic feet of gas without removal of the hydrogen sulfide in excess of this concentration.

4.2 Sulfuric Acid Plants.

4.2.1 No person should cause or permit sulfur dioxide tail gas emissions from sulfuric acid manufacturing plants to exceed 6.5 lb./ton of acid produced. The tail gas acid mist emissions are not to exceed 0.5 lb./ton of acid produced and the sulfur trioxide emission are not to exceed 0.2 lb./ton of acid produced.

4.3 Sulfur Recovery Plants.

4.3.1 No person shall cause or permit the sulfur oxide emissions from a sulfur recovery plant to exceed 0.01 pounds per pound of sulfur processed.

NOTE: Processes are being offered commercially that are capable of meeting the above emission level for sulfur recovery plants. Approximately 99.5 percent of the sulfur processed must be recovered to meet this regulation.

4.4 Nonferrous Smelters.

4.4.1 No person shall cause or permit emissions of sulfur oxides from primary nonferrous smelters to exceed that set forth according to the following equations.

Copper smelters: $Y=0.2X$.
Zinc smelters: $Y=0.564X^{0.85}$.
Lead smelters: $Y=0.98X^{0.77}$.

Where X is the total sulfur fed to the smelter in lb./hr. and Y is the allowable sulfur emissions in lb./hr.

NOTE: This rule in effect, requires removal of about 90 percent of the input-sulfur to the smelter.

4.5 Sulfite Pulp Mills.

4.5.1 No person shall cause or permit the total sulfite pulp mill sulfur oxide emissions from blow pits, washer vents, storage tanks, digester relief, recovery system, etc. to exceed 9.0 lb. per air dried ton of pulp produced.

NOTE: This emission limit is being achieved with efficiently designed chemical recovery systems that are well integrated with the pulp mill and designed for maximum sulfur recovery.

V—CONTROL OF HYDROCARBON EMISSIONS FROM STATIONARY SOURCES

5.1 Storage of Volatile Organic Materials.

5.1.1 No person shall place, store, or hold in any stationary tank reservoir or other container of more than 40,000 gallons capacity any volatile organic compounds unless such tank, reservoir, or other container is a pressure tank capable of maintaining working pressures sufficient at all times to prevent vapor or gas loss to the atmosphere or is designed, and equipped with one of the following vapor loss control devices:

(a) A floating roof, consisting of a pontoon type, double deck type roof or internal floating cover, which will rest on the surface of the liquid contents and be equipped with a closure seal or seals to close the space between the roof edge and tank wall. This control equipment shall not be permitted if the volatile organic compounds have a vapor pressure of 11.0 pounds per square inch absolute or greater under actual storage conditions. All tank gauging or sampling devices shall be gas-tight except when tank gauging or sampling is taking place.

(b) A vapor recovery system, consisting of a vapor gathering system capable of collecting the volatile organic compound vapors and gases discharged and a vapor disposal system capable of processing such volatile organic vapors and gases so as to prevent their emission to the atmosphere and with all tank gauging and sampling devices gas-tight except when gauging or sampling is taking place.

(c) Other equipment or means of equal efficiency for purposes of air pollution control as may be approved by the Director.

(d) No person shall place, store, or hold in any stationary storage vessel more than 250-gallon capacity any volatile organic compound unless such vessel is equipped with a permanent submerged fill pipe or is a pressure tank as described in section 5.1.1 or is fitted with a vapor recovery system as described in section 5.1.1(b).

5.2 Volatile Organic Materials Loading Facilities.

5.2.1 No person shall load any volatile organic compounds into any tank, truck or trailer from any loading facility unless such loading facility is equipped with a vapor collection and disposal system or its equivalent, properly installed; in good working order; and in operation.

5.2.2 No person shall load any volatile organic compounds into any tank, truck or trailer unless such loading facility is equipped with a loading arm with a vapor collection adaptor, pneumatic, hydraulic, or other mechanical means shall be provided to force a vapor-tight seal between the adaptor and the hatch. A means shall be provided to prevent liquid organic compounds drainage from the loading device when it is removed from the hatch of any tank, truck or trailer, or to accomplish complete drainage before such removal. When loading is effected through means other than hatches, all loading and vapor lines shall be equipped with fittings which make vapor-tight connections and which close automatically when disconnected.

5.3 Volatile Organic Compound Water Separation.

5.3.1 No person shall use any compartment of any single or multiple compartment volatile organic compound water separation which compartment received effluent water containing 200 gallons a day or more of any equipment processing, refining, treating, storing, or handling volatile organic compounds unless such compartment is equipped with one of the following vapor loss control devices, properly installed, in good working order, and in operation:

(a) A container having all openings sealed and totally enclosing the liquid contents. All gauging and sampling devices shall be gas-tight except when gauging or sampling is taking place.

(b) A container equipped with a floating roof, consisting of a pontoon type, double deck type roof, or internal floating cover, which will rest on the surface of the contents and be equipped with a closure seal or seals to close the space between the roof edge and container wall. All gauging and sampling devices shall be gas-tight except when gauging or sampling is taking place.

(c) A container equipped with a vapor recovery system consisting of a vapor gathering system capable of collecting the hydrocarbon vapors and gases discharged and a vapor disposal system capable of processing such hydrocarbon vapors and gases so as to prevent their emission to the atmosphere and with all container gauging and sampling devices gas-tight except when gauging or sampling is taking place.

(d) A container having other equipment of equal efficiency for purposes of air pollution control as may be approved by the Director.

5.4 Pumps and Compressors.

All pumps and compressors handling volatile organic compounds shall have mechanical seals or other equipment of equal efficiency for purposes of air pollution control as may be approved by the Director.

5.5 Waste Gas Disposal.

5.5.1 No person shall emit a waste gas stream from any ethylene-producing plant into the atmosphere unless the waste gas stream is properly burned at 1,300° for 0.3 seconds or greater in a direct-flame afterburner equipped with an indicating pyrometer which is positioned in the working area at the operator's eye level or an equally effective catalytic vapor incinerator also with pyrometer.

5.5.2 No person shall emit hydrocarbon gases to the atmosphere from a vapor blowdown system unless these gases are burned by smokeless flares, or an equally effective control device as approved by the Director.

5.6 Organic Solvents.

5.6.1 A person shall not discharge more than 15 pounds of organic materials into the atmosphere in any one day from any article, machine, equipment, or other contrivance in which any organic solvent or any material containing organic solvent comes into contact with flame or is baked, heated-cured, or heat-jolymerized, in the presence of oxygen.

5.6.2 A person shall not discharge more than 40 pounds of organic material into the atmosphere in any one day from any article, machine, equipment, or other contrivance used under conditions other than described in section 5.6.1, for employing applying, evaporating or drying any photochemically reactive solvent, as defined in section 5.6.11, or material containing such solvent, unless all organic materials discharged from such article, machine, equipment or other contrivance have been reduced to not more than 40 pounds in any one day.

5.6.3 Any series of articles, machines, equipment or other contrivances designed for processing a continuously moving sheet, web, strip, or wire which is subjected to any combination of operations described in section 5.6.1 or 5.6.2 involving any photochemically reactive solvent, as defined in section 5.6.11, or material containing such solvent, shall be subject to compliance with section 5.6.2. Where only nonphotochemically reactive solvents or material containing only nonphotochemically reactive solvents are employed or applied, and where any portion or portions of said series of articles, machines, equipment, or other contrivances involves operations described in section 5.6.1, said portions shall be collectively subject to compliance with section 5.6.1.

5.6.4 Emissions of organic materials to the atmosphere from the cleanup with photochemically reactive solvents, as defined in section 5.6.11, of any article, machine, equipment, or other contrivance described in section 5.6.1, 5.6.2, or 5.6.3, shall be included with the other emissions of organic materials from that article, machines, equipment, or other contrivance for determining compliance with this rule.

5.6.5 Emissions of organic materials to the atmosphere as a result of spontaneously continuing drying of products for the first 12 hours after their removal from any article, machine, equipment, or other contrivance described in section 5.6.1, 5.6.2, or 5.6.3, shall be included with other emissions of organic materials from that article, machine, equipment, or other contrivance, for determining compliance with this rule.

5.6.6. Emissions of organic materials into the atmosphere required to be controlled by section 5.6.1, 5.6.2, or 5.6.3, shall be reduced by:

(a) Incineration, provided that 90 percent or more of the carbon in the organic material being incinerated is oxidized to carbon dioxide, or

(b) Adsorption, or

(c) Processing in a manner determined by the Director to be not less than effective than (a) or (b) above.

5.6.7 A person incinerating, adsorbing, or otherwise processing organic materials pur-

suant to this rule shall provide, properly install, and maintain in calibration, in good working order and in operation, devices as specified in the authority to construct or the permit to operate, or as specified by the Director, for indicating temperatures, pressures, rates of flow, or other operating conditions necessary to determine the degree and effectiveness of air pollution control.

5.6.8 Any person using organic solvents or any materials containing organic solvents shall supply the Director, upon request and in the manner and form prescribed by him, written evidence of the chemical composition, physical properties, and amount consumed for each organic solvent used.

5.6.9 The provisions of this rule shall not apply to:

(a) The manufacture of organic solvents, or the transport or storage of organic solvents or materials containing organic solvents.

(b) The use of equipment for which other requirements are specified by 5.1, 5.2, 5.3, or which are exempt from air pollution control requirements by said rules.

(c) The spraying or other employment of insecticides, pesticides, or herbicides.

(d) The employment, application, evaporation, or drying of saturated halogenated hydrocarbons, or perchloroethylene.

5.6.10 For the purposes of this rule, organic solvents include diluents and thinners and are defined as organic materials which are liquids at standard conditions and which are used as dissolvers, viscosity reducers, or cleaning agents.

5.6.11 For the purposes of this rule, a photochemically reactive solvent is any solvent with an aggregate of more than 20 percent of its total volume composed of the chemical compounds classified below or which exceeds any of the following individual percentage composition limitations, referred to the total volume of solvent:

(a) A combination of hydrocarbons, alcohols, adehydes, esters, ethers, or ketones having an olefinic or cyclo-olefinic type of unsaturation: 5 percent;

(b) A combination of aromatic compounds with either or more carbon atoms to the molecule except ethylbenzene: 8 percent;

(c) A combination of ethylbenzene, ketones having branched hydrocarbon structures, trichloroethylene or toluene: 20 percent.

Whenever any organic solvent or any constituent of an organic solvent may be classified from its chemical structure into more than one of the above groups of organic compounds, it shall be considered as a member of the most reactive chemical group, that is, that group having the least allowable percent of the total volume of solvents.

5.6.12 For the purposes of this rule, organic materials are defined as chemical compounds of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, etallic carbides, etallic carbonates, and ammonium carbonate.

5.7 Architectural Coatings.

5.7.1 A person shall not sell or offer for sale for use in containers of 1-quart capacity or larger, any architectural coating containing photochemically reactive solvent, as defined in 5.6.11.

5.7.2 A person shall not employ, apply, evaporate, or dry any architectural coating, purchased in containers of 1-quart capacity or larger, containing photochemically reactive solvent, as defined, in 5.6.11.

5.7.3 A person shall not thin or dilute any architectural coating with a photochemically reactive solvent, as defined in 5.6.11.

5.7.4 For the purposes of this rule, an architectural coating is defined as a coating used for residential or commercial buildings and their appurtenances; or industrial buildings.

5.8 Disposal and Evaporation of Solvents.

A person shall not, during any one day, dispose of a total of more than 1½ gallons of any photochemically reactive solvent, as defined in 5.6.11, or of any material containing more than 1½ gallons of any such photochemically reactive solvent by any means which will permit the evaporation of such solvent into the atmosphere.

NOTE: These various rules on hydrocarbon emission control cover the principal stationary source of hydrocarbon emissions. The type of rules needed in a particular region will depend on the nature of source distribution.

VI—CONTROL OF CARBON MONOXIDE EMISSIONS

6.1 Process Equipment.

No person shall emit the carbon monoxide gases generated during the operation of a grey iron cupola, blast furnace, or basic oxygen steel furnace unless they are burned at 1,300° F. for 0.3 seconds or greater in a direct flame afterburner or equivalent device equipped with an indicating pyrometer which is positioned in the working area at the operator's eye level.

6.2 No person shall emit carbon monoxide waste gas stream from any catalyst regeneration of a petroleum cracking system, petroleum fluid coker, or other petroleum process into the atmosphere, unless the waste gas stream is burned at 1,300° F. for 0.3 seconds or greater in a direct-flame afterburner or boiler equipped with an indicating pyrometer which is positioned in the working area at the operator's eye level.

NOTE: Carbon monoxide emitted from open burning and incineration is controlled by other regulations.

VII—CONTROL OF NITROGEN OXIDES EMISSIONS

7.1 Combustion Sources.

7.1.1 No person shall cause or permit emissions of nitrogen oxides from an oil or gas-fired boiler with a capacity of 250 million B.t.u./hr. or more and completed before the effective date of this regulation in excess of 0.30 pounds per million B.t.u. of heat input per hour.

7.1.2 No person shall cause or permit emissions of nitrogen oxides from a coal-fired boiler with a capacity of 250 million B.t.u. per hour or more in excess of 0.9 pounds per million B.t.u. of heat input per hour.

NOTE: The proposed requirement for oil and gas-fired plants is about equivalent to 200 p.p.m. by volume at 3 percent oxygen. The requirement for coal-fired plants is about equivalent to 500 p.p.m. by volume. These levels are expected to be achieved by design and operation changes in firing boilers.

7.2 Nitric Acid Manufacture.

No person shall cause or permit the emission of nitrogen oxides from nitric acid manufacturing plants in excess of 5.8 pounds per ton of acid produced.

APPENDIX C—MAJOR POLLUTANT SOURCES

CHEMICAL PROCESS INDUSTRIES

Adipic acid.
Ammonia.
Ammonium nitrate.
Carbon black.[1]
Charcoal.[1]
Chlorine.
Detergent and soap.[1]
Explosives (TNT and nitrocellulose).[1]
Hydrofluoric acid.[1]
Nitric acid.
Paint and varnish manufacturing.[1]
Phosphoric acid.[1]
Phthalic anhydride.
Plastics manufacturing.[1]
Printing ink manufacturing.[1]
Sodium carbonate.[1]
Sulfuric acid.[1]
Synthetic fibers.
Synthetic rubber.
Terephthalic acid.

FOOD AND AGRICULTURAL INDUSTRIES

Alfalfa dehydrating.[1]
Coffee roasting.[1]
Cotton ginning.[1]
Feed and grain.[1]
Fermentation processes.
Fertilizers.[1]
Fish meal processing.
Meat smoke houses.[1]
Starch manufacturing.[1]
Sugar cane processing.[1]

METALLURGICAL INDUSTRIES

Primary metals industries:
- Aluminum ore reduction.[1]
- Copper smelters.[1]
- Ferroalloy production.[1]
- Iron and steel mills.[1]
- Lead smelters.[1]
- Metallurgical coke manufacturing.[1]
- Zinc.[1]

Secondary metals industries:
- Aluminum operations.[1]
- Brass and bronze smelting.[1]
- Ferro alloys.[1]
- Gray iron foundries.[1]
- Lead smelting.[1]
- Magnesium smelting.[1]
- Steel foundries.[1]
- Zinc processes.[1]

MINERAL PRODUCTS INDUSTRIES

Asphalt roofing.[1]
Asphaltic concrete batching.[1]
Bricks and related clay refractories.[1]
Calsium carbide.[1]
Castable refractories.[1]
Cement.[1]
Ceramic and clay processes.[1]
Clay and fly ash sintering.[1]
Coal cleaning.[1]
Concrete batching.[1]
Fiberglass manufacturing.[1]
Frit manufacturing.[1]
Glass manufacturing.[1]
Gypsum manufacturing.[1]
Lime manufacturing.[1]
Mineral wool manufacturing.[1]
Paperboard manufacturing.[1]
Perlite manufacturing.[1]
Phosphate rock preparation.[1]
Rock, gravel, and sand quarrying and processing.[1]

PETROLEUM REFINING AND PETROCHEMICAL OPERATIONS[1]

WOOD PROCESSING[1]

PETROLEUM STORAGE
(STORAGE TANKS AND BULK TERMINALS)

MISCELLANEOUS

Steam electric power plants.[1]
Municipal or equivalent incinerators.[1]
Open burning dumps.[1]

[1] Major sources of sulfur oxides and/or particulate matter.

APPENDIX D—(POLLUTANT) EMISSIONS INVENTORY SUMMARY, TONS/YR. (EXAMPLE REGIONS AND WHERE EMISSION LIMITATIONS ARE DEVELOPED)

---------- AIR QUALITY CONTROL REGION

DATA REPRESENTATIVE OF CALENDAR YEAR ---

Source category	County 1		State A: -----		State A: -----		State A: County N		State B [1]: State region total		State B [1]: Ditto	State B [1]: Region [1] total	
	ii	iii	ii	iii	ii	iii	ii	iii	ii	iii	Ditto	ii	iii
I. Fuel combustion—stationary sources:													
A. Residential fuel:													
1. Anthracite coal:													
a. Area sources													
b. Point sources													
2. Bituminous coal:													
a. Area sources													
b. Point sources													
3. Distillate oil:													
a. Area sources													
b. Point sources													
4. Residual oil:													
a. Area sources													
b. Point sources													
5. Natuarl gas:													
a. Area sources													
b. Point sources													
6. Wood:													
a. Area sources													
b. Point sources													
7. Other (specify):													
a. Area sources													
b. Point sources													
8. Total													
B. Commercial and institutional fuel:													
1. Anthracite coal:													
a. Area sources													
b. Point sources													
2. Bituminous coal:													
a. Area sources													
b. Point sources													
3. Distillate oil:													
a. Area sources													
b. Point sources													
4. Residual oil:													
a. Area sources													
b. Point sources													
5. Natural Gas:													
a. Area sources													
b. Point sources													
6. Wood:													
a. Area sources													
b. Point sources													
7. Other (specify):													
a. Area sources													
b. Point sources													
8. Total													
C. Industrial fuel:													
1. Anthracite coal:													
a. Area sources													
b. Point sources													
2. Bituminous coal:													
a. Area sources													
b. Point sources													
3. Coke:													
a. Area sources													
b. Point sources													
4. Distillate oil:													
a. Area sources													
b. Point sources													
5. Residual oil:													
a. Area sources													
b. Point sources													

APPENDIX D—(POLLUTANT) EMISSIONS INVENTORY SUMMARY, TONS/YR. (EXAMPLE REGIONS AND WHERE EMISSION LIMITATIONS ARE DEVELOPED)—Continued

Source category	County 1		State A: -----		State A: County N		State B [1]: State region total		State B [1]: Ditto	State B [1]: Region [1] total	
	ii	iii	ii	iii	ii	iii	ii	iii	Ditto	ii	iii
I. Fuel combustion—stationary sources—Continued											
C. Industrial fuel—Continued											
6. Natural gas:											
a. Area sources											
b. Point sources											
7. Process gas:											
a. Area sources											
b. Point sources											
8. Other (specify):											
a. Area sources											
b. Point sources											
9. Total											
D. Steam-electric power plant fuel (point sources only):											
1. Anthracite coal											
2. Bituminous coal											
3. Coke											
4. Distillate oil											
5. Residual oil											
6. Natural gas											
7. Process gas											
8. Other (specify)											
9. Total											
E. Total stationary fuel combustion											
II. Process losses:											
A. Area sources [iv]											
B. Point sources											
1. Chemical process industries											
2. Food and agricultural industries											
3. Metallurgical industries											
4. Mineral products industries											
5. Petroleum refining and petrochemical operations											
6. Wood processing											
7. Petroleum storage											
C. Total process losses											
III. Solid waste disposal:											
A. Incineration:											
1. On-site:											
a. Area sources											
b. Point sources											
2. Municipal, etc.:											
a. Area sources											
b. Point sources											
B. Open burning:											
1. On-site:											
a. Area sources											
b. Point sources											
2. Dumps:											
a. Area sources											
b. Point sources											
C. Other (specify):											
1. Area sources											
2. Point sources											
D. Total solid waste disposal.											

See footnotes at end of table.

APPENDIX D—(POLLUTANT) EMISSIONS INVENTORY SUMMARY, TONS/YR. (EXAMPLE REGIONS AND WHERE EMISSION LIMITATIONS ARE DEVELOPED)—Continued

Source category	State A						State B [1]				
	County 1		------	------	County N		State region total		Ditto	Region [1] total	
	[ii]	[iii]	[ii]	[iii]	[ii]	[iii]	[ii]	[iii]	Ditto	[ii]	[iii]
IV. Transportation (area sources only):											
A. Motor vehicles:											
1. Gasoline powered [v]											
2. Diesel powered											
B. Off-highway fuel usage											
C. Aircraft											
D. Railroads											
E. Vessels											
F. Gasoline handling evaporative losses [vi]											
G. Other (specify)											
H. Total transportation											
V. Miscellaneous (area sources only):											
A. Forest fires											
B. Structural fires											
C. Coal refuse burning											
D. Agricultural burning											
E. Other (specify)											
F. Total miscellaneous											
VI. Grand totals											
A. Area sources											
B. Point sources											
C. Total											

[1] Included only if interstate region.
[ii] "Existing Emissions".
[iii] "Emissions Achieved" with control regulations of implementation plans. Must be submitted in example regions and where emission limitations are developed.
[iv] For hydrocarbons only, would include emissions for surface coating operations, dry cleaning, degreasing operations, etc., unless considered point sources.
[v] For hydrocarbons, would include vehicle evaporative losses.
[vi] For hydrocarbons only, would include losses from filling tank trucks, service station tanks, and automobile tanks.

APPENDIX E—POINT SOURCE DATA

(Does not need to be submitted with implementation plan but must be available for inspection by the Administrator, EPA.)

I. General Source Information.
A. Establishment name and address.
B. Person to contact on air pollution matters and telephone number.
C. Average number of employees.
D. Standard Industrial Classification (S.I.C.) Codes.
E. Land area at plant location, if available.
F. Operating Schedule:
1. Percent of annual production by season.
2. Days of week normally in operation.
3. Shifts or hours of day normally in operation.
4. Number of days per year in operation.
G. Year in which data are recorded.
H. Future activities, if available (e.g., addition of new or expansion of existing facilities, changes in production rate, installation of control equipment, phasing out of equipment, fuel change, etc.).
I. Map or general layout of large complex plants showing locations of various facilities, if available.[1]
II. Fuel Combustion.
A. Number of boilers.
B. Type of fuel burning equipment for each boiler.
C. Rated and/or maximum capacity of each boiler, 10^6 B.t.u./hr.
D. Types of fuel burned, quantities and characteristics.
1. Type of each fuel used and place of origin.
2. Maximum and average quantity per hour.
3. Quantity per year.
4. Sulfur content (as received), percent.
5. Ash content (as received), percent.
6. Heat content (as received), B.t.u./unit of measure.
7. Estimate of future usage, if available.
E. Percent used for space heating and process heat.
F. Air pollution control equipment (existing and proposed):
1. Type.
2. Collection efficiency (design and actual), percent.
G. Stack data:
1. List stacks by boilers served.
2. Location of stacks by grid coordinates (Universal Transverse Mercator, UTM, or equivalent).[1]
3. Stock height, ft.
4. Stack diameter (inside, top), ft.
5. Exit gas temperature, °F.
6. Exit gas velocity, f.p.s.
H. Emission data:
1. Based on emission factors.
2. Estimate of emissions by the source.
3. Results of any stack tests conducted.
III. Manufacturing Activities (Process Losses).
A. Process name or description of each product.
B. Flow diagram of each process indicating equipment capacities.
C. Quantity of raw materials used and handled for each product, maximum quantity per hour, and average quantity per year.
D. Quantity of each product manufactured, maximum quantity per hour, and average quantity per year.
E. Description of annual, seasonal, monthly, weekly, and daily operating cycle including downtime for maintenance and repairs.
F. Air pollution control equipment in use (existing and proposed):
1. Type.
2. Collection efficiency (design and actual), percent.

[1] Required only when diffusion modeling is utilized.

G. Stock data:
1. List of stacks by equipment served.
2. Location of stacks by grid location (UTM or equivalent).[1]

[1] Required only when diffusion modeling is utilized.

3. Stock height, ft.
4. Stack diameter (inside, top), ft.
5. Exit gas temperature, °F.
6. Exit gas velocity, f.p.s.
H. Emission data:
1. Based on emission factors.
2. Estimate of emissions by the source.
3. Results of any stack tests conducted.
IV. Solid Waste Disposal.
A. Amount and description of solid waste generated, quantity per year.
B. Percent of total that is combustible.
C. Method of disposal (on-site or off-site).
D. Description of on-site disposal method, if applicable (incineration, open burning, landfill, etc.) including maximum quantities disposed per hour and average quantities disposed per year and actual operating schedule.
1. Location of the source by a grid system (UTM or equivalent).[1]
2. If method of disposal is by an incinerator, include the following information:
a. Auxiliary fuel used.
b. Air pollution control equipment (existing and proposed):
(1) Type.
(2) Collection efficiency (actual and design), percent.
c. Stack data:
(1) List stacks by furnaces served.
(2) Stack height, ft.
(3) Stack diameter (inside, top), ft.
(4) Exit gas temperature, °F.
(5) Exit gas velocity, f.p.s.
(6) Exit gas moisture content, percent if available.
3. Emission data:
a. Based on emission factors.
b. Estimate of emissions by the source.
c. Results of any stack tests conducted.

APPENDIX F—AREA SOURCE DATA [1]

(Does not need to be submitted with implementation plan but must be available for inspection by the Administrator, EPA)
Grid Coordinate (lower left-hand corner) ------—------, UTM or equivalent.[2]
Average Stack Height of Sources—------.[3]
I. Fuel Combustion—Stationary Sources (includes sulfur and ash content of fuels, if applicable).
A. Residential Fuel:
1. Anthracite Coal (plus type and size of unit)[4]—tons/year.
2. Bituminous Coal (plus type and size of unit)—tons/year.
3. Distillate Oil (plus type and size of unit)—10^3 gal./year.
4. Residual Oil (plus type and size of unit)—10^3 gal./year.
5. Natural Gas (plus type and size of unit)—10^6 cu.-ft./year.
6. Wood—tons/year.
7. Other—please specify.

[1] Emissions data for all source categories and subcategories listed below would be summarized in the implementation plans as is in Appendix D or G.
[2] Data would be required on a grid basis only when diffusion modeling is utilized. For proportional model technique, data must be available only on a county basis.
[3] Required only when diffusion modeling is utilized.
[4] Average type and size for each category. This is used as the basis for selection of average emission factor.

B. Commercial and Institutional Fuel.
1. Anthracite Coal (plus type and size of unit)—tons/year.
2. Bituminous Coal (plus type and size of unit)—tons/year.
3. Distillate Oil (plus type and size of unit)—10^3 gal./year.
4. Residual Oil (plus type and size of unit)—10^3 gal./year.
5. Natural Gas (plus type and size of unit)—10^6 cu.-ft./year.
6. Wood—tons/year.
7. Other—please specify.
C. Industrial Fuel:
1. Anthracite Coal (plus type and size of unit)—tons/year.
2. Bituminous Coal (plus type and size of unit)—tons/year.
3. Coke (plus type and size of unit)—tons/year.
4. Distillate Oil (plus type and size of unit)—10^3 gal/year.
5. Residual Oil (plus type and size of unit)—10^3 gal/year.
6. Natural Gas (plus type and size of unit)—10^6 cu.-ft./year.
7. Wood—tons/year.
8. Other—please specify.
II. Process Losses (hydrocarbons only).
A. Surface coating operations, dry cleaning, degreasing operations, etc., unless considered as point sources—appropriate basis for emission estimate
III. Solid Waste Disposal.
A. On-site incineration (plus type of unit)—tons/year.
B. Open burning—tons/year.
C. Other—specify.
IV. Transportation.
A. Gasoline-powered motor vehicles—appropriate basis for emission estimate, including hydrocarbon evaporative losses.
B. Diesel-powered motor vehicles—appropriate basis for emission estimate.
C. Off-highway fuel usage—10^3 gal/year.
D. Aircraft—number of flights per year per type of aircraft.
E. Railroads—10^3 gal diesel oil/year.
F. Vessels—10^3 gal. oil/year, tons of coal/year, or tons of wood/year (includes sulfur and ash content of fuel, if applicable).
G. Gasoline handling evaporative losses—appropriate basis for hydrocarbon emission estimate from filling tank trucks, service station tanks, and automobile tanks.
H. Other—specify.
V. Miscellaneous.
A. Forest fires—appropriate basis for emission estimate.
B. Structural fires—appropriate basis for emission estimate.
C. Coal refuse burning—appropriate basis for emission estimate.
D. Agricultural burning—appropriate basis for emission estimate.
E. Other—specify.

APPENDIX G—(POLLUTANT) EMISSIONS INVENTORY SUMMARY, TONS/YR. (REGIONS WHERE EMISSION LIMITATIONS ARE NOT DEVELOPED)

---------- AIR QUALITY CONTROL REGION

DATA REPRESENTATIVE OF CALENDAR YEAR ____

Source category	State A			State B[i]		
	County 1	----------	County N	State region total	Ditto	Regional i total
	[ii]	[ii]	[ii]	[ii]	Ditto	[ii]
I. Fuel combustion—Stationary sources:						
A. Area sources [iii]						
B. Point sources						
C. Total						
II. Process losses:						
A. Area sources [iii, iv]						
B. Point sources						
1. Chemical process industries						
2. Food and agricultural industries.						
3. Metallurgical industries						
4. Mineral products industries						
5. Petroleum refining and petrochemical operations.						
6. Wood processing						
7. Petroleum storage						
C. Total						
III. Solid waste disposal:						
A. Area sources [iii]						
B. Point sources						
C. Total						
IV. Transportation: (Area Sources only) [iii, v]						
V. Miscellaneous: (Area Sources only) [iii]						
VI. Grand totals:						
A. Area sources [iii]						
B. Point sources						
C. Total						

[i] Included only if interstate region.
[ii] Existing Emissions.
[iii] If not available, does not need to be submitted for Priority III regions.
[iv] For hydrocarbons only, would include emissions for surface coating operations, dry cleaning, degreasing operations, etc., unless considered point sources.
[v] For hydrocarbons would include vehicle evaporative losses and losses from filling tank trucks, service station tanks, and automobile tanks.

APPENDIX H—AIR QUALITY DATA SUMMARY

Pollutant	Sampling site location [1]	Sampling interval (months)	Start date	End date	Number of samples	Maximum 1-hour	Maximum 3 hours, 6-9 a.m.	Maximum 8 hours	Maximum 24 hours	Annual arith. mean	Std. dev.	Annual geo. mean	Geo. std. dev.
Particulate matter	X	X	X	X	X				X	X	X	X	X
Sulfur oxides (as SO_2)	X	X	X	X	X				X	X	X	X	X
Nitrogen dioxide	X	X	X	X	X					X	X	X	X
Photo-chemical oxidants	X	X	X	X	X	X				X	X	X	X
Carbon monoxide	X	X	X	X	X	X		X		X	X	X	X
Hydrocarbons	X	X	X	X	X		X			X	X	X	X

X=Data or information required.
[1] UTM Grid coordinate or equivalent.

APPENDIX I—PROJECTED MOTOR VEHICLE EMISSIONS

The assumptions listed below were made in calculating the projected national urban emissions from motor vehicles as shown in Figures 1–3.

a. Emission factors are based on the new Federal test procedure (1), which has an average route speed of 18 miles per hour.

b. Emission control devices are assumed to just meet present and proposed standards when new, but deteriorate with age. Deterioration factors are adopted from data given in Reference 2.

c. Increases in urban vehicle-miles of travel for automobiles from Reference 3.

d. Distribution of automobiles by age from Reference 4.

e. Relative miles of travel for automobiles (i.e., new cars are driven more than older ones) from Reference 5.

f. Vehicle-mile projections for trucks from Reference 6.

g. Efficiency of retrofit devices is based on data reported by General Motors Corp., Reference 7, Ford Motor Co., Reference 8, and Chrysler Corp., Reference 9 for the retrofits kits supplied by each manufacturer. The Ford and Chrysler figures also include the effect of a tuneup. The following reduction figures are considered representative of emission reduction capabilities of retrofit devices:

HC—50%
CO—37%
NO_x—40%

Retrofit was considered only for pre-1968 automobiles. These devices were assumed to deteriorate in the same way as factory-installed control devices.

Figures 1–3 can be used to approximate air quality levels resulting from the Federal Motor Vehicle Control Program and retrofitting of all pre-1968 automobiles. The following equation calculates the expected air quality concentration for any given year.

$$A.Q._1 = A.Q._0 \left[\frac{(E_1)}{E_0} F_0 + (1 - F_0)(GF) \right]$$

where:

Subscripts 0 and 1 denote the base year and future year of interest, respectively.

A.Q.=Air quality (measured or estimated) in region.

E=Normalized emissions from Figures 1–3.

F=Fraction of motor vehicle emissions to total emissions of each pollutant in region.

GF=Growth factor for emission increases from stationary sources.

This equation can be applied directly for carbon monoxide and also for nitrogen dioxide (if all nitrogen oxides emissions are assumed to be measured as nitrogen dioxide). Use of this equation to calculate future photochemical oxidant levels requires an assumption as to how photochemical oxidant varies with hydrocarbon levels. If it is assumed that any increase or decrease in hydrocarbon emissions will result in a proportional increase or decrease in photochemical oxidant, then the equation can be used relatively easily. The emission data (E, F, and GF) should be for hydrocarbons, while the base year air quality should be measured photochemical oxidant concentrations. From the estimated photochemical oxidant air quality, the percent hydrocarbon reduction necessary to achieve the national ambient air quality standard is obtained from Appendix J.

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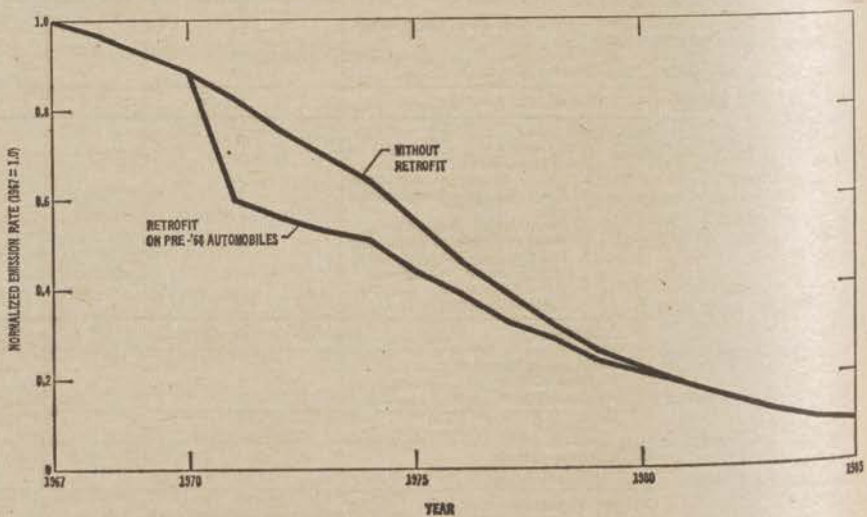


Figure 1. Projected national urban normalized hydrocarbon emissions.

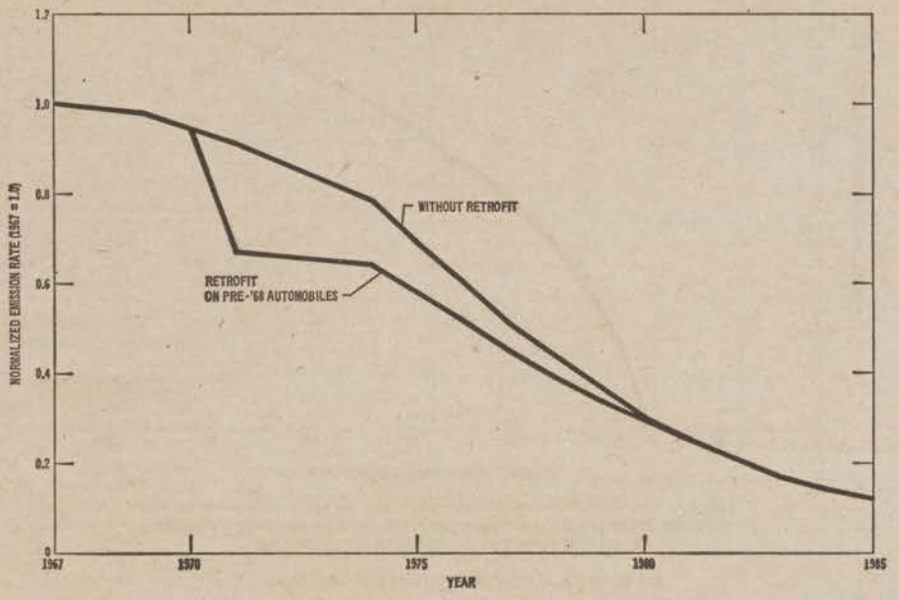


Figure 2. Projected national urban normalized carbon monoxide emissions.

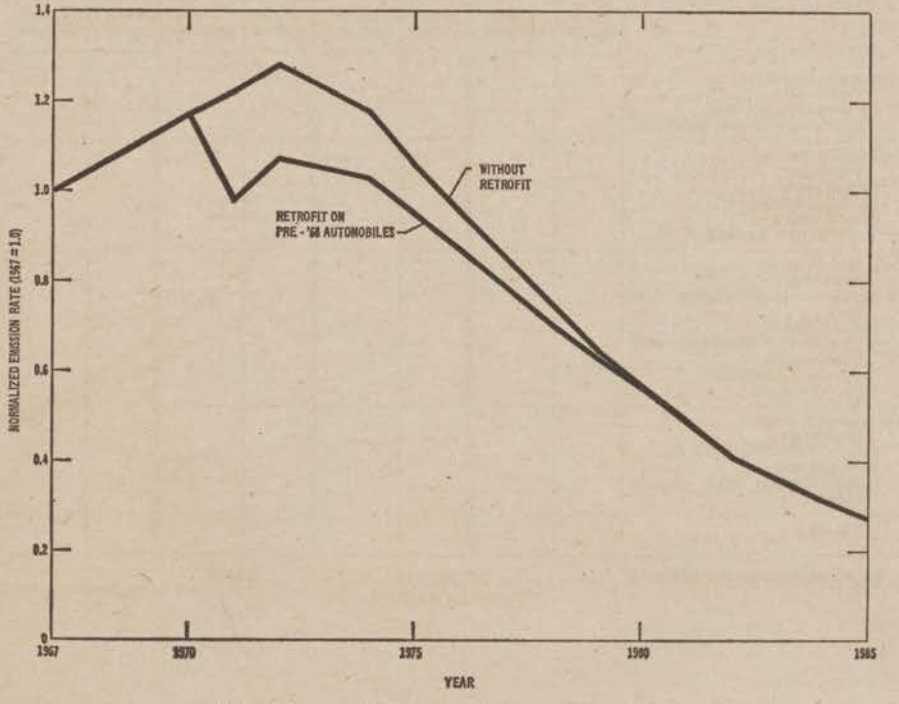


Figure 3. Projected national urban normalized nitrogen oxides emissions.

APPENDIX J—REQUIRED HYDROCARBON EMISSION CONTROL AS A FUNCTION OF OXIDANT CONCENTRATION

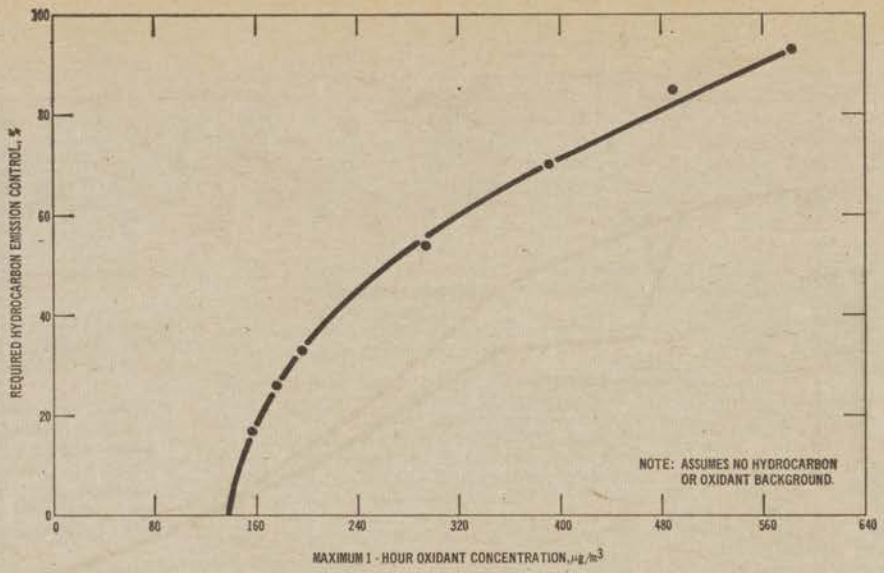


Figure 1. Required hydrocarbon emission control as a function of oxidant concentration.

REFERENCE: AIR QUALITY CRITERIA FOR NITROGEN OXIDES, ENVIRONMENTAL PROTECTION AGENCY, AIR POLLUTION CONTROL OFFICE, WASHINGTON, D.C., JANUARY 1971

APPENDIX K—CONTROL AGENCY FUNCTIONS

Man-year estimates by function for State of _____ portion of _____ AQCR.

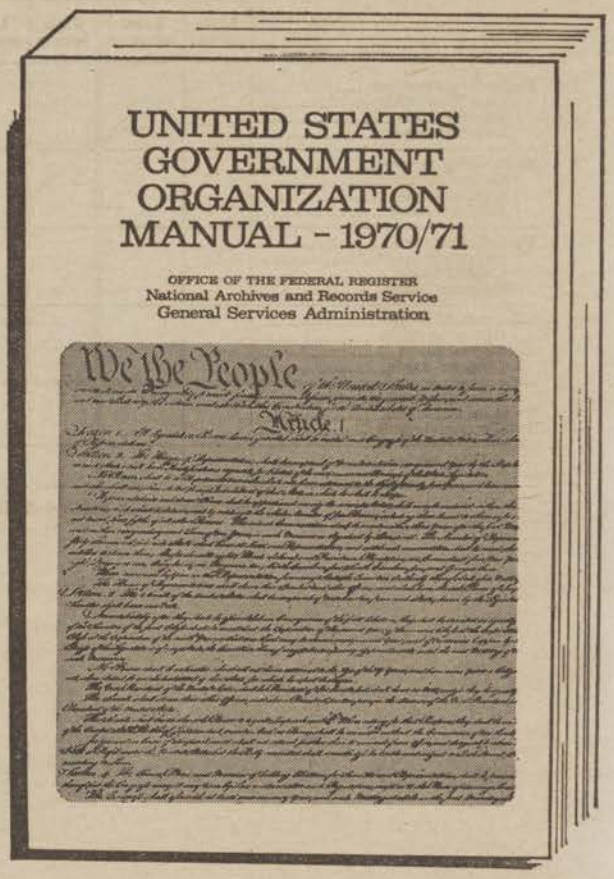
Function	Year							
	Present							
	State agency	Local agencies	State agency	Local agencies	State agency	Local agencies	State agency	Local agencies
Enforcement services								
(Subtotal)								
Scheduled inspections								
Complaints and field patrol								
Engineering services								
(Subtotal)								
Permit system								
Emission estimates								
Source testing								
Reports, new legislation, etc.								
Technical services								
(Subtotal)								
Operation of monitoring network								
Special studies								
Instrument Calibration and Maintenance								
Laboratory operations								
Data processing								
Management services								
(Subtotal)								
Policy, P/R, Strategies, etc.								
Staff training								
Administrative and clerical support								
Totals								

Fund estimates for State of _____ portion of _____ AQCR.
(Funds in $1,000)

Function	Year							
	Present							
	State Agency	Local agencies	State agency	Local agencies	State agency	Local agencies	State agency	Local agencies
Enforcement services								
Operating funds								
Capital funds								
Contract funds								
Engineering services								
Operating funds								
Capital funds								
Contract funds								
Technical services								
Operating funds								
Capital funds								
Contract funds								
Management services								
Operating funds								
Capital funds								
Contract funds								
Total operating funds								
Total capital funds								
Total contract funds								
Total funds								

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