flight examiner but also from other occupants, such as that named, authorized by the examiner.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all matter presented.

Paragraph (a) of § 61.27, as a recodification of § 20.13 of Part 20 of the Civil Air Regulations inadvertently omitted a clear indication that an applicant for a certificate or rating under Part 61 (other than an airline transport or lighter-than-air pilot certificate or rating) who fails a written test may apply, in the alternative, (1) after 30 days or (2) upon presenting a statement of readiness from the specified ground or flight instructor. Prior to recodification, these requirements were in the alternative, as evidenced by § 20.13, and this is now implemented by the addition of the word "or" in paragraph (a)(1) of § 61.27 to clearly indicate this intention.

In consideration of the foregoing, Part 61 of the Federal Aviation Regulations is amended, effective September 1, 1965, as follows:

1. By adding a new § 61.26 to read as follows:

§ 61.26 Flight tests; status of FAA inspectors and other authorized flight examiners.

An FAA inspector or other authorized flight examiner conducts the flight test of an applicant for a pilot certificate or rating for the purpose of observing the applicant's ability to perform satisfactorily the procedures and maneuvers on the flight test. The inspector or other examiner is not pilot in command of the aircraft during the flight test unless he acts in that capacity for the flight, or portion of the flight, by prior arrangement with the applicant or other person who would otherwise act as pilot in command of the flight, or portion of the flight. Notwithstanding the type of aircraft used during a flight test, the applicant and the inspector or other examiner are not, with respect to each other (or other occupants authorized by the inspector or other examiner), subject to the requirements or limitations for the carriage of passengers specified in this chapter.

2. By adding the word "or" at the end of paragraph (a)(1) of § 61.27.

(Secs. 313(a), 601, and 602 of the Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1422)

Issued in Washington, D.C., on June 28, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-6999; Filed, July 2, 1965; 8:45 a.m.]

[Regulatory Docket No. 3038; Amdt. 91-22]

PART 91—GENERAL OPERATING AND FLIGHT RULES

Emergency Exits for Airplanes Carrying Passengers for Hire

The purpose of this amendment to Part 91 of the Federal Aviation Regulations is to set forth more definitive rules concerning the number of additional occupants that may be carried on a transport category airplane carrying passengers for hire for each additional approved exit installed, to provide for a corresponding decrease for each such exit eliminated, and to specify the order in which existing exits may be eliminated.

This amendment is based on a notice of proposed rule making (Notice 64-1) issued on January 3, 1964, and published in the FEDERAL REGISTER on January 10, 1964 (29 F.R. 266).

As stated in Notice 64-1, the Agency believes that the present requirements of § 91.47 (formerly Special Civil Air Regulation SR-369B) have proved to be inadequate for several reasons such as—

(1) The necessity to determine "comparability" with Type II or Type IV exits prescribed in section 25.807 (former CAR § 4b.362); and

(2) The equal weight given to exits of unequal effectiveness in determining the additional number of occupants authorized.

The Agency proposed to amend these provisions so that in determining the additional number of occupants authorized for each added exit effect would be given to factors such as exit size, location, and access to the main aisle. For example, the Agency proposed to allow 12 additional occupants for each additional floor level exit whereas for the less effective window exits either 8 or 5 additional occupants would be authorized depending on whether the exit was over a wing.

Except for the specific comments hereinafter discussed, all of the comments received were favorable to the proposed amendment.

One comment objected to permitting any increase in passenger occupancy based on the addition of window-type exits. This commentator also objected to permitting increased occupancy based on additional door-type exits unless each such exit is manned by a qualified flight attendant. The Agency agrees that window-type exits are much less effective than door-type exits and this amendment reflects this belief by allowing only 5 or 8 additional occupants for each such exit as compared to 12 additional occupants for a door-type exit. However, the Agency does not agree that no consideration should be given to additional window-type exits since such exits have proved to be of value in actual emergencies and in emergency evacuation demonstrations that were made in connection with the recent general amendments on that subject (Amendments 25-1, 91-13, and 121-2, published in the FEDERAL REGISTER on March 9, 1965, 30 F.R. 3200). These amendments also require the fitting of ropes or an equivalent approved device at such exits to facilitate emergency egress.

With regard to floor level exits, current regulations (§ 121.309) require a chute or equivalent device suitable for rapid evacuation of passengers for each such exit. However, the Agency does not agree that a flight attendant should be required for each floor level exit. As pointed out in response to a similar comment made in connection with the recent emergency evacuation amendments, in survivable accidents one or more flight crewmembers likely would be available to assist in the emergency evacuation of occupants.

One comment proposed that a provision be added prohibiting the removal of any approved exit that would be required by the current applicable transport category airworthiness standards (FAR § 25.807). It was stated that this change would assure that progress already made would not be lost and that the minimum level of safety would continue to be provided. The Agency does not agree that such a complete prohibition is necessary but rather believes that the priority schedule for removal of exits included in this amendment will accomplish basically the same purpose.

One commentator stated that this amendment should not be adopted unless there is an effective regulatory requirement for evacuation demonstration of the kind and quality suggested by the same commentator in connection with the emergency evacuation amendment referred to above. The Agency believes that with the adoption of the emergency evacuation amendment there are now such realistic regulatory requirements.

One commentator addressed two comments to alleged deficiencies in current regulations that are outside the scope of this notice and that would require further regulatory action. However, the Agency believes that the recent emergency evacuation amendment will overcome the first of these alleged deficiencies since any seating configuration that would prevent compliance with the evacuation demonstration requirements would necessary have to be changed. The second alleged deficiency relates to the present exit requirements of § 25.807. Since this comment is outside the scope of this amendment, it will be considered by the Agency in connection with current studies it is making to determine whether further regulatory action is needed in that area.

In addition the word "effective", which was inadvertently omitted when the section was recodified, is being inserted in the parenthetical clause in paragraph (a). This amendment makes it clear that this section also applies to each large airplane type certificated after April 8, 1957, on the basis of an application submitted before that date.

Interested persons have been afforded an opportunity to participate in the making of this regulation and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, § 91.47 of Part 91 of the Federal Aviation Regulations is hereby amended effective August 2, 1965, to read as follows:

§ 91.47 Emergency exits for airplanes carrying passengers for hire.

(a) Notwithstanding any other provision of this chapter, no person may operate a large airplane (type certificated under the Civil Air Regulations effective before April 9, 1957) in passenger-carrying operations for hire, with more than the number of occupants:

(1) Allowed under Civil Air Regulation § 4b.362(a), (b), and (c) of this chapter, as in effect on December 20, 1951; or

(2) Approved under Special Civil Air Regulations SR-387, SR-389, SR-389A, or SR-389B, or under this section as in effect.

However, an airplane type listed in the following table may be operated with up to the listed number of occupants (including crewmembers) and the corresponding number of exits (including emergency exits and doors) approved for the emergency exit of passengers or with an occupant-exit configuration approved under paragraph (b) or (c) of this section:

Airplane type	Maximum number of occupants including all crewmembers	Corresponding number of exits authorized for passenger use
B-307	61	4
B-377	96	9
C-46	67	4
CV-240	53	6
CV-340 and CV-440	53	6
DC-3	35	4
DC-3(Super)	39	5
DC-4	86	5
DC-6	87	7
DC-6B	112	11
L-18	17	3
L-049, L-649, L-749	87	7
L-1049 series	96	9
M-202	53	6
M-404	53	7
Viscount 700 series	53	7

(b) Occupants in addition to those authorized under paragraph (a) of this section may be carried as follows:

(1) For each additional floor-level exit at least 24 inches wide by 48 inches high, with an unobstructed 20-inch wide access aisleway between the exit and the main passenger aisle: 12 additional occupants.

(2) For each additional window exit located over a wing that meets the requirements of the airworthiness standards under which the airplane was type certificated or that is large enough to inscribe an ellipse 19 x 26 inches: Eight additional occupants.

(3) For each additional window exit that is not located over a wing but that otherwise complies with subparagraph (2) of this paragraph: Five additional occupants.

(4) For each airplane having a ratio (as computed from the table in paragraph (a) of this section) of maximum number of occupants to number of exits greater than 14:1, and for each airplane that does not have at least one full-size door-type exit in the side of the fuselage in the rear part of the cabin, the first additional exit must be a floor-level exit that complies with subparagraph (1) of this paragraph and must be located in the rear part of the cabin on the opposite side of the fuselage from the main entrance door. However, no person may operate an airplane under this section carrying more than 115 occupants unless there is such an exit on each side of the fuselage in the rear part of the cabin.

(c) No person may eliminate any approved exit except in accordance with the following:

(1) The previously authorized maximum number of occupants must be reduced by the same number of additional occupants authorized for that exit under this section.

(2) Exits must be eliminated in accordance with the following priority schedule: First, non-over-wing window exits; second, over-wing-window exits; third, floor-level exits located in the forward part of the cabin; fourth, floor-level exits located in the rear of the cabin.

(3) At least one exit must be retained on each side of the fuselage regardless of the number of occupants.

(4) No person may remove any exit that would result in a ratio of maximum number of occupants to approved exits greater than 14:1.

(d) This section does not relieve any person operating under Part 121 of this chapter from complying with § 121.291 of this chapter.

(Secs. 313(a), 603, and 604 of the Federal Aviation Act of 1958; 49 U.S.C. 1354, 1423, 1424)

Issued in Washington, D.C., on June 28, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-7000; Filed, July 2, 1965; 8:45 a.m.]

Title 26—INTERNAL REVENUE

Chapter II—Tax Court of the United States

PART 701—RULES OF PRACTICE

Admission to Practice

Section 701.2, as amended, is as follows:

§ 701.2 Admission to practice.

(a) An applicant who establishes to the satisfaction of the Court that he or she is a citizen of the United States, of good moral character and repute, and possessed of the requisite qualifications to represent others in the preparation and trial of cases, may be admitted to practice before the Court subject to the specific requirements stated hereafter in this section.

(b) Each application must be on the form provided by the Court. Application forms and other necessary information will be furnished upon request addressed to the Admissions Clerk of this Court, Box 70, Washington, D.C., 20044.

(c) An attorney at law may be admitted to practice upon filing with the Admissions Clerk a completed application accompanied by the admission fee of $10 and a current certificate from the Clerk of the appropriate court, showing that the applicant has been admitted to practice before and is a member in good standing of the Bar of the Supreme Court of the United States, or of the highest or other appropriate court of any State, or territory, or of the District of Columbia. A current court certificate is one executed within 60 calendar days preceding the date of the filing of the application.

(d) An applicant, not an attorney at law, as a condition of being admitted to practice, must pass a written examination given by the Court and the Court may require such person, in addition, to take an oral examination. Any person who has thrice failed such examinations shall not thereafter be eligible to take another examination for admission.

(e) An applicant for admission by examination must be sponsored by at least three persons theretofore admitted to practice before this Court, and each sponsor must send a letter of recommendation directly to the Admissions Clerk of the Court where it will be treated as a confidential communication. The sponsor shall send in his letter promptly, stating therein fully and frankly the extent of his acquaintance with the applicant, his opinion of the moral character and repute of the applicant, and his opinion of the qualifications of the applicant to practice before this Court. The Court may in its discretion accept an applicant with less than three such sponsors.

(f) The Court will hold a written examination for applicants at its offices in Washington, D.C., on the last Wednesday in October of each year, and at such other times and places as it may designate. The Court will notify each applicant, whose application is in order, of the time and place at which he is to present himself for examination, and the applicant must present that notice to the examiner as his authority for taking an examination. An applicant seeking to qualify by examination must accompany his application with a fee of $15.

(g) A check or money order, submitted in payment of a required admission fee, shall be made payable to the "Treasurer of the United States."

(h) Upon approval of an application for admission and the taking and subscribing of an oath or affirmation in such form as may be prescribed by the Court, each applicant shall be admitted and shall thereupon be entitled to a certificate of admission.

(i) Corporations and firms will not be admitted or recognized.

(j) Practitioners before this Court shall carry on their practice in accordance with the letter and spirit of the canons of professional ethics as adopted by the American Bar Association.

(k) The Court may deny admission to, suspend, or disbar any person who in its judgment does not possess the requisite qualifications to represent others, or who is lacking in character, integrity, or proper professional conduct. No person shall be suspended for more than 60 days or disbarred until he has been afforded an opportunity to be heard. A Judge of the Court may immediately suspend any person for not more than 60 days for contempt or misconduct during the course of any trial or hearing.

(l) The Court may require any practitioner before it to furnish a statement under oath of the terms and circumstances of his employment in any case. (See § 701.24.)

(m) Each person admitted to practice before the Court shall promptly notify the Admissions Clerk of any change in office address for mailing purposes.

Effective: September 1, 1965.

Dated: June 30, 1965.

By the Court.

JOHN E. MULRONEY,
Acting Chief Judge, Tax Court of the United States.

[F.R. Doc. 65-7003; Filed, July 2, 1965; 8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary of Defense

SUBCHAPTER B—PERSONNEL; MILITARY AND CIVILIAN

PART 90—NATURALIZATION OF ALIEN SPOUSES AND/OR ALIEN ADOPTED CHILDREN OF MILITARY AND CIVILIAN PERSONNEL ORDERED OVERSEAS

The Assistant Secretary of Defense (Manpower) approved the following revision to Part 90 on December 15, 1964:

Sec.
90.1 Purpose.
90.2 Applicability and scope.
90.3 Policy.
90.4 Procedure.

AUTHORITY: The provisions of this Part 90 issued under R.S. 161; 5 U.S.C. 22.

§ 90.1 Purpose.

This part establishes uniform procedures, acceptable to the Immigration and Naturalization Service of the Department of Justice, for military certification of alien dependents seeking naturalization under the Immigration and Nationality Act of 1952, as amended, sections 319(b) and 323(c) (8 U.S.C. 1430(b) and 1434(c)).

§ 90.2 Applicability and scope.

The provisions of this part apply to the Military Departments and cover alien spouses and/or alien adopted children of military and civilian personnel of the Department of Defense who are authorized to accompany or join their sponsors overseas and who wish to obtain United States citizenship prior to departure.

§ 90.3 Policy.

(a) Military installation commanders will give maximum assistance to alien dependents of personnel ordered overseas to expedite naturalization of the dependents in order to permit them to accompany or join their sponsors, when such travel has been authorized by regulation and is approved by the oversea commander.

(b) The certification as to dependents' authority to accompany or join their sponsors abroad will be uniform for all Services and will be issued only at the times and in the manner described in § 90.4.

§ 90.4 Procedure.

The following procedure has been developed in conjunction with the Immigration and Naturalization Service, Department of Justice, to effect the timely and orderly processing of alien dependents eligible for naturalization under the Immigration and Nationality Act of 1952, as amended, sections 319(b) and 323(c) (8 U.S.C. 1430(b) and 1434(c)). Deviation from prescribed procedure, use of nonstandard forms of certification, or failure to submit required documentation may result in delay in the attainment of citizenship prerequisite to the issuance of passport, which will in turn delay the dependents' overseas movement:

(a) *Application for petition for naturalization* will be made by the alien dependent on Immigration and Naturalization Form N-400 (adult) or N-402 (child), as applicable. These forms may be obtained from any office of the Immigration and Naturalization Service, or from any court having naturalization jurisdiction.

(1) The application may be filed when it is definitely established that the sponsor is being assigned overseas, or may be deferred until date of scheduled departure of the dependent is certified by the appropriate military commander (see § 90.4(b)).

(2) Application for petition for naturalization will be submitted to the nearest Immigration and Naturalization Service office, and must be accompanied by:

(i) Three identical photographs.

(ii) Form FD 258, Fingerprint Card, bearing fingerprints of the applicant.

(3) No further action in naturalization proceedings can be taken until certification of the dependents' scheduled departure for overseas is made by the appropriate military commander.

(b) *Certification of dependents' authorization to proceed overseas.* DD Form 1278,[1] "Certificate of Oversea Assignment to Support Application to File Petition for Naturalization," will be issued to alien dependents by military commanders at the times indicated in § 90.4(b) (1), (2), and (3) in order that the alien may file such certificate with the nearest Immigration and Naturalization Service office to initiate naturalization proceedings. Only DD Form 1278 will be accepted by the Immigration and Naturalization Service, and military commanders will not issue memoranda or letters of any kind in lieu thereof.

(1) When dependents are authorized automatic concurrent travel, DD Form 1278 will be issued not earlier than 90 days prior to the dependents' scheduled date of travel.

(2) When advance application for concurrent travel is required, DD Form 1278 will be issued after approval is received and not earlier than 90 days prior to the dependents' scheduled date of departure.

(3) When concurrent travel is not authorized, DD Form 1278 will be issued after authorization for dependents' movement is received, and not earlier than 90 days prior to scheduled date of dependents' travel.

(c) *Filing with Immigration and Naturalization Service.* Upon receipt of DD Form 1278, the alien will file this form, together with the application for petition for naturalization if not previously filed, with the nearest office of the Immigration and Naturalization Service. Further processing of the application for citizenship is as prescribed by the Immigration and Naturalization Service. Upon completion of the naturalization process immediate application for passport should be made, in order that it can be issued prior to scheduled departure of the dependent for overseas.

MAURICE W. ROCHE,
Director, Correspondence and Directives Division OASD (Administration).

[F.R. Doc. 65-7004; Filed, July 2, 1965; 8:45 a.m.]

[1] Filed as part of original document.

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER G—REGATTAS AND MARINE PARADES

[CGFR 65-32]

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

Patrol of the Regatta or Marine Parade

In carrying out the general purpose of the requirements governing regattas and marine parades, which is to insure safety of life in the regatta or marine parade area, it is necessary to have a patrol capable of performing assistance work, effecting rescues if necessary, and directing the movement of spectator craft and other craft in the vicinity of such a regatta or marine parade. The amendment to 33 CFR 100.40(c) in this document authorizes the District Commander to permit Coast Guard Auxiliary vessels, operating under official Coast Guard orders for the purpose of patrolling a specific event, to have the necessary authority to direct the movement of vessels in the area specified by the special local regulations issued for the event. This is in addition to having such vessels perform assistance work and effecting rescues if necessary which is presently authorized. In performing this patrol service, the Auxiliarists are not authorized to board, cite or arrest. Because this amendment constitutes a statement of policy and describes a practice followed by the Coast Guard, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements) is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521), as well as the act of April 28, 1908, as amended, § 100.40(c) is amended to read as follows and shall be effective on date of approval:

§ 100.40 Patrol of the regatta or marine parade.

* * * * *

(c) The Commander of a Coast Guard District may also utilize any private vessel or vessels placed at the disposition of the Coast Guard pursuant to section 826 in Title 14, U.S. Code, by any member of the Coast Guard Auxiliary, or any corporation, partnership, or association, or by any State or political subdivision thereof, to patrol the course of the regatta or marine parade for the purpose of promoting safety by performing assistance work, effecting rescues, and directing the movement of vessels in the vicinity of the regatta or marine parade. Vessels utilized under the authority of this paragraph are not authorized to enforce the special local regulations or laws generally.

(Sec. 1, 35 Stat. 69, as amended; 46 U.S.C. 454. Treasury Department Order 120, July 31, 1950, 15 F.R. 6521)

Dated: July 1, 1965.

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

[F.R. Doc. 65-7097; Filed, July 2, 1965; 8:48 a.m.]

Title 36—PARKS, FORESTS, AND MEMORIALS

Chapter II—Forest Service, Department of Agriculture

[Reg. S-7]

PART 221—TIMBER

Appraisal and Contract Conditions

Section 221.7 of Title 36, Code of Federal Regulations, is amended to read as follows:

§ 221.7 Appraisal and contract conditions.

(a) The objective of National Forest timber appraisals is to establish fair market value. The basic procedure will be analytical appraisal under which stumpage value is a residual value determined by subtracting from the selling value of the products normally manufactured from the timber the sum of estimated operating costs, including costs to the purchaser for construction of roads or other developments needed by the purchaser for removal of the timber, and margins for profit and risk. Costs and product values shall be those of an operator of average efficiency and related to the operating difficulties and to size and quality of the timber. All pertinent factors affecting market value shall be considered including but not limited to prices paid in transactions and valuations established for other purposes for comparable timber. Consideration of such prices and valuation shall recognize and adjust for factors which are not normal market influences.

(b) The Chief, Forest Service, shall establish minimum stumpage rates for species and products on individual National Forests, or groups of National Forests. No timber may be sold or cut under commercial timber sales for less than such minimum rates.

(c) Appraisal may also establish stumpage value as if unconstructed roads or other developments needed by the purchaser for removal of the timber were in place. When timber is appraised and sold on such basis, the estimated cost of construction of such roads or other developments specified in the timber sale contract shall, when such construction is accomplished by Purchaser, be deducted from stumpage payments made by or due from Purchaser under the timber sale contract for other than minimum stumpage rates and required deposits for slash disposal. Such estimated construction costs may be adjusted during the period of the contract in accordance with contract terms to reflect agreed to changes in location, construction specifications, physical conditions, or other circumstances which (1) either justify a reestimate of work quantities, or (2) result in variance between the estimate of construction quantities and those needed and accomplished by the Purchaser.

(d) Timber shall be advertised for sale at its appraised value, but at not less than minimum stumpage rates. If advertised at its appraised value based on an assumption roads are in place, the advertised rate shall include an equivalent to the amortization rate for the estimated cost of such roads expected to be constructed by the Purchaser.

(e) Timber may be appraised and sold at a lump-sum value or at a rate per unit of measure which rate may be adjusted during the period of the contract and as therein specified in accordance with formulas or other equivalent specifications for the following reasons: (1) Variations in lumber or other product value indices between the price index base specified in the contract and the price index actually experienced during the cutting of the timber; (2) variance between advertised rates and rates redetermined by appraisal at dates specified in the contract; (3) variance between redetermined rates and rates appropriate for changes in costs or selling values subsequent to the rate redetermination which reduce conversion value to less than such redetermined rates; and (4) substantial loss of value due to physical deterioration of green timber.

(f) All sale contracts exceeding 5 years in duration, and those of shorter duration to the extent found desirable by the officer authorizing the sale, will provide for the redetermination of rates for stumpage and for required deposits at intervals of not more than 5 years, exclusive of any period allowed for the construction of improvements; but contracts for large sales in Alaska, involving installation of extensive manufacturing facilities, may provide that the first redetermination of rates and deposits will be made after not more than 10 years, exclusive of any period allowed for the construction of improvements.

(30 Stat. 35, as amended, 16 U.S.C. 476, 551)

Done at Washington, D.C., this 29th day of June 1965.

ORVILLE L. FREEMAN, *Secretary.*

[F.R. Doc. 65-7015; Filed, July 2, 1965; 8:46 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 11—Coast Guard, Department of the Treasury

[CGFR 64-46]

PART 11-2—PROCUREMENT BY FORMAL ADVERTISING

PART 11-7—CONTRACT CLAUSES

Miscellaneous Amendments

Pursuant to authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 167-17 (20 F.R. 4976) and Treasury Department Order 167-50 (28 F.R. 530):

1. In § 11-2.201, paragraphs (b)(53), and (56) are revoked.

Section 11-2.201(b)(53) is reserved; new § 11-2.201.51 is added, as follows:

§ 11-2.201-51 Ship repair, alteration or conversion contracts.

Invitations for bids for ship repair, alteration or conversion shall contain the following provisions:

(a) Bid evaluation will be based only on those items accepted at time of award.

(b) Ship repairer's legal liability insurance in the amount of $______ will be required to insure the contractor against his liability as ship repairer for the work to be performed on ____________ under (Name of vessel) this invitation for bid.

(c) As evidence of compliance with the insurance requirements of the Liability and Insurance clause (11-7.5001-4), the contractor shall furnish the contracting officer with a certificate or certificates executed by an officer or employee of the insurer authorized to execute such certificates. The certificate or certificates shall be furnished (1) upon award of contract; (2) prior to commencing work under the contract, or (3) prior to arrival of the vessel at the contractor's yard, or (4) as otherwise prescribed by the contracting officer. Each certificate shall set forth that ________________ (Name of insurer) has insured ______________________ (Name of contractor), contractor awarded Coast Guard Contract No. ______ for repair, alteration or conversion of ____________ (Name of vessel), in accordance with the requirements of the Liability and Insurance clause (11-7.5001-4) for (1) ship repairers legal liability insurance in the amount of $______, (2) comprehensive general liability insurance with limits of $300,000 on account of any one accident or occurrence in respect of any one vessel (3) full coverage in accordance with the State Workmen's Compensation