to emphasize the role of all stations, including the marine utility stations, in the VHF safety system. The agreements reached at the 1967 World Administrative Radio Conference, in Geneva, Switzerland, for example, together with rule changes in various dockets to implement these agreements and make other changes, is speeding the conversion to the use of VHF radio in the maritime community. The percentage of the ship radio stations that operate on VHF in addition to the lower frequencies, or on only VHF, is multiplying rapidly and we have received more applications for VHF coast radio stations in the past few months than we have during the past several years. The filing of applications for limited coast stations alone has increased dramatically. In a single day in March 1970, a total of 76 applications for coast station licenses was received by the Commission. The situation, therefore, with regard to the use of VHF bands in maritime radio communications has radically changed since the dockets cited by petitioners and it is now apparent that all stations operating in the maritime mobile service must be required to reasonably participate in the safety system. While we do not yet suggest that a marine utility ship station is a completely adequate substitute for a regular ship station, we think, in the light of the foregoing recent developments that the time has come to acknowledge the valuable role of this station in the maritime safety system as a supplement to, or occasional or partial substitute for, the regular ship station.

10. In view of the foregoing, we find that the rule changes requested by the petitioners, or indicated by them to be necessary, concerning the use of a unit identifier and watch requirements by marine utility ship stations, are reasonable and desirable and would serve the public interest. Since these changes are editorial in nature and relieve a restriction concerning identification procedure, the public notice and procedure provisions of 5 U.S.C. 553 are unnecessary and do not apply. The relief requested concerning distress frequency watches by limited coast stations while transmitting on working frequencies is moot since we have already taken action in Docket 18739 to grant that request. Apart from these matters we do not find that petitioners' requests for other rule changes, concerning equipment design and capability, watch requirements, and use of nonlicensed radio operators would serve the public interest and that the requests should be granted.

11. *Accordingly, it is ordered*, That to the extent indicated in the attached appendix, the petitions of the American Waterways Operators, Inc., and Foss Launch and Tug Co. are granted, and in all other respects the petitions are denied.

12. *It is further ordered*, That pursuant to authority contained in section 4(i) and 303(r), of the Communications Act of 1934, as amended, Parts 81 and 83 of the Commission's rules are amended, effective June 26, 1970, as set forth below.

13. *It is further ordered*, That this proceeding is terminated.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

Adopted: May 13, 1970.

Released: May 18, 1970.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

LIST OF COMMENTS IN RESPONSE TO PUBLIC NOTICE OF RM-1494 AND RM-1501

Moran Towing & Transportation Co., Inc.
Crounse Corp.
McAllister Brothers Inc.
Union Barge Line Corp.
Sun Oil Co.
Knappton Towboat Co.
Oil Transport Co., Inc.
Marine Radio Service.
Southern California Marine Radio Council.
Northwest Towboat Association.
Diesel Vessel Operators, Inc.
Ashland Oil and Refining Co.
Warrior & Gulf Navigation Co.
Columbia River Towboat Association.
Canal Barge Co., Inc.
Pacific Inland Navigation Co., Inc.
Chotin Transportation, Inc.
Franks Contracting Co.
Pittston Marine Corp.
Keller and Heckman on behalf of Central Committee on Communication Facilities of the American Petroleum Institute.
Donohugh Towboat Service.
Marine Exchange of the San Francisco Bay Region.
The American Waterways Operators, Inc.
Tug Communications, Inc.
American Institute of Merchant Shipping.
Western Transportation Co.
North Pacific Marine Radio Council, Inc.
Sabine Towing & Transportation Co., Inc.

Parts 81 and 83 of the rules are amended as shown below:

1. Section 81.372 is amended by adding the following paragraph (b).

§ 81.372 Station identification.

* * * * *

(b) Marine utility stations, or limited coast stations when exchanging communications with marine utility stations, may, in lieu of furnishing station identification as specified in paragraph (a) of this section, be identified by a unit identified provided that identification by transmission of the assigned call sign is made at the end of an exchange of communications with any other station, or at least once each 15 minutes whenever an exchange of communications with any other station is sustained for a period exceeding 15 minutes.

2. The text of § 83.224 preceeding the Note is amended to read as follows:

§ 83.224 Watch on 156.800 Mc/s.

Each ship station, or, if more than one maritime mobile station is being operated from a vessel than at least one station, licensed to transmit by telephony on one or more frequencies within the band 156–162 Mc/s shall, during its hours of service for telephony in this band, maintain an efficient watch for the reception of F3 emissions on the authorized carrier frequency 156.800 Mc/s whenever such station is not being used for transmission on other frequencies: *Provided, however*, That ship stations licensed under the provisions of § 83.106(d)(5) or operating under the provisions of the note to § 83.106 of the rules are exempt from the watch requirements on 156.800 Mc/s.

* * * * *

3. Section 83.364 is amended by adding the following paragraph (d).

§ 83.364 Identification of station.

* * * * *

(d) Marine utility stations operated on board a vessel as a ship station may, in lieu of furnishing station identification as specified in paragraph (a) of this section, be identified by use of a unit identifier provided that identification by transmission of the assigned call sign is made at the end of an exchange of communications with any other station, or at least once each 15 minutes whenever an exchange of communications with any other station is sustained for period exceeding 15 minutes.

[F.R. Doc. 70-6290; Filed, May 20, 1970; 8:50 a.m.]

Title 49—TRANSPORTATION

Chapter III—Federal Highway Administration, Department of Transportation

SUBCHAPTER B—MOTOR CARRIER SAFETY REGULATIONS

[Docket No. MC-7; Notice 70-6]

PART 391—QUALIFICATIONS OF DRIVERS

PART 392—DRIVING OF MOTOR VEHICLES

Miscellaneous Amendments

In F.R. Doc. 70-4868 beginning on page 6458 of the issue for Wednesday, April 22, 1970, the following corrections should be made.

1. On page 6465, in § 391.51(c)(3), the reference to "§ 391.23(d)" is corrected to read "§ 391.23(b)."

2. On page 6466, in the paragraph numbered II, the phrase "Part 391 of Title 49, CFR" is corrected to read "Part 392 of Title 49, CFR."

Issued on May 13, 1970.

F. C. TURNER,
Federal Highway Administrator.

[F.R. Doc. 70-6285; Filed, May 20, 1970; 8:49 a.m.]

[Docket No. MC-7; Notice No. 70-7]

PART 392—DRIVING OF MOTOR VEHICLES

Alcohol, Drugs, and Amphetamines

On June 2, 1969, the Federal Highway Administrator announced that he was considering revisions to §§ 392.1–392.5 and § 392.10(a) of the Motor Carrier Safety Regulations. These regulations pertain to the driving of commercial motor vehicles. Specifically, the proposed

revisions dealt with the operation of commercial vehicles by drivers who use amphetamines, narcotics, or other dangerous drugs, or who are under the influence of alcohol.

The need for more stringent regulations in these areas is abundantly demonstrated by two recent motor carrier investigation reports published by the Bureau of Motor Carrier Safety. The first (Report No. 69–12) relates the facts of a commercial vehicle driver who began drinking beer on his lunch hour and, by the time he took to the highway between 6:30 and 7 p.m., had consumed at least 13 cans of beer. At 7:27 p.m. on the same day, his truck crossed the centerline of a two-lane highway near Greeley, Colo., and collided head-on with a passenger car going in the opposite direction. The car contained a man, his wife, and their infant child. All three members of the family died. The alcohol content of the truck driver's blood was 0.25 percent, according to a test performed after the accident. The second case (narrated in Report No. 69–13) concerns a tractor-semitrailer which ran off the roadway at an estimated speed of 65 miles-per-hour near Bliss, Idaho, on July 30, 1969. Both the driver and his codriver (who was also his wife) were severely injured as the truck struck a guardrail and came to rest in a jackknifed position some 300 feet from the highway. Two bottles of amphetamines were recovered at the scene of the accident. Investigation by the Bureau of Motor Carrier Safety revealed that, within 2 days of the accident, the driver and his wife had purchased 120 dexamyl spansule capsules containing 14 m.g. each. Only 65 were left when the accident occurred. "The cause of the accident," the Bureau concluded, "was the operation of a commercial vehicle by a truckdriver who was apparently under the influence of amphetamine drugs and probably exhausted due to driving beyond his physical endurance.

These two tragedies are not merely isolated instances. They are symptomatic of the intolerable toll of human lives and suffering resulting from the consumption of dangerous substances by drivers. The Administrator is determined to do all in his power to reduce that toll. He believes that promulgation and enforcement of new and more stringent regulations will play a major part in the effort to reduce the incidence of drivers who are under the influence of alcohol, amphetamines, and dangerous drugs in control of heavy commercial vehicles on the nation's highways.

The new §§ 392.1–392.3 incorporate the substance of §§ 392.1–392.4 of the existing regulations. A new § 392.1(b) makes it clear that motor carriers are at liberty to require their drivers to obey rules of safe driving that are more stringent than those imposed in Part 392. In addition, changes of an editorial nature have been made.

In response to a number of comments, § 392.4 has been changed so that a person is forbidden to operate a motor vehicle if he is using a dangerous drug or other dangerous substance. The Administrator agrees that application of the prohibition to "habitual users" of dangerous substances needed some refinement for the purposes of clarity. In addition, § 392.4(c), which exempts persons using medicines under the orders of a physician, has been clarified. In view of the fact that available enforcement remedies generally require proof that a regulation has been violated "knowingly," "willfully," or both, the Administrator has concluded it is unnecessary to adopt the suggestion that only knowing and illegal possession of hazardous substances be explicitly proscribed.

The most controversial proposal in the notice of proposed rule making was § 392.5(a)(1). It would have prohibited a driver from going on duty or operating a motor vehicle if he had consumed intoxicating liquor within the preceding 8 hours. Many persons argued that the proposed rule was unenforceable, impracticable, and unnecessary (some even contended it was "un-American" and a violation of their rights). There is, however, substantial evidence that a driver's consumption of alcoholic beverages shortly before he goes on duty has a deleterious effect on his ability to operate a large vehicle safely and skillfully. According to this evidence, the adverse effects of drinking wear off at a much slower rate than is commonly assumed. Hence, the Administrator has decided to retain the prohibition against consumption of alcoholic beverages during the period immediately before drivers are on duty. In the light of comments about the hardships the rule would create in some instances, however, the Administrator has reduced that period from 8 to 4 hours.

There was no substantive objection to the proposed revision of § 392.10(a) pertaining to the stopping of vehicles transporting hazardous materials at railroad grade crossings, and it is being adopted without change.

In consideration of the foregoing, §§ 392.1–392.5 and 392.10(a) in Part 392 of Title 49, CFR, are revised to read as set forth below.

Effective date. These amendments are effective on June 30, 1970.

(Sec. 204, Interstate Commerce Act, as amended, 49 U.S.C. 304, sec. 6, Department of Transportation Act, 49 U.S.C. 1655, and the delegation of authority in 49 CFR 1.48)

Issued on May 13, 1970.

F. C. TURNER,
Federal Highway Administrator.

§ 392.1 Compliance required.

(a) Every motor carrier, its officers, agents, representatives, and employees responsible for the management, maintenance, operation, or driving of motor vehicles, or the hiring, supervising, training, assigning, or dispatching of drivers, shall be instructed in and comply with the rules in this part.

(b) Nothing in Parts 390–397 of this subchapter prohibits a motor carrier from requiring and enforcing more stringent rules and regulations relating to safety of operation.

§ 392.2 Applicable operating rules.

Every motor vehicle must be operated in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated. However, if a regulation of the Federal Highway Administration imposes a higher standard of care than that law, ordinance or regulation, the Federal Highway Administration regulation must be complied with.

§ 392.3 Ill or fatigued operator.

No driver shall operate a motor vehicle, and a motor carrier shall not require or permit a driver to operate a motor vehicle, while the driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him to begin or continue to operate the motor vehicle. However, in a case of grave emergency where the hazard to occupants of the vehicle or other users of the highway would be increased by compliance with this section, the driver may continue to operate the motor vehicle to the nearest place at which that hazard is removed.

§ 392.4 Narcotics, amphetamine, and other dangerous substances.

(a) No person shall operate, or be in physical control of, a motor vehicle if he possesses, is under the influence of, or is using, any of the following substances:

(1) A narcotic drug or any derivative thereof;

(2) An amphetamine or any formulation thereof (including, but not limited to, "pep pills" and "bennies");

(3) Any other substance, to a degree which renders him incapable of safely operating a motor vehicle.

(b) No motor carrier shall knowingly require or permit a driver to violate paragraph (a) of this section.

(c) Paragraph (a) of this section does not apply to the possession or use of a substance administered to a driver by or under the instructions of a physician who has advised the driver that the substance will not affect his ability to operate a motor vehicle.

(d) As used in this section, "possession" does not include possession of a substance which is manifested and transported as part of a shipment.

§ 392.5 Intoxicating liquor.

(a) No person shall—

(1) Consume an intoxicating liquor, regardless of its alcoholic content, or be under the influence of an intoxicating liquor, within 4 hours before going on duty or operating, or having physical control of, a motor vehicle; or

(2) Consume an intoxicating liquor, regardless of its alcoholic content, or be under the influence of an intoxicating liquor, while on duty, or operating, or in physical control of, a motor vehicle; or

(3) Be on duty or operate a motor vehicle while he possesses an intoxicating liquor, regardless of its alcoholic content. However, this subparagraph does not apply to possession of an intoxicating liquor which is manifested and transported as part of a shipment.

(b) No motor carrier shall require or permit a driver to—

(1) Violate any provision of paragraph (a) of this section; or

(2) Be on duty or operate a motor vehicle if, by his general appearance or by his conduct or by other substantiating evidence, he appears to have consumed an intoxicating liquor within the preceding 4 hours.

§ 392.10 Railroad grade crossings; stopping required.

(a) Except as provided in paragraph (b) of this section, the driver of a motor vehicle specified in subparagraphs (1) through (6) of this paragraph shall not cross a railroad track or tracks at grade unless he first: Stops the vehicle within 50 feet of, and not closer than 15 feet to, the tracks; thereafter listens and looks in each direction along the tracks for an approaching train; and ascertains that no train is approaching. When it is safe to do so, the driver may drive the vehicle across the tracks in a gear that permits the vehicle to complete the crossing without a change of gears. The driver must not shift gears while crossing the tracks.

* * * * *

[F.R. Doc. 70-6286; Filed, May 20, 1970; 8:49 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Department of the Interior

PART 33—SPORT FISHING

Columbia National Wildlife Refuge, Wash.

In F.R. Volume 35, No. 52, dated Tuesday, March 17, 1970, on page 4631 (§ 33.5) Special Conditions should be amended to read as follows:

(1) Sport fishing shall be permitted on the refuge as follows:

Waters open April 19 through August 15, 1970—Mallard Lake, Migraine Lake, and Scabrock Lakes.

Waters open July 10 through September 30, 1970—Lower Crab Creek within Management Units I and III as posted.

The remainder is unchanged.

JOHN D. FINDLAY,
Regional Director, Bureau of Sport Fisheries and Wildlife.

MAY 12, 1970.

[F.R. Doc. 70-6240; Filed, May 20, 1970; 8:46 a.m.]

Chapter II—Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior

SUBCHAPTER E—NORTHWEST ATLANTIC COMMERCIAL FISHERIES

PART 241—SALMON FISHERIES

At its 19th Annual Meeting held in Warsaw, Poland, June 2–7, 1969, the International Commission for the Northwest Atlantic Fisheries approved a proposal relating to the prohibition of fishing for Atlantic salmon in waters outside national fishing limits. The proposal has entered into force for a majority of member nations including the United States in the area to which the International Convention for the Northwest Atlantic Fisheries applies. Therefore, a Part 241, entitled Salmon Fisheries, Subchapter E, Title 50, Code of Federal Regulations to implement this proposal is adopted under authority of Sec. 7, 64 Stat. 1069; 16 U.S.C. 986.

Effective date. This regulation shall become effective 30 days after the date of its publication in the FEDERAL REGISTER.

§ 241.1 Salmon fishing prohibited.

No person or fishing vessel subject to the jurisdiction of the United States shall fish for or take Atlantic salmon, *Salmo salar* L., outside of the U.S. contiguous fishery zone in the Convention area as described in Part 240.

Issued at Washington, D.C., pursuant to authority delegated to me by the Secretary of the Interior on August 26, 1966 (31 F.R. 11685), and dated May 14, 1970.

PHILIP M. ROEDEL,
Director, Bureau of Commercial Fisheries.

[F.R. Doc. 70-6277; Filed, May 20, 1970; 8:49 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter VII—Federal Insurance Administration, Department of Housing and Urban Development

SUBCHAPTER B—NATIONAL FLOOD INSURANCE PROGRAM

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE

List of Designated Areas

Section 1914.4 is amended by adding in alphabetical sequence a new entry to the table, which entry reads as follows:

§ 1914.4 List of designated areas.

* * * * * * *

State	County	Location	Map No.	State map repository	Local map repository	Effective date of authorization of sale of flood insurance for area
* * *	* * *	* * *	* * *	* * *	* * *	* * *
Alaska	Greater Juneau Borough.		E 02 110 0000 01. E 02 110 0000 02. E 02 110 0000 03. E 02 110 0000 04. E 02 110 0000 06. E 02 110 0000 05.	Alaska Department of Natural Resources, Juneau, Alaska 99801. Director of Insurance, State of Alaska, Pouch D, Juneau, Alaska 99801.	Greater Juneau Borough, 219 Admiral Way, Juneau, Alaska 99801.	May 22, 1970.
Florida	Okaloosa	Okaloosa Island Beaches.	E 12 091 0000 01. E 12 091 0000 02.	Department of Community Affairs, 225 West Jefferson St., Tallahassee, Fla. 32303. State of Florida Insurance Department, Treasurer's Office, State Capitol, Tallahassee, Fla. 32303.	Okaloosa Island Authority, 105 Santa Rosa Blvd., Okaloosa Island Beaches, Fort Walton Beach, Fla. 32548. Clerk of the Circuit Court, Okaloosa County Courthouse, Crestview, Fla. 32536.	Do.
Do.	Pinellas	Indian Rocks Beach, South Shore.	E 12 103 1481 01.	do.	Municipal Office, 19305 Gulf Blvd., Indian Rocks Beach, South Shore, Fla. 33535.	Do.
Do.	do.	North Redington Beach.	E 12 103 2236 01.	do.	Municipal Office Bldg., 190 173d Ave., St. Petersburg, Fla. 33708.	Do.
Do.	do.	St. Petersburg Beach.	E 12 103 2470 01.	do.	Municipal Bldg., 7701 Boca Ciega Dr., St. Petersburg Beach, Fla. 33706.	Do.
New Jersey.	Union	Elizabeth	E 34 039 0860 01.	Department of Conservation and Economic Development, Box 1390, Trenton, N.J. 08625. Department of Banking and Insurance, State House Annex, Trenton, N.J. 08625.	Office of the City Clerk, City Hall, 50 West Scott Pl., Elizabeth, N.J. 07201. Department of Planning and Development, Room 221, City Hall, Elizabeth, N.J. 07201.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of authorization of sale of flood insurance for area
New York	Suffolk	Saltaire	E 36 103 5430 01.	New York State Conservation Department, State Campus, Albany, N.Y. 12226. New York State Insurance Department, 123 William St., New York, N.Y. 10038.	Village of Saltaire, Pomander Walk, Saltaire, N.Y. 11781.	Do.
Tennessee	Washington	Johnson City.	I 47 179 1250 01. I 47 179 1250 02.	Office of Federal and Urban Affairs, 321 7th Ave. North, Nashville, Tenn. 37219. Tennessee State Planning Commission, Room C2-208, Central Services Bldg., Nashville, Tenn. 37219. State Insurance Commission, Room 114, State Office Bldg., Nashville, Tenn. 37219.	Johnson City Planning Department, City Hall, Johnson City, Tenn. 37601. Tennessee State Planning Commission, Upper East Tennessee Office, 238 West Walnut St., Johnson City, Tenn. 37601.	Do.
Texas	Grayson	Sherman	E 48 181 6350 01. E 48 181 6350 02.	Texas Water Development Board, 301 West Second St., Austin, Tex. 78711. State Board of Insurance, 11th and San Jacinto, Austin, Tex. 78701.	Office of Urban Affairs, 3d Floor, Municipal Bldg., Sherman, Tex. 75090.	Do.
Do.	Victoria	Victoria	E 48 469 7190 01.	do.	Office of the City Secretary, City Hall, 105 West Juan Linn St., Victoria, Tex. 77901.	Do.
Wisconsin	Crawford	Prairie du Chien.	E 55 023 3890 01.	Wisconsin Insurance Department, 4802 Sheboygan Ave., Madison, Wis. 53702. Department of Natural Resources, Post Office Box 450, Madison, Wis. 53701.	Municipal Office, 207 West Blackhawk Ave., Prairie du Chien, Wis. 53703.	Do.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 F.R. 2680, Feb. 27, 1969)

Issued: May 21, 1970.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[F.R. Doc. 70-6241; Filed, May 20, 1970; 8:46 a.m.]

PART 1915—IDENTIFICATION OF FLOOD-PRONE AREAS

List of Flood Hazard Areas

Section 1915.3 is amended by adding in alphabetical sequence a new entry to the table, which entry reads as follows:

§ 1915.3 List of flood hazard areas.

* * * * * * *

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
***	***	***	***	***	***	***
Alaska	Greater Juneau Borough.		H 02 110 0000 01. H 02 110 0000 02. H 02 110 0000 03. H 02 110 0000 04. H 02 110 0000 05. H 02 110 0000 06.	Alaska Department of Natural Resources, Juneau, Alaska 99801. Director of Insurance, State of Alaska, Pouch D., Juneau, Alaska 99801.	Greater Juneau Borough, 210 Admiral Way, Juneau, Alaska 99801.	May 22, 1970.
Florida	Okaloosa	Okaloosa Island Beaches.	H 12 091 0000 01. H 12 091 0000 02.	Department of Community Affairs, 225 West Jefferson St., Tallahassee, Fla. 32303. State of Florida Insurance Department, Treasurer's Office, State Capitol, Tallahassee, Fla. 32303.	Okaloosa Island Authority, 105 Santa Rosa Blvd., Okaloosa Island Beaches, Fort Walton Beach, Fla. 32548. Clerk of the Circuit Court, Okaloosa County Courthouse, Crestview, Fla. 32536.	Do.
Do.	Pinellas	Indian Rocks Beach, South Shore.	H 12 103 1481 01.	do.	Municipal Office, 19805 Gulf Blvd., Indian Rocks Beach, South Shore, Fla. 33535.	Do.
Do.	do.	North Redington Beach.	H 12 103 2234 01.	do.	Municipal Office Bldg., 190 173d Ave., St. Petersburg, Fla. 33708.	Do.
Do.	do.	St. Petersburg Beach.	H 12 103 2470 01.	do.	Municipal Bldg., 7701 Boca Ciega Dr., St. Petersburg Beach, Fla. 33706.	Do.
New Jersey	Union	Elizabeth	H 34 039 0860 01.	Department of Conservation and Economic Development, Box 1390, Trenton, N.J. 08625. Department of Banking and Insurance, State House Annex, Trenton, N.J. 08625.	Office of the City Clerk, City Hall, 50 West Scott Pl., Elizabeth, N.J. 07201. Department of Planning and Development, Room 221, City Hall, Elizabeth, N.J. 07202.	Do.
New York	Suffolk	Saltaire	H 36 103 5430 01.	New York State Conservation Department, State Campus, Albany, N.Y. 12226. New York State Insurance Department, 123 William St., New York, N.Y. 10038.	Village of Saltaire, Pomander Walk, Saltaire, N.Y. 11781.	