

General Schedule system as a tool for effective and efficient human resources utilization.

(b) The Civil Service Commission shall revoke the position classification authority of an agency under the General Schedule whenever the Commission finds, in connection with its regular evaluation, or otherwise, that an agency has failed to classify its positions in accordance with or consistently with applicable standards.

Sec. 402. The Civil Service Commission shall issue such regulations and standards as may be necessary to ensure that only those employees whose work is of an acceptable level of competence receive periodic step-increases under the provisions of section 5335 of title 5, United States Code.

Sec. 403(a). The Civil Service Commission shall require each agency employing personnel under the General Schedule to establish a plan for granting additional step-increases in recognition of high quality performance under section 5336 of title 5, United States Code, and shall require that the plans (1) be as simple as practicable, (2) provide for delegation of authority to an appropriate management level, (3) seek to ensure fairness to all employees, and (4) provide for informing employees, at least annually, of the number of additional step-increases granted in their agencies.

(b) The Civil Service Commission shall (1) establish such regulations and standards as it deems appropriate for agency plans, (2) aid and advise agencies in the formulation and administration of the plans, and (3) evaluate the plans and their operation to ensure that step-increases are granted in a manner that is fair to employees and provides motivation for high quality performance.

Sec. 404. The Civil Service Commission, in prescribing regulations for higher rates of pay under section 5333(b) of title 5, United States Code, for employees having responsibility for supervision of prevailing-rate employees, shall give effect to the following:

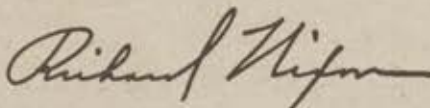
(a) An irregular prevailing rate (such as the saved rate of a prevailing-rate employee not related to his current position) shall not serve to advance the pay rate of a supervisor under the General Schedule.

(b) The relative rate-range of a General Schedule supervisor and a prevailing-rate employee supervised by him shall be considered as well as the specific rate either is receiving at a given time.

(c) Due consideration shall be given to equities among General Schedule supervisors as well as those between a General Schedule supervisor and a prevailing-rate employee supervised by him.

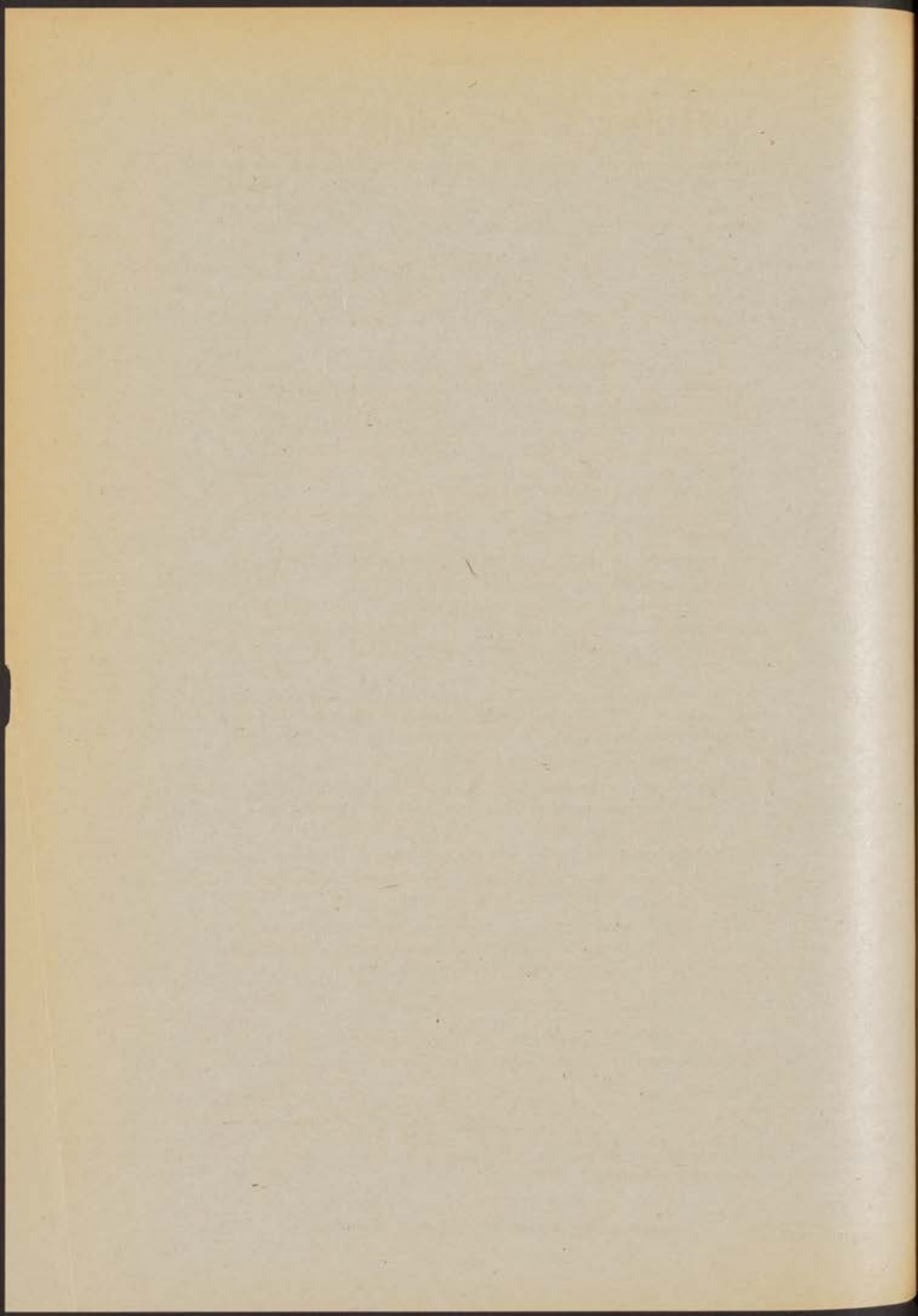
PART V—PRIOR ORDER SUPERSEDED

Section 501. Executive Order 11073 of January 2, 1963, and Executive Order 11173 of August 20, 1964, are hereby superseded.



THE WHITE HOUSE,
May 23, 1973.

[FR Doc. 73-10604 Filed 5-23-73; 3:56 pm]



Rules and Regulations

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

Title 46—Shipping

CHAPTER II—MARITIME ADMINISTRATION, DEPARTMENT OF COMMERCE

SUBCHAPTER G—EMERGENCY OPERATIONS

[General Order 82, 28th Revision]

PART 309—VALUES FOR WAR RISK INSURANCE

MISCELLANEOUS AMENDMENTS

There follows the 28th revision of General Order 82, listing vessel values for war risk insurance, as of January 1, 1973, approved by the Ship Valuation Committee. The list comprises 637 large vessels and 42 small craft insured as of January 1, 1973, under MA General Order 75, second revision, as amended. A total of 1,119 vessels were covered by war risk hull interim insurance as of that date. The 28th revision of General Order 82, amends the values of vessels for war risk insurance purposes under subsection 1209(a) of the Merchant Marine Act of 1936, as amended, computed in accordance with subsection 902(a) of said act. Sections 309.1-309.101 of this part are hereby revised to read as follows:

FINDINGS AND SCOPE

- Sec.
309.1 Findings.
309.2 Scope.

BASIC VALUES

- 309.3 Vessels built during or after 1939.
309.4 Vessels built prior to 1939.

GENERAL PROVISIONS

- 309.5 Adjustments for condition, equipment, and other considerations.
309.6 Definitions.
309.7 Modifications.
309.8 Vessel data forms.

VALUES FOR INDIVIDUAL VESSELS

- 309.101 Values effective January 1, 1973.

Authority.—Secs. 309.1 through 309.101 issued under sec. 204, 49 Stat. 1987, as amended, sec. 1209, 64 Stat. 775, as amended, 70 Stat. 984; 46 U.S.C. 1114, 1289.

FINDINGS AND SCOPE

§ 309.1 Findings.

The Ship Valuation Committee, Maritime Administration, has found that the values provided in this part constitute just compensation for the vessels to which they apply, computed in accordance with subsection 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242), pursuant to section 1209 (a), Merchant Marine Act, 1936, as amended (46 U.S.C. 1289(a)), and the authority delegated to the Assistant Secretary of Commerce for Maritime Affairs by the Secretary of Commerce in section

3 of (Commerce) Department Organization Order 10-8, 36 FR 1223, and redelegated to the Ship Valuation Committee.

§ 309.2 Scope.

(a) *Vessels included.*—(1) This part establishes values for self-propelled oceangoing iron and steel vessels (other than vessels excluded pursuant to paragraph (b) of this section) for which war risk insurance is provided by the Maritime Administration pursuant to Title XII, Merchant Marine Act, 1936, as amended (46 U.S.C. 1281-1294). The values established by §§ 309.1-309.101 represent the maximum amounts for which the Maritime Administration will provide war risk hull insurance for damage to or actual or constructive total loss of the vessel and for which claims for damage to or actual or constructive total loss of such insured vessels may be adjusted, compromised, settled, adjudged, or paid by the Maritime Administration with respect to insurance attaching during the period January 1, 1973, to June 30, 1973, inclusive, under the standard forms of war risk hull insurance interim binder or policy prescribed by §§ 308.106 and 308.107 of this chapter (general order 75, second revision, as amended): *Provided, however,* That if there is a substantial change in market values during said period, the Maritime Administration reserves the right to revise the values provided for herein or determined pursuant hereto at any time during said period.

(2) It is contemplated that the next revised values will be published as soon as practicable after July 1, 1973, to be effective with respect to insurance attaching during the period July 1, 1973, to December 31, 1973, inclusive.

(b) *Vessels excluded.*—The values established pursuant to §§ 309.3 through 309.5 do not apply to passenger vessels, lumber schooners, car ferries, seatrains, cable ships, bulk cement and ore carriers, vessels operated on the Great Lakes and inland waterways, fully refrigerated vessels, vessels of less than 1,500 gross tons, or any other vessels or class of vessels to which the Maritime Administration finds that the provisions of said sections would not be appropriate. Values for vessels excluded by this paragraph (b) shall be specifically determined by the Maritime Administration and set forth in § 309.101, revised, as provided therein.

(c) *Fuel, stores, and supplies.*—Values for fuel, stores, and supplies shall be determined in accordance with §§ 309.201 through 309.204 (General Order 100, 29 FR 2944, Mar. 4, 1964; 29 FR 3706, Mar. 25, 1964).

BASIC VALUES

§ 309.3 Vessels built during or after 1939.

(a) *Basic values.*—The values of vessels built during or after 1939 shall be determined in accordance with this section, subject to the applicable adjustments provided in § 309.5.

(b) *War-built vessels.*—(1) The values of the standard types of war-built vessels under U.S. flag listed in paragraph (b) (1) of this section which have the lawful right to engage in the coastwise trade of the United States (which are the current domestic market values of such vessels as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel:	Value
VC2-S-AP2	\$300,000
C2-S-B1	350,000
C3-S-A2	400,000
T1-M-BT	50,000
T2-SE-A1	350,000
T3-S-A1	350,000

(2) The values of the standard subtypes of war-built vessels under U.S. flag listed in paragraph (b) (2) of this section which have the lawful right to engage in the coastwise trade of the United States shall be determined by multiplying the basic value of the standard type vessel listed in paragraph (b) (1) of this section by the factor shown opposite the subtype in the following table:

TABLE

Subtype:	Factor
VC2-S-AP3	100%, VC2-S-AP2.
C2-S-AJ1	100%, C2-S-B1.
C2-S-AJ5	100%, C2-S-B1.
C2-S-E1	102%, C2-S-B1.
C3	95%, C3-S-A2.
C3-S-A3	76%, C3-S-A2.
C3-S-A4	106%, C3-S-A2.
C3-S-BH1	100%, C3-S-A2.
C3-S-BH2	100%, C3-S-A2.
T1-M-BT2	100%, T1-M-BT.

(c) *Other vessels.*—The value of a vessel built during or after 1939 which is not included in paragraph (b) of this section shall be the current domestic market value as determined by the Maritime Administration.

§ 309.4 Vessels built prior to 1939.

The values of vessels built prior to 1939 shall be specifically determined by the Maritime Administration and set forth in § 309.101.

GENERAL PROVISIONS

§ 309.5 Adjustments for condition, equipment, and other considerations.

The basic values provided in § 309.3 shall be adjusted for individual vessels to

the extent provided in paragraphs (a) to (c) of this section.

(a) *Adjustment for a vessel of substandard condition.*—If the Maritime Administration determined that a vessel is not in class or is in substandard condition for a vessel of her type or subtype and age, there will be subtracted from the basic value of such vessel, as determined pursuant to § 309.3, the amount estimated by the Maritime Administration as the cost of putting the vessel in class or the amount estimated by the Maritime Administration as the difference in value of the substandard vessel and a vessel in standard condition.

(b) *Special equipment.*—For any special equipment of material utility in the handling of cargo or utilization of the vessel, not otherwise included in determining the basic value pursuant to § 309.3, if the depreciated reproduction cost less construction subsidy, if any, of all such special equipment is in excess of \$50,000, an allowance in such amount as the Maritime Administration shall determine to be the fair and reasonable value of such equipment shall be added to the basic value.

(c) *Government installations.*—The values provided by §§ 309.1-309.101 shall not include any allowance for any special installations or equipment to the extent that their cost was borne by the United States.

§ 309.6 Definitions.

(a) *Date vessel is built.*—The date a vessel is built is the date upon which the vessel is delivered by the shipbuilder.

(b) *Deadweight tonnage.*—The deadweight tonnage of a vessel means her deadweight capacity established in accordance with normal Summer Freeboard as assigned pursuant to the International Load Line Convention, 1966, and shall be her capacity (in tons of 2,240 lb) for cargo, fuel, freshwater, spare parts, and stores, but exclusive of permanent ballast.

(c) *Speed of vessel.*—The speed of a vessel means the speed determined in accordance with the formulas provided in part 246 of this chapter (General Order 43, 3d revision).

(d) *Passenger vessel.*—A passenger vessel is a ship which carries more than 12 passengers.

(e) *Vessel.*—The stated valuation of a vessel in this part applies to a vessel in Class A-1 American Bureau of Shipping or equivalent, with all required certificates, including but not limited to marine inspection certificates of the U.S. Coast Guard, Department of Transportation, with all outstanding requirements and recommendations necessary for retention of class accomplished, without regard to any grace period; and so far as due diligence can make her so, tight, staunch, strong, and well and sufficiently tackled, appareled, furnished, and equipped, and in every respect seaworthy and in good running condition and repair, with clean swept holds and in all respects fit for service. A vessel in substandard condition is subject to § 309.5(a). The stated valuation of a vessel provided in this part

does not include vessel stores and supplies, which consist of: (1) Consumable stores, (2) subsistence stores, (3) slop chest, (4) bar stock, and (5) fuel, as defined in Maritime Administration Inventory Manual, Vessel Inventories, Part I, and Maritime Administration Inventory Books Forms MA-4736, A through K, which will be valued separately.

§ 309.7 Modifications.

The Maritime Administration reserves the right to exempt specific vessels from the scope of this part, or to amend, modify, or terminate the provisions hereof.

§ 309.8 Vessel data forms.

(a) *To accompany application for insurance.*—Each application for war risk hull insurance submitted in accordance with § 308.101 of this chapter (General Order 75, second revision, as amended) shall be accompanied by information relating to the vessel for use by the Maritime Administration in determining the value pursuant to this part. The information shall be submitted in duplicate on the applicable form prescribed in this section, copies of which may be obtained from the American War Risk Agency, 99 John Street, New York, N.Y. 10038, or the Chief, Office of Marine Insurance, Maritime Administration, Washington, D.C. 20235.

(b) *Vessels of 1,500 gross tons or more.*—Vessel data for all vessels of 1,500 gross tons or more shall be submitted on form MA-510.

(c) *Vessels under 1,500 gross tons.*—Vessel data for all vessels under 1,500 gross tons shall be submitted on form MA-511.

(d) *Modification to vessels.*—Revised vessel data shall be submitted on the appropriate form prescribed above whenever a vessel undergoes a physical change which increases or decreases its value by five percent or more.

VALUES FOR INDIVIDUAL VESSELS

§ 309.101 Values effective January 1, 1973.

(a) *Vessels covered by §§ 309.3 through 309.5.*—(1) The Maritime Administration has found that the values established in accordance with §§ 309.3-309.5 constitute just compensation for the vessel to which they apply, computed as provided in sections 902(a) and 1209(a), Merchant Marine Act, 1936, as amended; and pursuant thereto has determined the values of the vessels covered by interim binders for war risk hull insurance, form MA-184, prescribed by part 308 of this chapter.

(2) The interim binders listed below shall be deemed to have been amended as of January 1, 1973, by inserting in the space provided therefore or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Such stated valuation shall apply with respect to insurance attaching during the period January 1, 1973, to June 30, 1973; inclusive: *Provided, however,* That if there is a substantial change in market values during

said period, the Maritime Administration reserves the right to revise the values provided for herein or determined pursuant hereto at any time during said period: *And provided further,* That the assured shall have the right within 60 days after date of publication of these §§ 309.1-309.101 or within 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2), Merchant Marine Act, 1936, as amended.

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
870	Achilles	281702	\$6,400
1690	Adabelle Lykes	291609	2,400
2316	Adam E. Cornelius	278853	1,100
2144	Adoundria	244018	1,000
1426	African Comet	289281	2,200
720	African Crescent	250661	4,000
1683	African Dawn	291781	3,000
725	African Lightning	251481	400
1558	African Mercury	280143	2,400
1508	African Meteor	280792	2,900
726	African Moon	251175	400
1607	African Neptune	290485	2,100
730	African Planet	248860	100
732	African Star	249351	400
1626	African Sun	291026	3,000
1751	Alpine Lykes	292614	2,400
1082	Alaska Getty	1526	10,300
2501	Alaskan Mail	517120	6,400
2452	Albany	509057	85
1828	Allison Lykes	293817	2,400
2388	Almeria Lykes	536671	15,000
433	America Bear	270296	1,500
2764	America Sun	523846	21,100
567	American Accord	267275	4,000
572	American Ace	265143	4,000
568	American Alliance	266832	4,000
2812	American Apollo	529004	7,100
2860	American Aquarius	530999	7,100
571	American Archer	267444	4,000
566	American Argosy	266181	4,000
2583	American Astronaut	520984	6,300
1493	American Challenger	280999	2,100
1618	American Champion	290524	2,100
1557	American Charger	290989	2,100
1652	American Chieftain	291029	2,100
1972	American Condor	252347	2,100
1670	American Corsair	291629	2,100
1605	American Courier	280225	2,100
831	American Eagle	278327	4,000
1709	American Falcon	252624	6,300
2446	American Lance	514261	6,300
2550	American Lark	518444	6,300
570	American Leader	266256	4,000
569	American Legend	268243	4,000
574	American Legion	267033	4,000
2466	American Legion	515155	6,300
2455	American Liberty	516464	6,300
2518	American Lynx	517450	6,300
2740	American Mail	521866	6,300
1668	American Oriole	252304	400
1924	American Racer	297001	3,400
1989	American Ranger	298270	3,400
2039	American Reliance	299071	3,400
1679	American Robin	242941	400
2961	American Trader	244855	3,400
2734	Amoco Baltimore	3234	10,125
2513	Amoco Brisbane	3046	9,125
2854	Amoco Connecticut	242881	1,200
2496	Amoco Cremona	2926	8,300
2944	Amoco Delaware	245058	7,100
1798	Amoco Louisiana	244329	1,300
2867	Amoco Virginia	243518	1,300
2620	Amoco Yorktown	3233	10,125
2884	Andrew Jackson	247303	365
1040	A. N. Kemp	149	5,400
2025	Arco Colombia	2215	21,450
2900	Arco Prudhoe Bay	536496	22,450
2948	Arco Sag River	539313	25,315
2789	Arctic Tokyo	3372	1,450
678	Arizona	266334	1,000
2115	Aripa	251507	2,400
1716	Ashley Lykes	292191	800
1039	Atoll McBean	141	3,100
232	Atlantic Communicator	268196	4,300
253	Atlantic Endeavor	277623	4,300
1004	Atlantic Enterprise	276911	4,300
1848	Atlantic Heritage	293299	2,900
1006	Atlantic Navigator	291423	2,900
1560	Atlantic Prestige	280972	6,000
2209	Atlantic Trader	248007	1,400
1435	Austin	247455	1,900
2386	Austral Envoy	541808	10,300
2631	Austral Patriot	500539	2,400
2632	Austral Pilot	297353	2,400
210	Avila	267181	815

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
239	Azalea City	243436	1,000	2785	Esso Nagasaki	240173	4,680	2306	Howell Lykes	507344	3,700
2566	Baltimore Trader	270179	14,185	1989	Esso Nicaragua	240173	1,865	2472	Hurricane	257262	400
180	Barbara	248070	1,890	2653	Esso Panama	240173	4,606	431	Iberville	264428	1,650
347	Barbara Jane	278103	4,845	1660	Esso Philippines	240173	6,305	2534	Idaho	518434	4,925
1915	Beauregard	251508	1,000	2621	Esso Port Dickson	240173	4,545	968	Idaho Standard	245461	350
2576	Beta Reserve	260303	2,720	2117	Esso Spain	240173	7,560	677	Illinois	264957	1,650
607	Bethlor	255330	1,100	2023	Esso Yokohama	240173	4,545	2526	Indian Mail	617717	6,340
608	Bethlor	255330	1,100	2050	Esso Zurich	240173	6,340	1787	Inger	248011	1,960
2840	Bienville	243436	1,000	842	Exbrook	248120	304	2861	IOS 3301	531048	7,050
1272	Birch Coulee	243436	2,675	849	Exchester	248120	304	2940	Japan Bear	287076	12,625
1816	Bradford Island	247640	7,135	850	Excuter	248120	304	1418	Japan Mail	287076	6,400
1600	Brasos	247583	2,650	853	Exford	248120	304	2516	Jelf Davis	247345	300
2294	Buckeye	2758	4,485	880	Export Adventurer	284024	2,330	2880	Jefferson City Victory	247345	300
333	Buckeye State	244577	4,400	861	Export Agent	288036	2,330	2156	J. E. Gosline	2519	6,985
1900	Burl S. Watson	2196	5,800	862	Export Alde	284516	2,330	1965	J. Frank Drake	2116	4,715
1328	California	287232	3,305	863	Export Ambassador	283150	2,330	973	J. H. Tuttle	242955	380
19	California	243882	2,100	1296	Export Banner	288124	2,975	967	J. L. Hanna	248531	350
2681	Californian	249239	1,850	1354	Export Bay	289695	2,975	437	John B. Waterman	264652	1,650
1949	Calmar	294756	2,800	1372	Export Builder	287381	2,975	2367	John Dykstra	265808	2,360
1974	Canada Mail	297570	3,580	1401	Export Buyer	288076	2,975	435	John Tyler	264497	1,650
1370	Canitany	247452	1,935	1726	Export Challenger	292227	3,125	2801	Joseph D. Potts	528588	22,325
7	Carbide Seadrift	241851	1,760	1771	Export Champion	292669	3,160	390	Joseph Lykes	281326	5,000
5	Carbide Texas City	242632	1,760	1712	Export Commerce	291731	3,115	586	Julesburg	248323	1,585
8	Carrier Dove	232478	400	1691	Export Courier	289947	3,050	2641	K2va Ideal	242929	1,000
106	Catawba Ford	245620	580	2880	Export Freedom	541414	10,000	508	Keystone	266730	850
1600	C. E. Dant	296262	3,305	2593	Exxon Baltimore	282272	8,305	599	Keytaker	265644	840
1931	Chancellorsville	244460	1,830	2594	Exxon Bangor	264791	2,985	600	Keytrader	267005	870
2141	Charles E. Spahr	2255	7,010	2595	Exxon Boston	283784	8,755	3054	K. H. Crandall	2274	4,900
1753	Charlotte Lykes	292782	2,425	2596	Exxon Chester	264445	2,890	494	Korea Bear	260668	1,830
1582	Chevron Antwerp		995	2598	Exxon Florence	266855	3,055	2665	Korsan Mail	518517	6,340
2750	Chevron Frankfurt	2815	8,800	2599	Exxon Gettysburg	273362	5,700	2870	Lafayette	232476	400
1570	Chevron Genoa		705	2601	Exxon Houston	297151	12,595	2754	Lamyra	1996	6,190
1584	Chevron Liege		1,020	2602	Exxon Huntington	266329	3,100	2838	La Salle	257231	400
1041	Chevron Transporter	132	785	2603	Exxon Jamestown	275516	5,950	2864	Lash Italia	525355	12,625
1586	Chevron Venice		745	2610	Exxon Lexington	276270	6,055	2865	Lash Turkey	530143	12,625
1408	China Bear	288904	3,670	2611	Exxon Miami	256357	2,405	13	Leland L. Dean	284217	8,000
277	China Bear	530141	12,625	2605	Exxon Newark	264231	2,830	2403	Letitia Lykes	512187	3,850
1788	Christopher Lykes	293220	2,425	2606	Exxon New Orleans	298216	12,845	1062	Liberty Bell	519	1,780
1513	Cities Service Baltimore	271866	4,430	1808	Exxon Seattle	277035	4,810	2374	Lompo	249653	350
1514	Cities Service Miami	272077	4,200	2600	Exxon Washington	273896	5,775	367	Longview Victory	247077	300
1515	Cities Service Norfolk	272830	4,280	2871	Exxon Sausalito	532555	8,150	1918	Los Angeles	241153	2,925
1050	Cities Service Valley Forge		1,730	2841	Fairland	243073	1,000	2062	Louis Lykes	299338	3,555
2675	Citrus Packer	247321	7,405	2902	Falcon Countess	536850	15,000	2023	Louisiana Brimstone	247787	5,275
2237	Colombo	245104	7,405	2903	Falcon Duchess	532611	15,000	2929	Louisiana Getty	246173	2,775
2478	Colorado	515976	4,925	2954	Falcon Lady	531154	15,000	367	Louisiana Sulphur	242964	950
2546	Columbia	247819	1,485	153	Floridian	538811	15,000	179	Lyons Creek	245450	520
1997	Commander	245309	1,350	584	Fort Fetterman	244935	1,405	2233	Madaket	246067	357
2227	Connecticut	277291	5,430	1211	Fort Hoskins	248735	1,890	1336	Mallory Lykes	246077	3,555
2762	Conoco Dubal	1650	1,075	180	Fort Worth	247276	3,050	2881	Manhattan	287253	16,000
2753	Conoco Libya	2114	5,335	2300	Frederick Lykes	500812	3,700	1809	Mankato Victory	245739	300
712	Copper State	244137	400	962	F. S. Bryant	260827	345	2952	Margaret Lykes	298555	2,425
2468	Cortland	244878	350	1035	Gage Lund	217	855	2952	Marine Dow Chem	267278	5,055
1305	Cornell Grove	247806	1,870	585	Gaines Mill	244464	1,410	1510	Marine Electric	246075	1,515
1051	Cradle of Liberty	467	1,765	2842	Gateway City	251506	1,000	2133	Marine Floridian	246336	5,420
2540	C. V. Lightning	518063	4,485	2421	Genevieve Lykes	513140	3,850	1812	Marine Texan	247563	5,105
2600	C. V. Sea Witch	680644	4,485	2805	Golden Bear	530138	12,625	93	Marine Victory	247680	880
2626	C. V. Staghound	520743	4,485	2791	Golden Gate	526672	19,515	1513	Marjorie Lykes	289573	2,425
2449	DaGama	249174	350	355	Gopher State	244979	400	2962	Maryland Trader	247178	1,565
2705	David D. Irwin	242354	2,000	2820	Great Republic	521302	6,725	2290	Marymar	247430	2,800
2102	David E. Day	248880	1,630	2408	Green Forest	408061	910	1027	Mason Lykes	505406	3,700
2819	DeLancey	519102	6,725	2711	Green Lake	248700	875	1027	Massachusetts Getty	1203	6,750
221	Delaware Getty	267907	3,000	2409	Green Port	510015	910	1789	Mayo Lykes	263224	2,425
1225	Del Oro	286185	2,960	2712	Green Ridge	247323	400	1512	Meadowbrook	289579	1,980
324	Del Rio	284680	2,960	2406	Green Springs	248701	910	2643	Merrimac	245673	1,480
327	Del Sol	285171	2,960	2407	Green Wave	508000	910	2630	Michigan	521550	4,925
2600	Delta Argentina	512953	3,415	2994	Gulf Banker	295249	2,620	587	Mill Spring	244468	1,550
2497	Delta Brazil	514758	3,415	792	Gulf Coast	270834	4,565	2033	Missouri	248885	1,150
2497	Delta Mexico	517540	3,415	793	Gulf Defender	248727	1,410	1530	M. M. Dant	289547	3,305
2498	Delta Paraguay	515910	3,415	2995	Gulf Farmer	249625	2,820	2716	Mobil Aero	278471	4,570
2499	Delta Uruguay	516600	3,415	795	Gulf King	275193	4,780	2717	Mobil Fuel	274588	4,160
2885	De Soto	245398	357	796	Gulf Knight	277183	4,905	2718	Mobil Gas	271449	3,650
2317	Detroit Edison	260187	4,145	797	Gulf Light	277183	4,905	2483	Mobilitec	246388	400
376	Doctor Lykes	249063	400	2996	Gulf Merchant	246890	1,415	2719	Mobil Lube	273651	4,010
2529	Doctor Lykes	536500	15,000	798	Gulf Merchant	297329	2,635	2442	Mobil Meridian	286479	8,550
2330	Dolly Turman	508378	3,700	799	Gulf Merchant	283424	4,645	2720	Mobil Midland	279064	4,630
2778	Eagle Charger	522864	12,495	800	Gulf Pride	270709	4,370	2721	Mobil Power	274966	4,170
2008	Eagle Coastier	277561	4,500	801	Gulf Prince	276034	4,885	2405	Mobil Shark	248913	855
2008	Eagle Leader	520839	12,250	802	Gulf Queen	275583	4,825	2525	Monmouth	242436	6,810
699	Eagle Transporter	277710	4,745	805	Gulf Shipper	247587	4,825	2495	Montana	517617	4,925
697	Eagle Traveler	278442	5,300	2667	Gulf Shipper	247587	4,825	2797	Monte Carlo Victory	286819	8,580
698	Eagle Voyager	278624	5,225	806	Gulf Spray	280223	4,425	2798	Montpelier Victory	280745	8,785
2715	Eclipse	267144	2,775	1358	Gulf Supreme	282848	4,685	2664	Mormacair	281229	3,440
2806	Edgar M. Queeny	528567	14,270	804	Gulf Trader	287186	4,290	2667	Mormacargo	283216	3,440
2985	Elizabeth Lykes	500702	3,555	2998	Gulf Trader	247767	1,435	2666	Mormacargo	283216	3,440
1917	Elizabethport	297001	2,925	2998	Gulf Trader	247767	1,435	2666	Mormacargo	283216	3,440
3570	Eric K. Holzer	530007	29,575	24617	Hastings	296404	2,635	2666	Mormacargo	283216	3,440
2451	Erickson	249283	350	1421	Hawaii	246617	357	2666	Mormacargo	283216	3,440
820	Erna Elizabeth	280193	5,065	2982	Hawaiian	280110	3,305	2670	Mormacargo	283216	3,440
2048	Esso Australia	3877	1,040	2983	Hawaiian Citizen	243535	1,850	2673	Mormacargo	283216	3,440
2150	Esso Austria		6,990	2983	Hawaiian Enterprise	282149	2,086	2676	Mormacargo	283216	3,440
2530	Esso Bangkok		4,395	2763	Hawaiian Progress	524219	19,905	2678	Mormacargo	283216	3,440
2049	Esso Barcelona		6,710	2803	Hawaiian Progress	524219	19,905	2683	Mormacargo	283216	3,440
1312	Esso Bogota		780	965	H. D. Collier	248737	350	2684	Mormacargo	283216	3,440
2503	Esso Bombay		4,485	2946	Heien H.	245029	1,400	2687	Mormacargo	283216	3,440
2732	Esso Castillon		9,365	634	Hess Bunker	243804	1,830	2688	Mormacargo	283216	3,440
1958	Esso Goa		4,640	638	Hess Petrol	244735	1,830	2689	Mormacargo	283216	3,440
2733	Esso Honduras		2,125	1373	Hess Refiner	248244	1,865	2690	Mormacargo	283216	3,440
2564	Esso Interamerica		4,060	639	Hess Trader	246104	1,810	2799	Mount Vernon Victory	284178	8,225
2533	Esso Karachi		4,545	1913	Hess Voyager	266863	10,405	2800	Mount Washington	203067	10,355
3123	Esso Kobe		4,450	961	Hillier Brown	526223	820	1285	Nacoe	274440	4,445
2784	Esso Malacca		4,720	2622	Hong Kong Mail	526223	820	1285	Nacoe	274440	4,445
				176	Houston	242636	2,045	1758	National Defender	279088	9,880
				2387	Houston	245542	3,045	2034	Neches	244235	350
				2116	Howard G. Vesper	2442	6,815	1445	Nevada Standard	248802	350

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
2338	New Yorker	283030	790	2297	Santa Anita	252748	400	2738	Transonella	510399	2,431
2339	New York Getty	267198	3,000	2370	Santa Barbara	569188	3,700	2739	Transontario	244548	2,271
2377	Noonday	248844	400	2296	Santa Clara	505249	3,700	2463	Transpanama	257381	2,210
2119	Northfield	243253	1,760	2257	Santa Cruz	504681	3,700	2338	Transsuperior	508404	2,465
2314	Ogden Washoe	520728	12,250	2314	Santa Elena	507096	3,700	1492	Trinity	246600	2,913
2591	Ogden Willamette	518738	12,080	2287	Santa Eliana	251812	400	1886	Trinity Mariner	1079	1,700
2545	Ogden Yukon	257115	2,250	2376	Santa Isabel	510570	3,700	2744	Trojan	247177	1,800
1375	Oregon	287875	3,305	2155	Santa Lucia	502774	3,700	590	Tullahoma	246662	1,800
971	Oregon Standard	246773	350	1574	Santa Magdalena	292270	5,015	2635	Universe Iran	3267	26,700
1806	Oswego Defender	1588	4,835	1756	Santa Maria	292838	5,015	2570	Universe Ireland	3044	21,100
1807	Oswego Freedom	1448	4,440	1678	Santa Mariana	291811	4,695	2617	Universe Japan	3182	26,250
2385	Oswego Glory	2809	12,160	1830	Santa Mercedes	290943	5,015	2636	Universe Korea	3299	26,250
2402	Oswego Guardian	2869	12,445	2917	Santa Paula	277703	11,735	2571	Universe Kuwait	3045	26,250
2914	Oswego Independence	2345	6,470	1766	Sarah C. Getty	1812	8,330	2618	Universe Portugal	3153	26,250
2915	Oswego Liberty	2304	6,470	1970	Seamar	294729	2,800	966	Utah Standard	251140	245
1898	Oswego Reliance	1522	4,650	2794	Sea Star	517896	900	2270	Valley Forge	505756	10,645
2772	Oswego Venture	2545	6,780	2804	Seatrains Carolina	240666	3,025	2788	Vantage Horizon	247181	2,771
2827	Oversens Alaska	529795	19,975	2291	Seatrains Delaware	245682	2,965	2854	Velma Lykes	509652	3,700
1837	Oversens Aleutian	296619	9,135	2809	Seatrains Florida	503336	3,025	2964	Virginia Trader	244789	580
2465	Oversens Allee	514928	11,580	65	Seatrains Georgia	262356	2,740	1786	Walter Rice	248203	1,900
1905	Oversens Anchorage	281777	7,775	66	Seatrains Louisiana	262356	2,740	3002	W. Alton Jones	2231	4,950
2862	Oversens Arctic	530877	19,975	2346	Seatrains Maine	504714	3,025	1308	Washington	289603	3,300
2606	Oversens Bulker	257748	1,365	2329	Seatrains Maryland	245283	3,025	2697	Washington Getty	2871	5,800
2944	Oversens Carrier	243503	1,290	67	Seatrains New Jersey	230688	95	2697	Washington Mail	287238	8,175
2455	Oversens Evelyn	268078	2,830	68	Seatrains New York	231905	95	974	Washington Standard	246203	2,000
1	Oversens Joyce	264049	7,680	2100	Seatrains Ohio	244610	3,025	2965	Washington Trader	245566	400
2352	Oversens Progress	244888	1,355	2505	Seatrains Puerto Rico	246605	3,025	1302	Western Hunter	287156	10,400
2575	Oversens Rose	268288	2,840	2279	Seatrains San Juan	245622	2,965	2951	William J. Fields	245127	1,800
2943	Oversens Traveler	280436	1,490	69	Seatrains Savannah	231916	95	2653	William Larimer Mellon	1886	4,950
932	Oversens Ulla	280004	5,805	70	Seatrains Texas	239549	95	1795	William M. Allen	1880	6,600
2906	Oversens Valdez	517186	11,800	2357	Seatrains Washington	245460	3,025	2950	William T. Steele	246143	1,910
2537	Oversens Vivian	518125	11,960	1610	Sheldon Lykes	290508	2,428	2632	Wilmington Getty	246557	2,750
2907	Pacific Bear	530139	12,675	1714	Shelby Texas	291990	9,755	2947	Windsor Victory	247843	300
181	Paduena	248894	2,150	1296	Sister Katingo	277936	5,075	2568	Wyoming	519037	4,920
1037	Paul Pigott	163	815	2867	SL-180	531478	13,950	2095	Yellowstone	248883	1,910
339	Penn Challenger	280315	5,105	2868	SL-181	532410	13,950	2030	Yorkmar	290261	2,800
2745	Penn Champion	523341	12,555	2722	Socony Vacuum	268801	3,190	2822	Young America	524416	6,750
2837	Penn Leader	247468	1,480	2872	Sohio Intrepid	535270	23,500	411	Zoeila Lykes	282126	5,000
1954	Pennmar	265108	2,800	2898	Sohio Resolute	525267	23,500				
2926	Pennsylvania Sun	280292	8,450	982	Solon Turman	268889	5,000				
581	Perryville	244644	1,790	2480	Spirit of Liberty	516521	11,750				
1367	Phillipine Bear	287683	3,670	1049	Status of Liberty	420	1,745				
2289	Phillips Kansas	1813	6,510	1016	Steel Admiral	252403	400				
2288	Phillips Louisiana	2026	8,100	439	Steel Advocate	245731	400				
2276	Phillips Oklahoma	1931	9,450	441	Steel Apprentice	252498	400				
2277	Phillips Oregon	2123	9,295	443	Steel Artisan	247833	400				
2262	Phillips Texas	1596	3,650	445	Steel Designer	247832	400				
2379	Pine Tree State	252346	400	447	Steel Executive	248843	400				
1653	Pioneer Commander	290905	3,025	450	Steel King	252499	400				
1750	Pioneer Contender	292572	3,025	451	Steel Maker	247221	400				
1715	Pioneer Contractor	291968	3,025	452	Steel Navigator	248840	400				
1774	Pioneer Crusader	292580	3,025	456	Steel Seafarer	248738	400				
1432	Pioneer Moon	286263	3,025	458	Steel Traveler	247138	400				
2844	Pittsburgh	247775	5,700	460	Steel Voyager	252501	400				
2122	Platte	245183	1,485	2248	Stella Lykes	509882	3,700				
2770	Polar Alaska	3289	23,815	2847	Tampa	291928	3,040				
1999	Portmar	247471	2,800	1415	Templeo	246344	2,045				
1505	Potomac	248800	1,300	1071	Texaco Arizona	404336	940				
1309	Prairie Grove	249660	2,045	1503	Texaco Brighton	444559	2,795				
499	President Adams	266997	1,830	463	Texaco California	266910	1,060				
500	President Arthur	264704	1,830	1961	Texaco Colombia	3873-KJ	9,765				
501	President Buchanan	226017	1,830	465	Texaco Connecticut	266501	12,650				
503	President Coolidge	267733	1,830	466	Texaco Florida	271820	13,080				
2447	President Fillmore	513860	8,300	1867	Texaco Georgia	293819	5,775				
505	President Garfield	266992	1,830	469	Texaco Illinois	246903	1,810				
2380	President Grant	511226	8,300	471	Texaco Kansas	244230	1,720				
509	President Hayes	264446	1,830	1077	Texaco Kentucky	2439-50	710				
511	President Jackson	266060	1,830	1396	Texaco Maine	4500-50	2,720				
514	President Lincoln	285311	3,875	1968	Texaco Maricao	3845-LI	9,930				
2416	President McKinley	512593	8,300	1823	Texaco Maryland	292735	8,645				
2113	President Monroe	501712	7,950	1824	Texaco Massachusetts	290906	5,450				
2084	President Polk	500484	7,950	475	Texaco Minnesota	243202	2,020				
2308	President Taft	511653	8,300	476	Texaco Mississippi	245062	2,020				
522	President Taylor	2909-7	1,830	1079	Texaco Missouri	414367	1,060				
1208	President Tyler	286232	3,875	2028	Texaco Montana	288918	6,450				
2389	President Van Buren	509581	8,300	480	Texaco New Jersey	245631	1,615				
2931	President Washington	254689	50	1980	Texaco New Mexico	438288	1,255				
2751	Prudential Oceanjet	504015	3,680	481	Texaco New York	265981	13,650				
2752	Prudential Seajet	502738	3,680	483	Texaco North Dakota	265006	1,035				
2894	Puerto Rican	535600	25,000	1063	Texaco Ohio	2447-50	755				
2706	Pure Oil	248837	350	1899	Texaco Pennsylvania	2438-50	700				
1964	Ralph B. Johnson	2161	6,470	1899	Texaco Rhode Island	238360	5,950				
1798	Ralph O. Rhodes	1879	4,225	1085	Texaco Texas	2448-50	705				
2843	Raphel Semmes	243574	1,000	1598	Texaco Trinidad	4336-58	2,710				
2164	Rappahannock	233226	350	1966	Texaco Venezuela	3879-HA	6,365				
2821	Red Jacket	522650	6,725	1087	Texaco Vermont	404456	1,915				
2063	R. G. Follis	2312	6,650	1270	Texaco Wisconsin	277805	4,790				
2241	Richard C. Sauer	1914	7,140	209	Texas	249382	775				
2882	Robert E. Lee	523340	2,500	2149	Texas Getty	2443	8,130				
1038	Robert Watt Miller	172	815	925	Thetis	270627	6,425				
2845	Rose City	246736	4,780	2096	Thomas A.	269054	2,635				
2162	Ruth Lykes	502928	3,555	2890	Thomas E. Cuffe	530137	12,625				
2544	Sacramento	245497	1,340	425	Thomas Jefferson	269977	1,650				
428	Samoa Bear	269028	1,830	2112	Thomas M.	263338	2,645				
177	San Antonio	248716	2,865	2823	Thomas Q.	261167	2,660				
2074	Sandy Lake	247253	2,300	405	Thompson Lykes	283413	5,000				
1919	San Francisco	241220	2,925	602	Ticonderoga	242244	535				
1920	San Juan	242653	2,925	1797	Timbo	1778	675				
2034	San Mateo	3260	1,795	2888	Topa Topa	247906	387				
2846	San Pedro	248238	5,700	2418	Transcolorado	248806	5,500				
2918	Sansinena II	535020	21,855	231	Transcontinental	279438	7,160				
891	Santa Adela	242343	350	2291	Transier	245959	2,440				
2259	Santa Ann	252746	400	2301	Transharbor	505349	2,500				

(b) Vessels of less than 1,500 gross tons—As of January 1, 1973.—(1) The Maritime Administration has determined for certain vessels of less than 1,500 gross tons the values which constitute just compensation for the vessels to which they apply, computed as provided in sections 902(a) and 1209(a), Merchant Marine Act, 1936, as amended; and pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance, form MA-184, prescribed in part 308 of this chapter.

(2) The interim binders listed below shall be deemed to have been amended as of January 1, 1973, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Such stated valuation shall apply with respect to insurance attaching during the period January 1, 1973, to June 30, 1973, inclusion: *Provided, however*, That if there is a substantial change in market values during said period, the Maritime Administration reserves the right to revise the values provided for herein or determined pursuant hereto at any time during said period: *And provided further*, That the assured shall have the right within 60 days after date of publication of this section or within 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2), Merchant Marine Act, 1936, as amended.

Order No.	Name of vessel	Official No.	Stated valuation (in thousands)
2486	Alison C.	513704	\$868
2487	Apache	513045	820
1886	Atlantic	262007	125
1108	Barge 133		17
2445	Betty Moran	293323	720
2880	Blackhawk	515015	820
2831	Borinquen	506497	376
1153	Britton	119	14
2036	Cabo Rojo	297302	335
2034	Carole G. Ingram	538067	3,270
2137	Catano	298716	340
2413	Crown Bay	511779	191
2298	El Morro	503062	350
2132	E. Whitney Olson, Jr.	288025	527
2289	Fajardo	503563	350
2044	Gale B.	292748	720
24	George S.	282206	70
764	George Whitlock II	241390	85
1150	Halibut	112	11
1151	Horne	115	12
1854	Lewis No. 8	244276	55
2673	Luquillo	299004	98
2673	Martha R. Ingram	533104	3,270
1702	Mohawk	254469	400
742	Ocean Prince	276461	290
2665	Pacific Mariner	297090	527
2703	Perth Amboy No. 1	171776	150
2704	Perth Amboy No. 2	171686	150
1719	Ponce De Leon	244296	55
744	Port Jefferson	274512	281
1878	Puerto Nuevo	294841	330
1176	Qatiff		48
1148	Sandy	114	12
2676	Seminole	514243	820
1253	Spartan	273515	320
2130	Starcrest	294000	464
2849	St. Croix	507216	182
1151	Swigart	118	12
2532	Theresa F.	516136	896
763	W. A. Weber	251392	55
2796	Wiseco Ranger	521009	750
2767	Wiseco Trader	524558	750

NOTE.—The reporting requirements contained herein have been approved by the Office of Management and Budget in accordance with 44 U.S.C. sections 3501-3511.

Dated May 9, 1973.

JOHN J. NACHTSHEIM,
Chairman,
Ship Valuation Committee.

[FR Doc.73-10097 Filed 5-24-73;8:45 am]

Title 49—Transportation

SUBTITLE A—OFFICE OF THE SECRETARY OF TRANSPORTATION

[OST Docket No. 22; Amdt. 71-14]

PART 71—STANDARD TIME ZONE BOUNDARIES

Operating Exceptions for Railroads; Deletion

The purpose of this amendment to part 71 of title 49 of the Code of Federal Regulations is to delete from the Code of Federal Regulations, but to continue

the legal effect of, all operating exceptions granted to railroads from the standard time of the time zones created by Congress in the act of March 19, 1918, as amended by the Uniform Time Act of 1966 (15 U.S.C. 260-67).

Prior to the 1918 Act, the railroads of the United States had divided the continental United States into four standards of time. The 1918 Act expressed the will of Congress to make time standards a matter of Federal legislation. The Interstate Commerce Commission (ICC) was empowered by the act to issue an order defining the boundaries of each time zone. Immediately it commenced a formal comprehensive proceeding for the purpose of determining the proper limits. On March 28, 1918, it entered an interim order establishing temporary zones that coincided with the territories within which the existing four standards of railroad time were then being observed.

Questionnaires were sent to the principal railroads and municipalities, whose time standards might be affected, and public hearings were held throughout the country. The ICC found that the areas embracing the States, cities, towns, and railroads observing the same standard of time were so irregular as to preclude concise definition. In some instances localities employed a different time from that of the railroad serving them, and in other instances two railroads serving the same point used different standards of time.

On October 24, 1918, the ICC officially defined the boundaries between the zones. For reasons of safety and convenience it was necessary to allow numerous exceptions to permit certain railroads to carry the standard time of one zone to the nearest junction or division point in an adjoining zone for operating purposes only. To avoid confusing the public, however, the railroads were required in such instances to use the zone standard of time in public schedules and notices.

With Federal legislation and regulations—until April 1, 1967, orders of the ICC, and since then regulations of the Department of Transportation—the public generally has not determined time by the operations of the railroads. The operating exceptions granted to railroads, therefore, do not now have the general importance and applicability they once had. Such applicability as the operating exceptions have seems limited to the par-

ticular railroad concerned. Since the Code of Federal Regulations is a codification of documents of general, not specific, applicability, publication of these operating exceptions in the Code is inappropriate; hence, they are being deleted from the Code.

This action does not alter the legal effect of operating exceptions now in effect or issued in the future. The Department will continue to issue, revoke, and amend operating exceptions, but hereafter by notice in the FEDERAL REGISTER.

In consideration of the foregoing, effective (publication date), part 71 of title 49 of the Code of Federal Regulations is amended, as follows:

1. Paragraph (g) of § 71.5 is deleted, as follows:

§ 71.5 Boundary line between eastern and central zones.

(g) [Deleted].

2. Paragraph (f) of § 71.7 is deleted, as follows:

§ 71.7 Boundary line between central and mountain zones.

(f) [Deleted].

3. Paragraph (c) of § 71.9 is deleted, as follows:

§ 71.9 Boundary line between mountain and Pacific zones.

(c) [Deleted].

(Act of Mar. 18, 1918, as amended by the Uniform Time Act of 1966 (15 U.S.C. 260-67); sec. 6(e) (5) of the Department of Transportation Act (49 U.S.C. 1655(e) (5)); § 1.59(a) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.59(a).)

Issued in Washington, D.C., on May 21, 1973.

JOHN W. BARNUM,
General Counsel.

[FR Doc.73-10402 Filed 5-24-73;8:45 am]

Title 5—Administrative Personnel

CHAPTER I—CIVIL SERVICE COMMISSION
PART 213—EXCEPTED SERVICE

Interstate Commerce Commission

Section 213.3322 is amended to show that one position of Administrative Operations Assistant to the Chairman is excepted under schedule C.

Effective on May 25, 1973, § 213.3322(g) is added as set out below.

§ 213.3322 Interstate Commerce Commission.

(g) One Administrative Operations Assistant to the Chairman.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[FR Doc.73-10498 Filed 5-24-73; 8:45 am]

PART 591—ALLOWANCES AND DIFFERENTIALS PAYABLE IN NONFOREIGN AREAS

Puerto Rico and the Virgin Islands

Effective the first day of the first pay period in July 1970, the Commission approved a 5 percent cost-of-living allowance rate for the Virgin Islands; effective the beginning of the first pay period that begins on or after May 26, 1973, the Commission increased the cost-of-living allowance for the Commonwealth of Puerto Rico to 7.5 percent, and § 591.202 is amended accordingly. Effective the beginning of the first pay period after January 1, 1974, the Commission reduced the post differential for Guam to 22.5 percent, effective the beginning of the first pay period after January 1, 1975, further reduced the post differential for Guam to 20 percent and § 591.203 is amended accordingly.

§ 591.202 Places and rates at which allowances shall be paid.

Commonwealth of Puerto Rico: 7.5 percent of rate of basic pay.

Virgin Islands: 5 percent of rate of basic pay.

§ 591.203 Places and rates at which differentials shall be paid.

Guam: 25 percent of rate of basic pay; effective the beginning of the first pay period after January 1, 1974, reduced to 22.5 percent; and effective the first pay period after January 1, 1975, reduced to 20 percent.

(5 U.S.C. 5941; sec. 202, Executive Order 10,000, 3 CFR 1943-48 comp., p. 794; Executive Order 10,636, 3 CFR 1954-58 Comp., p. 268.)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[FR Doc.73-10499 Filed 5-24-73; 8:45 am]

Title 7—Agriculture

CHAPTER IX—AGRICULTURAL MARKETING SERVICE (MARKETING AGREEMENTS AND ORDERS; FRUITS, VEGETABLES, NUTS), DEPARTMENT OF AGRICULTURE

[Lemon Reg. 587]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

This regulation fixes the quantity of California-Arizona lemons that may be shipped to fresh market during the weekly regulation period May 27-June 2, 1973. It is issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 910. The quantity of lemons so fixed was arrived at after consideration of the total available supply of lemons, the quantity of lemons currently available for market, the fresh market demand for lemons, lemon prices, and the relationship of season average returns to the parity price for lemons.

§ 910.887 Lemon Regulation 587.

(a) Findings.—(1) Pursuant to the marketing agreement, as amended, and order No. 910, as amended (7 CFR pt. 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for this regulation to limit the quantity of lemons that may be marketed during the ensuing week stems from the production and marketing situation confronting the lemon industry.

(3) The committee has submitted its recommendation with respect to the quantity of lemons it deems advisable to be handled during the ensuing week. Such recommendation resulted from consideration of the factors enumerated in the order. The committee further reports the demand for lemons has strengthened for 165's and smaller sizes mainly because of excellent weather in the South. Demand is easier for 115's and larger lemons and larger lemons remain in abundant supply. Supplies in auction markets are ample for both this week and next. Average f.o.b. price was \$4.94 per carton the week ended May 19, 1973, compared to \$4.96 per carton the previous week. Track and rolling supplies at 173 cars were down 3 cars from last week.

(ii) Having considered the recommendation and information submitted by the committee, and other available information, the Secretary finds that the quantity of lemons which may be handled should be fixed as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking procedure, and postpone the effective date of this regulation until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this regulation is based became available and the time when this regulation must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation for regulation together with its supporting information has been submitted by the committee, however, the Secretary has modified the recommendation to provide for the shipment of a greater quantity of lemons, retaining the same effective date, and such information is being disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this regulation effective during the period herein specified; and compliance with this regulation will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on May 22, 1973.

(b) Order. (1) The quantity of lemons grown in California and Arizona which may be handled during the period May 27, 1973, through June 2, 1973, is hereby fixed at 300,000 cartons.

(2) As used in this section, "handled," and "carton(s)" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674.)

Dated May 24, 1973.

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

[FR Doc.73-10644 Filed 5-24-73; 10:11 am]

Title 12—Banks and Banking

CHAPTER II—FEDERAL RESERVE SYSTEM
SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. D]

PART 204—RESERVES OF MEMBER BANKS

Reserve Percentages

The Board of Governors, pursuant to its authority under section 19 of the Federal Reserve Act to set reserve ratios (12 U.S.C. 461), has amended its regulation D (12 CFR part 204) so as to establish a marginal reserve requirement of 8 percent against certain time deposits. There