State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Bexar	China Grove, city of.	H 481141 01 through H 481141 02	do.	Mayor, City of China Grove, City Hall, China Grove, Tex. (No ZIP).	Do.
Do.	Jackson	Edna, city of	H 485465B 06 through H 485465B 07	do.	City Manager, City of Edna, City Hall, 105 North Allen, Edna, Tex. 77957.	Nov. 11, 1971.
Do.	Hunt	Greenville, city of.	H 485473B 17 through H 485473B 23	do.	Director, Office of Department of Community Development, City of Greenville, Greenville, Tex. 75401.	Aug. 17, 1971.
Virginia	Bedford	Unincorporated areas.	H 510016 01 through H 510016 47	Bureau of Water Control Management, State Control Board, P.O. Box 11143, Richmond, Va. 23230. Virginia Insurance Department, 700 Blanton Bldg., P.O. Box 1157, Richmond, Va. 23209.	Administrative Assistant, Bedford County Board of Supervisors, Bedford County Courthouse, Bedford, Va. 24523.	Apr. 25, 1975.
Do.	Franklin	do.	H 510061 01 through H 510061 49	do.	Board of Supervisors, Franklin County, Room 302, County Office Bldg., Rocky Mount, Va. 24151.	Do.
Do.	Loudoun	do.	H 510090 01 through H 510090 34	do.	County Building Inspector, County of Loudoun, Department of Planning and Zoning, 18 East Market St., Leesburg, Va. 22075.	Do.
Do.	Montgomery	do.	H 510101A 01 through H 510101A 02	do.	Town Manager, Town Hall, Town of Christiansburg, 100 East Main St., Christiansburg, Va. 24073.	Do.
Do.	Carroll	Unincorporated areas.	H 510197 01 through H 510197 32	do.	County Commissioners, County Courthouse, County of Carroll, Hillsville, Va. 24343.	Do.
Do.	Floyd	do.	H 510199 01 through H 510199 27	do.	Floyd County Administrative Office, Floyd County Courthouse, Floyd, Va. 24091.	Do.
Do.	Caroline	do.	H 510249 01 through H 510249 34	do.	Emergency Preparedness Center, (lower level of the jail), Box 424, County of Caroline, Bowling Green, Va. 22427.	Do.
Do.	Middlesex	Urbanna, town of.	H 510292 01	do.	Town Manager, Town of Urbanna, Urbanna, Va. 23175.	Do.
West Virginia	Brooke	Wellsburg, city of.	H 540015A 01	Office of Federal-State Relations, Division of Planning and Development, Capitol Bldg., Room 150, Charleston, W. Va. 25305. Mr. Donald W. Brown, Insurance Commissioner, 1800 Washington St., Bldg. No. 3, Room 643, Charleston, W. Va. 25305.	Mayor, City of Wellsburg, City Bldg., Wellsburg, W. Va. 26062.	May 17, 1974.
Do.	Cabell	Unincorporated areas.	H 540016 01 through H 540016 22	do.	County Commissioners, County Courthouse, County of Cabell, Huntington, W. Va.	Apr. 25, 1975.
Do.	Hardy	do.	H 540051 01 through H 540051 39	do.	County Commissioners, County of Hardy, County Courthouse, Moorefield, W. Va. 26836.	Do.
Do.	Jefferson	Ranson, town of.	H 540068A 01 through H 540068A 02	do.	Mayor, Town of Ranson, Town Hall, Ranson, W. Va. 25438.	Do.
Do.	Kanawha	Unincorporated areas.	H 540070 01 through H 540070 59	do.	County Commissioner, County of Kanawha, County Courthouse, Charleston, W. Va. (no ZIP).	Do.
Do.	do.	Belle, town of.	H 540071A 01	do.	Mayor, City Hall, Town of Belle, Belle, W. Va. 25015.	Mar. 1, 1974, Apr. 25, 1975.
Do.	Mason	Unincorporated areas.	H 540112 01 through H 540112 33	do.	County Commissioner, County Courthouse, County of Mason, Point Pleasant, W. Va. 25550.	Apr. 25, 1975.
Do.	Pendleton	do.	H 540153 01 through H 540153 43	do.	County Commissioners, County of Pendleton, County Courthouse, Franklin, W. Va. 26807.	Do.
Do.	Raleigh	do.	H 540169 01 through H 540169 43	do.	County Commissioner, County of Raleigh, County Courthouse, Beckley, W. Va. 25801.	Do.
Do.	Roane	do.	H 540183 01 through H 540183 32	do.	County Commissioner, County of Roane, County Courthouse, Spencer, W. Va. 25276.	Do.
Do.	Ritchie	do.	H 540224 01 through H 540224 31	do.	County Commissioner, County of Ritchie, County Courthouse, Harrisville, W. Va. 26362.	Do.
Wisconsin	Dunn	do.	H 550118 01 through H 550118 02	Department of Natural Resources, P.O. Box 450, Madison, Wis. 53701. Wisconsin Insurance Department, 201 East Washington St., Madison, Wis. 53703.	County Board of Commissioners, County of Dunn, County Courthouse, Menomonie, Wis. 54751.	Jan. 3, 1975.
Do.	Sheboygan	Sheboygan, city of.	H 550430A 01 through H 550430A 04	do.	Senior City Planner, Sheboygan Department of City Development, City Hall, City of Sheboygan, 828 Center Ave., Sheboygan, Wis. 53081.	June 7, 1974.
Do.	Vernon	Unincorporated areas.	H 550450 01 through H 550450 05	do.	Vernon County Zoning Administrator, County Courthouse, Viroqua, Wis. 54665.	Jan. 3, 1975.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (42 U.S.C. 4001-4128); and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: April 1, 1975.

J. Robert Hunter,
Acting Federal Insurance Administrator.

[FR Doc.75-9542 Filed 4-15-75;8:45 am]

Title 25—Indians

CHAPTER I—BUREAU OF INDIAN AFFAIRS, DEPARTMENT OF THE INTERIOR

SUBCHAPTER F—ENROLLMENT

PART 41—PREPARATION OF ROLLS OF INDIANS

Qualifications for Enrollment and Deadline for Filing Applications—Northern Paiute Indians

APRIL 7, 1975.

This notice is published in the exercise of rulemaking authority delegated by the Secretary of the Interior to the Commissioner of Indian Affairs by 230 DM 2. The authority to issue regulations is vested in the Secretary of the Interior by 5 U.S.C. 301 and Sections 463 and 465 of the Revised Statutes (25 U.S.C. 2 and 9).

Beginning on page 3309 of the FEDERAL REGISTER of January 21, 1975 (40 FR 3309), there was published a notice of proposed rulemaking to amend § 41.3, Part 41, Subchapter F, Chapter I of Title 25 of the Code of Federal Regulations by the addition of a new paragraph (t). The regulations were proposed pursuant to the authority contained in the Northern Paiute plan for the use and distribution of judgment funds which was prepared pursuant to the Act of October 19, 1973 (87 Stat. 466), and which became effective on October 10, 1974. The regulations govern the preparation of a roll of Northern Paiute Indians to be used for the per capita distribution of the award of the Indian Claims Commission in Docket 87.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections, regarding the proposed amendment. During this period comments, suggestions and objections were received from interested persons. Although careful consideration was given to all the view and arguments received, no revisions were made as a result of them.

The only change made in the text of the regulations is the insertion of the deadline date for filing applications. Accordingly, with that change, the proposed amendment is hereby adopted and is set forth below.

Since the plan and regulations establish a deadline for applying for enrollment for the purpose of sharing in the distribution of the funds, which is only 180 days from the date of publication of the regulations in the FEDERAL REGISTER, the 30-day deferred effective date would delay the completion of the roll and the issuance of per capita shares to the eligible enrollees. Therefore, the 30-day deferred effective date is dispensed with under the exception provided in subsection (d)(3) of 5 U.S.C. 553 (1970). Accordingly, these regulations will become effective April 16, 1975.

MORRIS THOMPSON,
Commissioner of Indian Affairs.

§ 41.3 Qualifications for enrollment and the deadline for filing applications.

* * * * *

(t) *Northern Paiute Indians.* (1) All persons who meet the following requirements shall be entitled to be enrolled to share in the distribution of judgment funds awarded the Northern Paiute Indians in Indian Claims Commission Docket 87:

(i) Persons who were born on or prior to and living on October 10, 1974, and

(ii) who are lineal descendants of Northern Paiute Indians and

(iii) whose name or whose lineal ancestor's name appears on any available census roll or other record or evidence acceptable to the Secretary, and who is identified as being of Northern Paiute ancestry.

(2) Any person who has shared in the awards granted by the Indian Claims Commission in Dockets 88, 330 and 330-A, to the Southern Paiute Indian Nation; or in Dockets 31, 37, 80, 80-D, 176, 215, 333, and 347, to "Certain Indians of California"; or in Dockets 351 and 351-A to the Chemehuevis; or in Docket 17, to the Malheur Paiutes; or whose Indian ancestry is derived solely from the Walpapi Paiutes, Yahooskin Snakes, Bannocks, or Western Monos; or who is a member, of the Quechan Tribe or of the Washoe Tribe of Nevada and California shall not be eligible to be enrolled to share in the Northern Paiute judgment funds.

(3) Applications for enrollment must be filed with the Superintendent, Bureau of Indian Affairs, Western Nevada Agency, Stewart, Nevada 89437, on the form provided for that purpose, and must be received by the Superintendent by close of business not later than October 13, 1975.

[FR Doc.75-9831 Filed 4-15-75;8:45 am]

Title 29—Labor

CHAPTER X—NATIONAL MEDIATION BOARD

PART 1208—AVAILABILITY OF INFORMATION

Freedom of Information; Nomenclature Correction

The above-captioned notice published in the FEDERAL REGISTER on February 19, 1975, at pages 7281-7282 references to "Chairman" and "Chairman of the Board" should be changed to read "Board".

ROWLAND K. QUINN, Jr.,
Executive Secretary.

[FR Doc.75-9948 Filed 4-15-75;8:45 am]

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 73-241]

PART 82—BOUNDARY LINES OF INLAND WATERS

Strait of Juan de Fuca, Haro and Strait, and Strait of Georgia

The purpose of this amendment is to change the boundary lines of inland waters in the Strait of Juan de Fuca, Haro Strait, and Strait of Georgia, Washington. This amendment is based on a notice of proposed rulemaking published in the Monday, April 8, 1974 issue of the FEDERAL REGISTER (39 FR 12767).

Two comments were received which opposed the proposed change. On June 27, 1974, a meeting was held among representatives of the Puget Sound Pilots Association, the Washington State Board of Pilotage Commissioners, the office of Congressman Joel Pritchard and the Coast Guard to discuss the proposal. At this meeting three basic objections were raised.

The first objection to the proposal was that a relocation of the demarcation line could result in lost revenue to Puget Sound pilots. The objection is based on an interpretation of the Washington State Code which describes the waters affected. The Code describes the international boundary line between the State of Washington and British Columbia and this line is unrelated to the line separating waters where International and Inland Rules of the Road apply. The changing of the demarcation line would not affect the international boundary and thus Canadian pilots would not be operating in U.S. waters and there would be no loss of revenue to U.S. pilots.

The second objection was that a relocation of the line would require the Puget Sound Pilots to purchase additional radio equipment in order to accommodate the Canadian VTS frequency. This objection is not valid since the proposal would not require additional equipment but would only change the location when radiotelephone frequencies are shifted. For vessels bound northwest from Rosario Strait through the Strait of Georgia, the northern segment of the proposed line would allow the vessels to shift from the bridge-to-bridge radiotelephone frequency to the frequency used in Boundary Pass at an earlier time and thus permit common communications between approaching vessels.

The third objection to the proposal was that a relocation of the line would require pilots navigating in U.S. waters to obtain information from a foreign vessel traffic center. This objection has no basis in fact. Vessels in waters on which the inland rules of the road apply are required to monitor channel 13. U.S. vessels must also maintain a watch on channel 16. There is no requirement for a vessel to monitor any other frequency. The proposed change in location of the line would only reduce the area in which pilots are required to listen to channel 13.

The Puget Sound Pilots association requested an extension on the comment period until 1 January 1975 to present additional material to support their objections. The Puget Sound Pilots continued to object on the basis that this proposed action would permit domestic or foreign vessels to transit the navigable waters of the U.S. in the Puget Sound area without the presence of a Washington State licensed Puget Sound Pilot with an endorsement on his Federal license for Puget Sound and Adjacent Inland Waters. In a letter dated 17 September 1974 to the Commandant U.S. Coast

Guard, the Washington State Board of Pilotage Commissioners stated "In evaluating the concern expressed by the Puget Sound Pilots, the Washington State Board of Pilotage Commissioners takes the position that there is no change in the jurisdiction of the Board provided by Washington State law over these waters as far as compulsory pilotage requirements are concerned." The Coast Guard agrees with this evaluation and reiterates the fact that the change in the demarcation line in no way affects the jurisdiction of the State of Washington as to mandatory pilotage.

In consideration of the foregoing, the proposed regulation is hereby adopted without change and is set forth below.

Effective date: May 16, 1975.

Dated: April 10, 1975.

O. W. SILER,
Admiral, U.S. Coast Guard Commandant.

Chapter I of Title 33 of the Code of Federal Regulations is amended by revising § 82.120 to read as follows:

§ 82.120 Strait of Juan de Fuca, Haro Strait, and Strait of Georgia.

(a) A line drawn from the northernmost point of Angeles Point to Hein Bank Lighted Bell Buoy; thence to Salmon Bank Lighted Gong Buoy 3; thence to Cattle Point Light on San Juan Island.

(b) A line drawn from Lime Kiln Light to Kellett Bluff Light on Henry Island; thence to Turn Point Light on Stuart Island; thence to Skipjack Island Light; thence to Clements Reef Buoy 2; thence to Alden Bank Lighted Gong Buoy A; thence due north to a point on the United States-Canada boundary at latitude 49°00'08" N., longitude 122°52'-22" W.

(Sec. 2, 28 Stat. 672, as amended (33 U.S.C. 151); Sec. 6(b)(1), Pub. L. 89-670, 80 Stat. 937 (49 U.S.C. 1655(b)(1)); 49 CFR 1.46(b))

[FR Doc.75-9923 Filed 4-15-75;8:45 am]

CHAPTER II—CORPS OF ENGINEERS, DEPARTMENT OF THE ARMY

PART 209—ADMINISTRATIVE PROCEDURE

Authority Delegation

Section 4(e) of the Federal Power Act (16 U.S.C. 791-823) provides "That no license affecting the navigable capacity of any navigable waters of the United States shall be issued until the plans of the dam or other structures affecting navigation have been approved by the Chief of Engineers and the Secretary of the Army." In order to achieve considerable savings in time and effort in procedures regarding approval of plans of dam or other structures affecting navigation, § 209.140 is hereby amended by adding the following new paragraph (f) concerning delegation of authority, this amendment relates only to agency organizational procedure and therefore the provisions of 5 U.S.C. 553 relating to notice and procedures are not applicable.

Effective date: March 11, 1975.

As added 33 CFR 209.140(f) reads as follows:

§ 209.140 Operations of the Corps of Engineers under the Federal Power Act.

* * * * *

(f) *Delegation of authority for approval of structural plans for non-Federal hydroelectric projects affecting navigation.* The authority vested in the Secretary of the Army by section 4(e) of the Federal Power Act is hereby delegated to the Chief of the Engineers for promulgation with regard to approval of plans of structures filed with the Federal Power Commission in connection with licensing of non-Federal hydroelectric projects.

(Sec. 4(e), 49 Stat. 840; 16 U.S.C. 797(e); Secretary of the Army memorandum for the Chief of Engineers, dated March 11, 1975.)

By Authority of the Secretary of the Army.

FRED R. ZIMMERMAN,
Lt. Colonel, U.S. Army, Chief, Plans Office, TAGO.

[FR Doc.75-9824 Filed 4-15-75;8:45 am]

Title 45—Public Welfare

CHAPTER XII—ACTION

PART 1201—STANDARDS OF CONDUCT

Submission of Employment and Financial Statements by Employees

This amendment to Title 45 of the Code of Federal Regulations consists of a current list of employees required to submit Statements of Employment and Financial Interests.

Section 1201.735-501 of Title 45 of the Code of Federal Regulations is amended by revising paragraph (b) to read as follows:

§ 1201.735-501 Submission of statements.

* * * * *

(b) Statements shall be submitted by the following employees who are in grades FSR-5, GS-13 or above:

(1) Office of the Director:
(i) Deputy Director
(ii) Administrative Assistant to the Director
(iii) Internal Audit Staff
(iv) Special Assistants to the Director and Deputy
(2) Office of Domestic and Anti-Poverty Operations:
(i) Director
(ii) Deputy Director
(iii) Special Assistant to the Director
(iv) Deputy Associate Directors
(v) Regional Directors
(vi) Deputy Regional Directors
(vii) Regional Training Chiefs
(viii) Regional Staff Members with Contracting and Disbursing Authority
(ix) Headquarters Training Officer
(x) State Program Directors
(3) Office of Administration and Finance:
(i) Director
(ii) Deputy Director
(iii) Director, Office of Administrative Services
(iv) Chief, Travel Division
(v) Director, Office of Accounting and Computer Services
(vi) Director, Office of Health Services
(vii) Chief, Paperwork Management Division
(viii) Chief, Facilities and Property Division
(ix) Chief, Telecommunications Division
(x) Distribution Officer
(xi) Chief, Voucher Review Branch
(xii) Cashier
(xiii) Director, Office of Contracts and Grants Management
(xiv) Chief, Procurement Division
(xv) Chief, Grants Division
(xvi) Chief, Small Purchase Branch
(xvii) Procurement Agents
(xviii) Contracts Specialists, Negotiators and Administrators
(xix) Director and Deputy Director of Personnel Management
(4) Office of Recruitment and Communications:
(i) Director
(ii) Deputy Assistant Directors
(iii) Executive Officer
(iv) Regional Service Center Managers
(v) Director, Public Affairs
(vi) Director, News Bureau
(vii) Director of Advertising
(viii) Director, Public Information
(ix) Director, Intern Office
(5) Office of the General Counsel:
(i) General Counsel
(ii) Deputy General Counsel
(iii) Assistant General Counsels
(iv) Regional Attorneys
(6) Office of Policy and Planning:
(i) Director
(ii) Director, Policy Development Division
(iii) Director, Planning Division
(iv) Director, Budget Division
(v) Director, Evaluation Division
(7) Congressional Affairs:
(i) Director
(8) Office of Minority Affairs:
(i) Director
(ii) Contract Compliance Officer
(9) Office of International Operations:
(i) Director
(ii) Deputy Director
(iii) Regional Directors
(iv) Director, Multilateral and Special Programs
(v) Director, Medical Affairs
(vi) Director, Special Services
(vii) Country Directors and those overseas staff members to whom contracting or procurement authority has been duly delegated by the Country Director.
(viii) Director, School Partnership Program

(E.O. 11222, May 8, 1965, 30 FR 6469, 3 CFR. 1964-1965 Supp., p. 306; 5 CFR 735.104)

Effective date. The revision of this amendment was approved by the Civil Service Commission on March 18, 1975 and is effective April 16, 1975.

JOHN L. GANLEY,
Deputy Director.

[FR Doc.75-9905 Filed 4-15-75;8:45 am]

Title 46—Shipping

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 74-167R]

PART 40—SPECIAL CONSTRUCTION, ARRANGEMENT AND OTHER PROVISIONS FOR CARRYING CERTAIN FLAMMABLE OR COMBUSTIBLE DANGEROUS CARGOES IN BULK

PART 151—UNMANNED BARGES

Vinyl Chloride Carriage Requirements

On July 23, 1974, there was published in the FEDERAL REGISTER (39 FR 26752) a notice of proposed rulemaking (CGD 74-167) to amend the vinyl chloride carriage requirements for all tank vessels by requiring venting, gauging and cargo transfer systems which provide greater protection to personnel than those presently required. The supplemental notice (CGD 74-200) in the FEDERAL REGISTER (39 FR 33711) of September 19, 1974 corrected printing errors and proposed to include existing barges in the proposed requirements of CGD 74-167.

On October 4, 1974, the Occupational Safety and Health Administration announced in 39 FR 35890 the final standard for exposure of employees to vinyl chloride. The OSHA final standard limits employee exposure to vinyl chloride to 5 ppm averaged over any period not exceeding 15 minutes and 1 ppm averaged over any 8-hour period. The exposure of employees to vinyl chloride liquid by direct contact was prohibited.

The Coast Guard has considered all comments received concerning the regulations proposed in CGD 74-167 and CGD 74-200 in conjunction with the OSHA's final vinyl chloride standard.

In reference to the proposed §§ 40.15-1 (a) and 151.50-34(g) which stated that "A tank containing vinyl chloride may not have any liquid level gauges, other than closed gauges", the following comments were received:

(a) A slip tube gauge rod could be equipped with a bull's eye sight glass which discharges into a vent line, thus converting a restricted gauging device into a closed system.

(b) Restricted gauges may be fitted but such gauges would not be used while a tank contains vinyl chloride in liquid or vapor form. This arrangement was suggested because the majority of vessels engaged in the carriage of vinyl chloride are multipurpose vessels also engaged in the carriage of other products, mostly LPG. Tanks on such vessels are normally fitted with closed gauges but are usually also fitted with fixed tube or slip tube gauges (restricted gauges) as a back up device for periodically checking the accuracy of the closed gauges. The prohibition against restricted gauges being present, even if not in use on a tank in vinyl chloride service, would require that tanks in occasional vinyl chloride service would have to be modified by removing such gauges. This situation was seen as a serious hardship to vinyl chloride carriers because of the necessity of removing most multipurpose vessels from vinyl chloride trade until the restricted gauges were removed from the tanks, and effectively eliminating the use of restricted gauges on tanks occasionally used for vinyl chloride, even when the tanks contain other products where the use of restricted gauges is permitted. The prohibition against gauging devices was not seen as eliminating the risk of vinyl chloride release, since tanks usually have a number of other small diameter openings, such as product sampling lines and purge connections, through which product may be released if they are opened.

(c) Most, if not all, tank vessels employ a sampling device which also may be utilized as a restricted gauge. For safety purposes, such as testing for the presence of oxygen, such a device was felt to be necessary. Consistent with the intent that such sampling devices not be employed for gauging purposes, it was recommended that such devices be permitted. Both the implementation of appropriate procedures and the requirement of monitoring for VCM vapors was seen as serving to assure that the sampling device/restricted gauge is utilized for gauging purposes only when necessary (in the event of failure of the primary closed gauging device).

(d) Present slip tube type restricted gauges were recommended to be retained as sampling points with the provision that OSHA approved respiratory protection, such as pressure demand air masks, be used for this operation. This arrangement was seen as assuring adequate protection for personnel while providing sampling points for the tank contents.

(e) Restricted gauges could be continued to be used on tanks containing vinyl chloride if fresh air apparatus was worn by gauging personnel. Thus, although small quantities of vinyl chloride are emitted during the gauging process, the persons gauging are not being exposed to concentrations in excess of the OSHA standard.

After evaluating the above comments, it is felt that restricted gauges may be retained on tanks carrying vinyl chloride if sufficient precautions are taken to preclude their use in lieu of the required closed gauge. If any gauge other than a closed gauge is fitted, the person in charge of cargo transfer shall ensure that the restricted gauge is effectively out of service by locking or sealing the device such that it cannot be used. A restricted gauge is not to be used as a "check" on the closed gauge, nor as a means of sampling.

In reference to the proposed §§ 40.15-1(b) and 151.50-34(h) which stated that "The person in charge of cargo transfer shall ensure * * *," comments were received suggesting that the word "person" be changed to "persons" as both the loading and unloading operations are a closely coordinated effort between both shore and barge personnel.

The "person in charge" is defined in 46 CFR 35.35-1(b) and is usually a certificated tankerman in barge operations. Since the Coast Guard regulations being amended do not apply to shoreside operations, the term "person in charge" is being retained.

In reference to the proposed §§ 40.15-1 (b)(1) and 151.50-34(h)(1) which stated that "The person in charge of cargo transfer shall ensure that cargo vapors are returned to a shore process stream during cargo transfer operations," the following comments were received:

(a) The requirement that vapor is returned to a "shore process stream" was thought to denote a specific manner of disposition to the preclusion of other dispositions which may be preferable to the involved producer and permissible under OSHA and other Federal regulations. It was, therefore, recommended that the term "shore disposition" be used rather than "shore process stream."

(b) The return of vapors to the vessel's cargo tank should be permitted.

The intent of the proposed §§ 40.15-1 (b)(1) and 151.50-34(h)(1) was to prevent vinyl chloride vapors from being discharged to the atmosphere through the cargo tank's vent. Accordingly, the wording of §§ 40.15§1(b)(1) and 151.-50-34(h)(1) is changed to "* * * cargo vapors are returned to the cargo tank or shore disposition for reclamation or destruction during cargo transfer operations."

In reference to the proposed §§ 40.15-1 (b)(2) and 151.50-34(h)(2) which stated that the person in charge of cargo transfer shall ensure that continuous detection for vinyl chloride vapor leaks is conducted aboard a tank vessel undergoing vinyl chloride transfer operations, with detection capability of 1 ppm$\pm$0.5 ppm, the following comments were received:

(a) Change wording from "continuous detection" to "continuous monitoring."

(b) Equipment does not exist with the continuous portable detection capability of 1 ppm$\pm$0.5 ppm for vinyl chloride vapors.

(c) Change wording from "continuous detection" to "continuous detection monitoring" since monitoring for vinyl chloride, while a continuous function, involves a periodic sampling and analysis process which makes continuous "detection" infeasible.

(d) Delete proposed reliability and sensitivity of 1 ppm$\pm$0.5 ppm to correspond with the state of the art of the development of portable monitoring equipment and in consideration of the effect an open air work place environment has on exposure to VCM from cargo transfer operations as opposed to manufacturing operations.

(e) Change wording to require that continuous detection for vinyl chloride is conducted on the weatherdeck of a tank vessel undergoing vinyl chloride transfer operations by fixed or portable instrumentation.

The proposed reliability and sensitivity of 1 ppm$\pm$0.5 ppm has been amended by establishing accuracy range requirements for various measurement levels in accordance with 29 CFR 1910.93q (d)(4). The requirement for continuous detection has been amended to continuous monitoring to ensure that personnel are not exposed to vinyl chloride concentrations greater than the permissible limit.

In reference to the proposed §§ 40.15-1 (b) (3) and 151.50-34(h) (3) which stated that the person in charge of cargo transfer shall ensure that cargo transfer operation is discontinued whenever a vinyl chloride vapor concentration in excess of 50 ppm is detected, the following comments were received:

(a) The proposed regulation may not allow for detection of the vapor source.

(b) The starting and stopping of operations may pose a greater risk of exposure to vinyl chloride vapor, in a particular circumstance, than the continuation of transfer operations subject to appropriate protection of personnel.

(c) Amend the proposed regulation to require personnel protection as an alternative to discontinuing transfer operations. Allowing the use of OSHA approved respiratory protection, it would then be possible to complete the unloading of the cargo in order to repair leaks, such as relief valves, flanges, valve packing, etc. It was pointed out that it may be necessary to continue transfer operations to search for the source of the leak.

(d) Was it the intent of the proposed regulation to prevent the transfer of cargo to reduce leakage?

The intent of the proposed §§ 40.15-1 (b) (3) and 151.50-34(h) (3) was to require positive action to minimize the vapor hazard when vinyl chloride vapor concentrations in excess of the permitted level are detected. It is understood that, in some circumstances, the most prudent step in the event of a leak would be to continue transfer for the purpose of emptying a cargo tank to stop a leak which could not be fixed while the cargo tank remains in a loaded condition. The wording of the proposed §§ 40.15-1(b) (3) and 151.50-34(h) (3) is, therefore, changed to permit the initiation of corrective action by the person in charge to minimize exposure to personnel whenever a vinyl chloride vapor concentration in excess of 1 ppm is detected.

In reference to the proposed §§ 40.15-1(b) (4) and 151.50-34(h) (4) which stated that "The person in charge of cargo transfer shall ensure that upon completion of cargo transfer, before disconnecting cargo piping, all cargo lines are purged to a shore process stream to reduce vinyl chloride vapor concentrations to 50 ppm or less", the following comments were received:

(a) Revise the wording to require that the portions of cargo lines that will be open to the atmosphere are purged to a shore or tank vessel disposition to reduce exposure of personnel to 50 ppm or less of vinyl chloride vapor concentration. It was suggested that since cargo lines may extend several miles from plant site to dock area, only such portions of cargo lines which will be open to the atmosphere need be purged to either shore or tank vessel disposition.

(b) Permit personnel protection (OSHA approved fresh air apparatus) as an alternative to purging of lines to 50 ppm or less of vinyl chloride.

(c) Experience has shown that purging of cargo lines with inert gas at the end of transfer operations will not reduce the concentration of VCM to 50 ppm or less and that OSHA approved fresh air apparatus is worn during disconnect.

(d) Purging all cargo piping can cause VCM to go off specifications.

The intent of the proposed §§ 40.15-1(b) (4) and 151.50-34(h) (4) was to require only those portions of disconnected cargo lines that are open to the atmosphere to be free of vinyl chloride liquid and that the vinyl chloride vapor concentration in the area of the cargo piping disconnect points be not greater than the permissible limit. The Commandant feels that reliance on breathing apparatus to protect all personnel who may be in the cargo handling area is not in the best interest of safety. Accordingly, §§ 40.15-1(b) (4) and 151.50-34(h) (4) are reworded to read, "* * * those portions of cargo lines which will be open to the atmosphere after piping is disconnected are free of vinyl chloride liquid and that the vinyl chloride vapor concentration in the area of the cargo piping disconnect points is not greater than 5 ppm."

Because of the insidious nature of vinyl chloride and in order to insure that personnel are no longer needlessly exposed to the risk of developing cancer, either knowingly or unknowingly, certain other provisions not discussed in the public hearing have been added to the amended regulations. These provisions have been incorporated to limit the number of personnel in the area of transfer operations, to warn them of the possible hazard, and to provide them with the equipment necessary to insure their safety. Due to the urgent need to prevent further exposure of personnel and in view of the fact that similar regulations have been promulgated for other employees engaged in the vinyl chloride trade, the following amendments are included in the final rulemaking under the emergency rulemaking provisions of 46 USC 170(9):

(a) The establishment of the tank vessel undergoing transfer operations as a "regulated area" having access limited to authorized persons and the requirement for a daily roster of authorized personnel who may board the tank vessel.

(b) Employees engaged in hazardous operations, such as tank cleaning operations, shall be provided and be required to wear and use respiratory protection in accordance with the provisions of 29 CFR 1910.93q(g) and protective garments, provided clean and dry for each use, to prevent skin contact with liquid vinyl chloride.

(c) The addition of the words "Cancer-Suspect Agent" to the warning signs for vinyl chloride required by 46 CFR 151.45-2(e) and 35.30-1(b).

(d) The posting of signs bearing the following legend whenever hazardous operations, such as tank cleaning, are in progress:

CANCER—SUSPECT AGENT IN THIS AREA
PROTECTIVE EQUIPMENT REQUIRED
AUTHORIZED PERSONNEL ONLY

The Coast Guard is drafting a proposed rulemaking that will require that a training program be established for employees engaged in vinyl chloride transfer operations. This program includes—

(1) The nature of the health hazard for chronic exposure to vinyl chloride including specifically the carcinogenic hazard;

(2) The specific nature of operations which could result in exposure to vinyl chloride in excess of the permissible limit, and necessary protective steps;

(3) The purpose for, and the proper use and limitations of, respiratory protective devices;

(4) The fire hazard and acute toxicity of vinyl chloride, and the necessary protective steps;

(5) The purpose for and description of the monitoring for vinyl chloride vapor leaks;

(6) Emergency procedures; and

(7) Specific information to aid the employee in recognition of conditions which may result in the release of vinyl chloride.

The Coast Guard is also preparing a pamphlet to serve as an illustrated, easy to use guide for the purpose of ascertaining appropriate vinyl chloride carriage regulations. This pamphlet will contain details of the above training program and should be an aid in indoctrinating personnel on the hazards of vinyl chloride transfer operations.

In consideration of the foregoing, Parts 40 and 151 of Chapter I of Title 46 of the Code of Federal Regulations are amended, effective July 16, 1975 as follows:

1. By adding a new Subpart 40.15 consisting of § 40.15-1 as follows:

Subpart 40.15—Vinyl Chloride (Vinyl Chloride Monomer)

§ 40.15-1 General—T/ALL.

(a) The person in charge of cargo transfer shall ensure that—

(1) Cargo vapors are returned to the cargo tank or shore disposition for reclamation or destruction during cargo transfer operations;

(2) Continuous monitoring for vinyl chloride vapor leaks is conducted aboard a tank ship undergoing vinyl chloride transfer operations. Fixed or portable instrumentation may be utilized to ensure that personnel are not exposed to vinyl chloride vapor concentrations in excess of 1 ppm averaged over any eight hour period or 5 ppm averaged over any period not exceeding 15 minutes. The method of monitoring and measurement must have an accuracy (with a confidence level of 95 percent) of not less than plus or minus 50 percent from 0.25 through 0.5 ppm, plus or minus 35 percent from over 0.5 ppm through 1.0 ppm, and plus or minus 25 percent over 1.0 ppm;

(3) Cargo transfer operation is discontinued or corrective action is initiated by the person in charge to minimize exposure to personnel whenever a vinyl chloride vapor concentration in excess of 1 ppm is detected. If the vinyl chloride vapor concentration exceeds 5 ppm for over 15 minutes, action to reduce the leak can be continued only if the respiratory protection requirements of 29 CFR 1910.93q(g) are met by all personnel in the area of the leak;

(4) Those portions of cargo lines which will be open to the atmosphere after piping is disconnected are free of vinyl chloride liquid and that the vinyl chloride vapor concentration in the area of the cargo piping disconnect points is not greater than 5 ppm;

(5) Any restricted gauge fitted on a tank containing vinyl chloride is effectively out of service by locking or sealing that device so that it cannot be used; and

(6) A restricted gauge is not to be used as a "check" on the required closed gauge, nor as a means of sampling.

(b) The words "Cancer-Suspect Agent" must be added to the warning sign required by 46 CFR 35.30-1(b).

(c) Signs bearing the legend:

CANCER—SUSPECT AGENT IN THIS AREA
PROTECTIVE EQUIPMENT REQUIRED
AUTHORIZED PERSONNEL ONLY

must be posted whenever hazardous operations, such as tank cleaning, are in progress.

(d) A tank ship undergoing cargo transfer operations must be designated a "regulated area" having access limited to authorized persons and requiring a daily roster of authorized persons who may board the ship.

(e) Employees engaged in hazardous operations, such as tank cleaning, must be provided and required to wear and use respiratory protection in accordance with the provisions of 29 CFR 1910.93q (g) and protective garments, provided clean and dry for each use, to prevent skin contact with liquid vinyl chloride.

2. By amending part of the first sentence of § 151.01-25(c) as follows:

§ 151.01-25 Existing barges.

* * * * *

(c) Except for operating and vinyl chloride carriage requirements, * * *

Subpart 151.05 [Amended]

3. By changing the requirement for gauging in Table 151.05—Summary of Minimum Requirements for vinyl chloride from restricted to closed.

4. By adding paragraphs (g) through (k) to § 151.50-34 containing special requirements for the carriage of vinyl chloride:

§ 151.50-34 Vinyl chloride (vinyl chloride monomer).

* * * * *

(g) The person in charge of cargo transfer shall ensure that—

(1) Cargo vapors are returned to the cargo tank or shore disposition for reclamation or destruction during cargo transfer operations;

(2) Continuous monitoring for vinyl chloride vapor leaks is conducted aboard a tank barge undergoing vinyl chloride transfer operations. Fixed or portable instrumentation may be utilized to ensure that personnel are not exposed to vinyl chloride vapor concentrations in excess of 1 ppm averaged over any eight hour period or 5 ppm averaged over any period not exceeding 15 minutes. The method of monitoring and measurement shall have an accuracy (with a confidence level of 95 percent) of not less than plus or minus 50 percent from 0.25 through 0.5 ppm, plus or minus 35 percent from over 0.5 ppm through 1.0 ppm, and plus or minus 25 percent over 1.0 ppm;

(3) Cargo transfer operation is discontinued or corrective action is initiated by the person in charge to minimize exposure to personnel whenever a vinyl chloride vapor concentration in excess of 1 ppm is detected. If the vinyl chloride vapor concentration exceeds 5 ppm for over 15 minutes, action to reduce the leak can be continued only if the respiratory protection requirements of 29 CFR 1910.93q(g) are met by all personnel in the area of the leak;

(4) Those portions of cargo lines which will be open to the atmosphere after piping is disconnected are free of vinyl chloride liquid and that the vinyl chloride vapor concentration in the area of the cargo piping disconnect points is not greater than 5 ppm;

(5) Any restricted gauge fitted on a tank containing vinyl chloride is effectively out of service by locking or sealing the device so that it cannot be used; and

(6) A restricted gauge is not to be used as a "check" on the required closed gauge, nor as a means of sampling.

(h) The words "CANCER—SUSPECT AGENT" must be added to the warning signs required by 46 CFR 151.45-2(e).

(i) Signs bearing the legend:

CANCER—SUSPECT AGENT IN THIS AREA
PROTECTIVE EQUIPMENT REQUIRED
AUTHORIZED PERSONNEL ONLY

must be posted whenever hazardous operations, such as tank cleaning, are in progress.

(j) A tank barge undergoing cargo transfer operations must be designated a "regulated area" having access limited to authorized persons and requiring a daily roster of authorized persons who may board the barge.

(k) Employees engaged in hazardous operations, such as tank cleaning, must be provided and be required to wear and use respiratory protection in accordance with the provisions of 29 CFR 1910.93q (g) and protective garments, provided clean and dry for each use, to prevent skin contact with liquid vinyl chloride.

(80 Stat. 937; 46 U.S.C. 170, 391a, 375, 416; 49 U.S.C. 1655(b)(1); 49 CFR 1.46 (b) and (0)(4))

Dated: April 7, 1975.

O. W. SILER,
Admiral, U.S. Coast Guard Commandant.

[FR Doc.75-9922 Filed 4-15-75;8:45 am]

Title 47—Telecommunication

CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

PART 73—RADIO BROADCAST SERVICES

[Docket No. 19984; RM-2124; FCC 75-396]

FM Broadcast Stations; Table of Assignments; Cabool, Missouri

In the matter of amendment of § 73.-202(b), table of assignments, FM broadcast stations (Cabool, Missouri).

1. The Commission has before it for consideration the notice of proposed rule making adopted March 25, 1974 (39 FR 12035) proposing that the FM Table of Assignments (§ 73.202(b) of the Commission's rules and regulations) be amended by assigning either Channel 283 or Channel 292A to Cabool, Missouri. The commenting parties in this proceeding are Cabool Broadcasting Corporation (Cabool) and Kickapoo Prairie Broadcasting Co., Inc. (Kickapoo). Both parties had filed mutually exclusive applications for a construction permit for a station operating on Channel 224A assigned at Mountain Grove, Missouri (BPH-7806, Docket 19620 and BPH-7903, Docket No. 19621).[1] The applications had been set for a comparative hearing[2] which was deferred by an Order released February 2, 1973, after a joint petition was filed by Cabool and Kickapoo for the assignment of Channel 283 to Cabool, Missouri. Subsequently, Kickapoo filed a comment counterproposing the assignment of Channel 292A at Cabool, Missouri.

2. Cabool, population 1,848,[3] is located in Texas County, population 18,320, in the south-central portion of Missouri. Cabool has no broadcast facilities. However, the Texas County area is served by one AM and one FM station operating at Houston, Missouri (pop. 2,178), the county seat: daytime-only AM Station KBTC and KSCM-FM, Channel 257A. Additional service to the area is provided by daytime-only AM Station KLRS, Mountain Grove; daytime-only AM Station KUKU, Willow Springs, Missouri; and unlimited-time AM Station KWTO, Springfield, Missouri.

3. Petitioner Cabool, in its comments, favors the assignment of Channel 283 over Channel 292A at Cabool since it would serve a much larger rural area than could otherwise be served by a Class A assignment. It also mentions that Channel 283 could not be assigned elsewhere in southern Missouri, except in an area of 200 square miles in which Cabool is the only city with a population over 500 persons, in order to satisfy the mileage separation requirements of § 73.207 of the Commission's rules. Cabool reaffirmed its intention to apply for and

[1] Petitioner Cabool proposed to serve Cabool, Missouri, under the 10-mile provision of § 73.203(b) of the Commission's rules, and petitioner Kickapoo proposed to serve Mountain Grove by its application. Cabool is 8 miles from Mountain Grove.

[2] By Order issued October 26, 1972 (37 F.C.C. 2d 1122).

[3] Population figures are taken from the 1970 U.S. Census.

construct a station if either proposed channel is assigned and authorized.

4. Petitioner Kickapoo has expressed support for the assignment of Channel 292A at Cabool, Missouri, on the basis that it would be in accord with the Commission's general policy of assigning Class A channels to smaller communities. See Revision of FM Broadcast Rules, Third Report, Memorandum Opinion and Order, 40 F.C.C. 747, 758 (1963). It points out that assignment of Channel 292A at Cabool could be made consistent with all the mileage separation requirements of the Commission's Rules and that preclusion would occur only on co-channel 292A affecting Texas, Dent, Shannon and Howell counties. All cities in this area that are larger than Cabool already have local aural service.

5. The Notice requested that the comments include a Roanoke Rapids, 9 F.C.C. 672 (1967), showing for Channel 283, preclusion studies for both proposed channels, and address themselves to the issue of whether a Class A or Class C channel should be assigned to Cabool, Missouri. Regarding the assignment of a Class A channel, petitioner Kickapoo made reference to several cases in which cities much larger than Cabool were denied Class C assignments.[4] It cites the case of Bolivar, Missouri, 2 F.C.C. 2d 671, 674 (1966), where a request for a Class C assignment was denied

> Because we believe that Bolivar is too small (3,512 persons) [1960 U.S. Census] to warrant a departure from our general policy of assigning Class B or Class C channels to the large cities and metropolitan areas and Class A channels to the small communities, and that a large part, if not all, of the claimed white area will be covered by the Class C assignments at Springfield (only 27 miles distant) and other assignments in the general area.

See also Refugio, Texas, 12 F.C.C. 2d 664, 667 (1968). In the present case we believe that Cabool, Missouri, is not the center of a large rural area nor is it far removed from large population centers. More significantly, the proposed assignment of a Class C channel would serve only a very small presently unserved area [5] and Class C channels already serve West Plains, Missouri (32 miles south), Lebanon, Missouri (50 miles northwest) and Springfield, Missouri (63 miles west). On the other hand, adoption of Channel 292A at Cabool, Missouri would make efficient utilization of the FM spectrum possible since preclusion occurs only on co-channel 292A, as mentioned in paragraph 4, to an area in which all cities larger than Cabool already have local aural service.

6. In view of the foregoing, *it is ordered*, That effective May 19, 1975, the FM Table of Assignments (§ 73.202(b) of the Commission's rules and regulations) is amended to read as follows:

City:	*Channel No.*
Cabool, Mo.	292A

7. Authority for the adoption of the amendment contained herein appears in sections 4(i), 303 and 307(b) of the Communications Act of 1934, as amended.

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

(Secs. 4, 303, 307, 48 Stat., as amended, 1066, 1082, 1083; 47 U.S.C. 154, 303, 307.)

Adopted: April 1, 1975.

Released: April 9, 1975.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] VINCENT J. MULLINS,
Secretary.

[FR Doc.75-9854 Filed 4-15-75;8:45 am]

[4] Despite the Commission's policy of assigning Class A stations to smaller communities, it is noted that exceptions have been made where a large rural area was to be served by a Class C assignment at a small city. See Revision of FM Broadcast Rules, Third Report, Memorandum Opinion and Order, 40 F.C.C. 747, 758 (1963); Clinton, Oklahoma, 7 F.C.C. 2d 836, 839 (1967); Gregory, S.D., 45 F.C.C. 2d 471 (1973).

[5] Petitioner Cabool, in the joint petition, attempted a Roanoke Rapids (9 F.C.C. 2d 672, 673 (1967)) showing. It claimed that a Class C assignment operating at 100 kW and at an antenna height of 285 feet would provide service to 56,126 persons in a 4,417.9 square mile area, 21.3 percent of which it was claimed had no 1 mV/m or better nighttime radio service. The Notice requested that Cabool submit another study setting forth not only actual service but potential service, assuming all channels presently assigned were operating. Cabool did attempt to show which areas would receive a first or second FM service. However its information was found to contain numerous errors. Thus it could not be determined whether or not reasonable facilities values were employed, and assignments of Class C channels at Lebanon, Mammoth Springs, and Rolla, Missouri were overlooked in determining coverages of unserved and underserved areas. The Commission's engineering staff has determined that had Cabool properly identified its areas and contours taking into account the power and antenna height above average terrain of stations and included all applicable assignments in the surrounding area, the showing would have revealed that the area of first FM service would be very small and would lack significant population. Petitioner Cabool also failed to supply the Commission with a preclusion study as requested in the Notice for Channel 283 covering the six adjacent channels.