

current year's model and retooling for new models. Agencies should bear this in mind when programming their requirements. GSA will notify agencies submitting requisitions for sedans and station wagons that cannot be placed on contract before the end of the fiscal year in which submitted.

(d) *Delivery time.* Delivery times for motor vehicles requirements submitted for monthly consolidated and volume consolidated purchases will range from 210 to 330 days after final dates for consolidation of requisitions provided in § 101-26.501-4 (a) and (b)(1). Included in delivery time estimates are 90 to 105 days required for soliciting and receiving bids, 30 to 45 days for evaluation and award of contracts, 90 to 180 days from date of award for delivery of vehicles to the consigned locations. For buses, ambulances and other special duty vehicles procured under monthly consolidated purchases, 240 to 270 days from date of award are usually required to effect delivery. However, special purpose vehicles with unique characteristics, such as certain types of firetrucks, may require longer delivery. In such instances, every effort will be made by GSA to facilitate deliveries and keep the requisitioning agencies informed of any unauthorized delay.

7. Section 101-26.501-6(c) is revised to read as follows:

§ 101-26.501-6 Forms used in connection with delivery of vehicles.

(c) GSA Form 6317, Instructions to Consignee Receiving New Motor Vehicles Purchased by General Services Administration. This form is furnished to each consignee with copies of the delivery order. Personnel responsible for receipt and operation of Government motor vehicles should be familiar with the instructions and information contained in GSA Form 6317.

8. Section 101-26.501-8 is amended to revise the list of manufacturers following paragraph (a) and to revise the GSA address in paragraph (b) to read as follows:

§ 101-26.501-8 Notification of vehicle defects.

Addresses of Manufacturers

American Motors, Corp., Fleet Sales
Department, 14250 Plymouth Road, Detroit,
MI 48232
AM General Corporation, Logistics Division,
701 West Chippewa Avenue, South Bend,
IN 46623
Chevrolet Motors Division, Service
Operations, 136-150 Chevrolet Central

House, 30007 Van Dyke Avenue, Warren,
MI 48090
Ford Customer Service Division, Field Recall
Section, General Offices, Park Lane Towers
West, 1 Park Lane Boulevard, Dearborn, MI
48126
Director of Services, FWD Corporation, 105
East 12th St., Clintonville, WI 54929
International Harvester Co., Suite 900, 1707 L
Street, NW., Washington, DC 20036
Field Service and Engineering, Chrysler
Motors Corp., Government Sales Dept.,
P.O. Box 716, Detroit, MI 48231
General Parts and Service Manager, GMC
Truck and Coach Division, General Motors
Corp., 660 South Boulevard, East, Pontiac,
MI 48053
Mack Trucks, Inc., Service Operations, P.O.
Box 1000, Somerville, NJ 08876
Supervisor, Vehicle Service and Safety
Programs, Volvo White Truck Corp., P.O.
Box D-1, Greensboro, NC 27402

(b) When motor vehicles are manufactured by a concern other than one for whom an address is shown in § 101-26.501-8(a) and the address of the manufacturer is not known, agencies shall inform GSA of the vehicle location address. (This includes those vehicles manufactured by the General Motors Corporation other than the Chevrolet Motor Division and the GMC Truck and Coach Division.) In these cases, agencies shall forward the vehicle location address to the General Services Administration (TCP), Washington, DC 20406. GSA will forward the vehicle location address to the manufacturer or advise the agency concerned.

9. Section 101-26.501-9 is added as follows:

§ 101-26.501-9 Centralized motor vehicle leasing program.

GSA has a centralized leasing program to provide an additional source of motor vehicle support to all Federal agencies. This program relieves Federal agencies that use it from both the time constraints and administrative costs associated with independently entering into lease contracts. The centralized leasing program covers subcompact and compact sedans, station wagons, and certain types of light trucks (pickups and vans). Participation in the Centralized Leasing Program is mandatory on all executive agencies of the Federal Government (excluding the Department of Defense and the U.S. Postal Service) within the 48 contiguous states and Washington, DC. However, agencies must obtain GSA authorization to lease in accordance with § 101-39.601 prior to using these established mandatory use contracts. For further information on existing contracts, including vehicles covered, rates, and terms and conditions of the contract(s), contact General

Services Administration (TC),
Washington, DC 20406.

Subpart 101-26.49—Illustrations of Forms

10. Section 101-26.4902-1781 is revised to read as follows:

§ 101-26.4902-1781 GSA Form 1781, Motor Vehicle Requisition—Delivery Order.

Note.—The form illustrated in this § 101-26.4902-1781 is filed with the original document and does not appear in this volume.

(Sec. 205(c), 63 Stat. 390; 40 (U.S.C. 486(c))

Dated: August 19, 1982.

Ray Kline,

Acting Administrator of General Services.

[FR Doc. 82-25849 Filed 9-17-82; 8:45 am]

BILLING CODE 6820-AM-M

FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 64

[Docket No. FEMA 6408]

Suspension of Community Eligibility Under the National Flood Insurance Program

AGENCY: Federal Management Agency, FEMA.

ACTION: Final rule.

SUMMARY: This rule lists communities, where the sale of flood insurance has been authorized under the National Flood Insurance Program (NFIP), that are suspended on the effective dates listed within this rule because of noncompliance with the flood plain management requirements of the program. If FEMA receives documentation that the community has adopted the required flood plain management measures prior to the effective suspension date given in this rule, the suspension will be withdrawn by publication in the Federal Register.

EFFECTIVE DATES: The third date ("Susp.") listed in the fourth column.

FOR FURTHER INFORMATION CONTACT: Mr. Richard E. Sanderson, Chief, Natural Hazards Division, (202) 287-0270, 500 C Street Southwest, Donohoe Building, Room 505, Washington, DC 20472.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to purchase flood insurance at rates made reasonable through a Federal subsidy. In return, communities agree to adopt and administer local flood plain management measures aimed at protecting lives and new construction

from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended (42 U.S.C. 4022) prohibits flood insurance coverage as authorized under the National Flood Insurance Program (42 U.S.C. 4001-4128) unless an appropriate public body shall have adopted adequate flood plain management measures with effective enforcement measures. The communities listed in this notice no longer meet that statutory requirement for compliance with program regulations (44 CFR Part 59 et seq.). Accordingly, the communities are suspended on the effective date in the fourth column, so that as of that date flood insurance is no longer available in the community. However, those communities which, prior to the suspension date, adopt and submit documentation of legally enforceable flood plain management measures required by the program, will continue their eligibility for the sale of insurance. Where adequate documentation is received by FEMA, a notice withdrawing the suspension will be published in the **Federal Register**.

In addition, the Director of Federal Emergency Management Agency has identified the special flood hazard areas in these communities by publishing a Flood Hazard Boundary Map. The date of the flood map, if one has been published, is indicated in the sixth column of the table. Section 202(a) of the Flood Disaster Protection Act of 1973 (Pub. L. 93-234), as amended, provides that no direct Federal financial assistance (except assistance pursuant to the Disaster Relief Act of 1974 not in connection with a flood) may legally be provided for construction or acquisition of buildings in the identified special flood hazard areas of communities not participating in the NFIP, with respect to which a year has elapsed since identification of the community as having flood prone areas, as shown on the Federal Emergency Management Agency's initial flood insurance map of

the community. This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column.

The Director finds that delayed effective dates would be contrary to the public interest. The Director also finds that notice and public procedure under 5 U.S.C. 533(b) are impracticable and unnecessary.

The Catalog of Domestic Assistance Number for this program is 83.100 "Flood Insurance." This program is subject to procedures set out in OMB Circular A-95.

Pursuant to the provision of 5 U.S.C. 605(b), the Associate Director of State and Local Programs and Support, to whom authority has been delegated by the Director, Federal Emergency Management Agency, hereby certifies that this rule if promulgated will not have a significant economic impact on a substantial number of small entities. As stated in section 2 of the Flood Disaster Protection Act of 1973, the establishment of local flood plain management together with the availability of flood insurance decreases the economic impact of future flood losses to both the particular community and the nation as a whole. This rule in and of itself does not have a significant economic impact. Any economic impact results from the community's decision not to (adopt) (enforce) adequate flood plain management, thus placing itself in non-compliance of the Federal standards required for community participation.

In each entry, a complete chronology of effective dates appears for each listed community.

List of Subjects in 44 CFR Part 64

Flood insurance, Flood plains.

Section 64.6 is amended by adding in alphabetical sequence new entries to the table.

§ 64.6 List of eligible communities.

State and county	Location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Special flood hazard area identified	Date ¹
Alaska: Southeast Fairbanks Division.	Delta Junction, city of	020104B	Aug. 28, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Oct. 25, 1977	Sept. 16, 1982.
Arkansas: Baxter	Mountain Home, city of	050351A	Feb. 9, 1976, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Feb. 14, 1975	Do.
Colorado: Montrose	Olathe, town of	080128B	June 5, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	June 28, 1974, Dec. 19, 1975.	Do.
Connecticut: Tolland	Columbia, town of	090160B	Aug. 14, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Aug. 27, 1976, Nov. 8, 1974.	Do.
Delaware: Kent	Dover, city of	100006C	July 24, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	July 22, 1977, May 31, 1974, Jan. 2, 1976.	Do.
Florida:					
Brevard	Unincorporated areas	125092C	Nov. 13, 1970, emergency, Sept. 22, 1972, regular, Sept. 16, 1982, suspended.	July 1, 1974, Sept. 6, 1976, Sept. 22, 1972.	Do.
Do	Cape Canaveral, city of	125094D	March 19, 1971, emergency, Sept. 29, 1972, regular, Sept. 16, 1982, suspended.	July 1, 1974, Aug. 15, 1974, May 20, 1974, Sept. 30, 1972.	Do.
Do	Cocoa Beach, city of	125097D	Nov. 20, 1970, emergency, June 16, 1972, regular, Sept. 16, 1982, suspended.	July 1, 1974, Dec. 26, 1975, May 20, 1977, June 16, 1972.	Do.
Dixie	Cross City, town of	120074B	June 26, 1975, emergency, June 26, 1975, regular, Sept. 16, 1982, suspended.	Jan. 30, 1976, Sept. 13, 1974.	Do.
Volusia	Daytona Beach, city of	125099C	Sept. 11, 1970, emergency, Sept. 7, 1973, regular, Sept. 16, 1982, suspended.	Sept. 7, 1973, July 1, 1974, May 27, 1977.	Do.
Do	Daytona Beach Shores, city of	125100C	Jan. 29, 1971, emergency, Sept. 7, 1973, regular, Sept. 16, 1982, suspended.	May 27, 1977, Sept. 7, 1973.	Do.
Do	New Smyrna Beach, city of	125132C	May 14, 1971, emergency, Dec. 7, 1973, regular, Sept. 16, 1982, suspended.	Dec. 7, 1973, May 27, 1977.	Do.
Do	Ormond Beach, city of	125136C	Nov. 20, 1970, emergency, Sept. 7, 1973, regular, Sept. 16, 1982, suspended.	Sept. 7, 1973, July 1, 1974, May 27, 1977.	Do.
Do	Ponce Inlet, town of	125132C	May 28, 1974, emergency, Oct. 8, 1976, regular, Sept. 16, 1982, suspended.	Aug. 9, 1974, Feb. 13, 1976, Oct. 8, 1976.	Do.
Georgia: Liberty	Hinesville, city of	130125B	June 13, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Feb. 25, 1977	Do.
Illinois:					
McHenry and Lake	Island Lake, village of	170370B	Jan. 24, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Mar. 8, 1974, June 4, 1976.	Do.
Perry	Pinckneyville, city of	170540B	July 2, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982.	Mar. 22, 1974, Oct. 10, 1975, Nov. 9, 1979.	Do.
Indiana:					
Knox	Dacker, town of	180322C	Aug. 4, 1975, emergency, Nov. 9, 1979, regular, Sept. 16, 1982, suspended.	Feb. 1, 1974, June 11, 1976.	Do.
Dearborn	Greendale, town of	180040B	Mar. 19, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Jan. 16, 1974, Dec. 12, 1975.	Do.
Crawford	Marengo, town of	180033B	Jan. 6, 1976, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Feb. 1, 1974, Sept. 19, 1975.	Do.
Massachusetts: Worcester	Leominster, city of	250314B	Jan. 24, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Mar. 22, 1974, Oct. 17, 1975, Oct. 22, 1980.	Do.
Michigan: Kent	Grandville, city of	260271B	Mar. 30, 1973, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	July 13, 1973, June 18, 1976.	Do.

—Continued

State and county	Location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Special flood hazard area identified	Date ¹
Minnesota: Marshall.....	Oslo, city of.....	270272B.....	May 15, 1974, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	July 19, 1974, Dec. 20, 1974.	Do.
Do.....	Stephen, city of.....	270273B.....	Apr. 26, 1974, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	May 17, 1974, June 4, 1976.	Do.
Missouri: Lincoln.....	Silex, village of.....	290212B.....	Nov. 1, 1976, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Nov. 22, 1974, Dec. 5, 1975.	Do.
New Hampshire: Strafford.....	Rochester, city of.....	330150B.....	July 22, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Nov. 8, 1977.....	Do.
New Jersey: Gloucester.....	Greenwich, township of.....	340204B.....	Apr. 18, 1973, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Jan. 23, 1974, Nov. 25, 1977.	Do.
Ocean.....	Jackson, township of.....	340375A.....	Jan. 12, 1973, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Jan. 24, 1975.....	Do.
New York: Genesee.....	Batavia, city of.....	360279B.....	July 25, 1973, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Dec. 28, 1973, July 16, 1976.	Do.
Schoharie.....	Esperance, village of.....	361542B.....	July 27, 1976, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Jan. 24, 1975, Jan. 30, 1976.	Do.
Oswego.....	Granby, town of.....	360650B.....	June 30, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	May 3, 1974.....	Do.
Do.....	Scriba, town of.....	360663B.....	Sept. 15, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	July 19, 1974, Aug. 6, 1976.	Do.
Texas: Wharton.....	Wharton, city of.....	480654C.....	June 11, 1974, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	June 11, 1974, July 19, 1977, July 3, 1979.	Do.
Virginia: Sussex.....	Stony Creek, town of.....	510159C.....	Apr. 9, 1974, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	Aug. 9, 1974, Apr. 30, 1976, Mar. 16, 1979.	Do.
New Mexico: Valencia.....	Belen, city of.....	350088B.....	June 23, 1975, emergency, Sept. 16, 1982, regular, Sept. 16, 1982, suspended.	June 7, 1974, Apr. 2, 1976.	Do.
Alaska: Wrangell-Petersburg Division.....	Petersburg, city of.....	020074C.....	July 25, 1975, emergency, June 1, 1982, regular, Sept. 16, 1982, suspended.	June 14, 1974, Feb. 4, 1977.	Do.
Oregon: Josephine.....	Cave Junction, city of.....	410107B.....	May 13, 1975, emergency, June 10, 1980, regular, Sept. 16, 1982, suspended.	NSFHA.....	Do.
Alaska: Sitka Division.....	Sitka, city and borough of.....	020006B.....	Nov. 8, 1974, emergency, June 1, 1982, regular, Sept. 16, 1982, suspended.	June 28, 1974, Sept. 12, 1975.	Do.

¹ Date certain Federal assistance no longer available in special flood hazard area.

(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; Executive Order 12127, 44 FR 19367; and delegation of authority to the Associate Director, State and Local Programs and Support)

Issued: September 1, 1982.

Lee M. Thomas,

Associate Director, State and Local Programs and Support.

[FR Doc. 82-25798 Filed 9-17-82; 8:45 am]

BILLING CODE 6718-03-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Parts 33, 75, 94, 160, 180, and 192

[CGD 79-167]

Life Floats and Buoyant Apparatus; Requirements for Painters With Float-Free Links and Other Changes

AGENCY: Coast Guard, DOT.

ACTION: Final rules.

SUMMARY: These regulations require life floats and buoyant apparatus on tank vessels, passenger vessels, cargo and miscellaneous vessels, small passenger vessels, and oceanographic vessels to be secured to the vessel by means of a painter and a float-free link. A new specification regulation is included for the float-free link, and the specification regulations for life floats and buoyant apparatus have been revised to require that each new life float and buoyant apparatus be equipped with a painter attachment fitting. These regulations are intended to prevent life floats and buoyant apparatus from quickly drifting away from a vessel casualty. The need for this action arises from a vessel casualty in which some loss of life might have been prevented if the buoyant apparatus had not been carried away. In addition, these amendments include revised specification regulations for life floats and buoyant apparatus that require each new life float and buoyant apparatus to be equipped with retroreflective material in order to make it more visible in night searches. A number of other amendments to the specification regulations bring construction methods and documents incorporated by reference up to date.

EFFECTIVE DATES: (a) The amendments affecting Subparts 160.010, 160.027, and 160.073 become effective on March 20, 1983.

(b) The remainder of the amendments affecting Parts 33, 75, 94, 180, and 192 become effective on September 20, 1983.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Markle, Office of Merchant Marine Safety (G-MVI-3/12), Department of Transportation, U.S.

Coast Guard Headquarters, Washington, DC 20593, (202) 426-1444.

SUPPLEMENTARY INFORMATION: A Notice of Proposed Rulemaking was published in the Federal Register of October 8, 1981 (46 FR 49914). The comment period on that proposal (CGD 79-167) ended on January 6, 1982. A total of 39 comments were received from 14 parties.

Drafting Information

The principal persons involved in drafting these regulations are: Mr. Robert Markle, Office of Merchant Marine Safety, and Mr. Michael Mervin, Office of the Chief Counsel.

Discussion of Comments on Painters and Float-Free Links for Life Floats and Buoyant Apparatus

The National Transportation Safety Board (NTSB) commented that the proposal was consistent with its Safety Recommendation M-79-7. This recommendation was based on the NTSB analysis of the capsizing of the Dixie Lee II.

Five comments including those from two vessel operators and three groups of vessel operators, were generally negative, stating that it had no practical value, that the proposal should be withdrawn, and that the capsizing of the Dixie Lee II was a single unusual occurrence that should not be the basis for a regulation change. Although the NTSB recommendations were specific only to the accident involving the Dixie Lee II, the Coast Guard examined three other accidents that had been the subject of formal investigation. It was evident that in two of those three cases the apparatus quickly floated away from the scene of the accident as it had in the case of the Dixie Lee II ("apparatus" refers to both life floats and buoyant apparatus throughout this discussion). It was also evident that the apparatus did not provide a satisfactory level of protection from hypothermia (exposure). The best solution to these shortcomings would be to require inflatable liferafts on the small passenger vessels and other vessels affected by these regulations. These rafts should be provided in sufficient numbers to accommodate all persons on board the vessel, plus additional rafts in reserve. The rafts would be secured to the vessel

by the standard painter and float-free link arrangement. The Coast Guard rejected this solution as being too costly to apply to all classes of affected vessels, and instead proposed that the same painter and float-free link arrangement be used for the existing apparatus. In this way the problem of apparatus floating away from the scene of an accident could be rectified at minimum cost. (The question of requiring inflatable liferafts for specific classes of vessels may be considered at a later date.)

Eight comments expressed some concern about the use of float-free links. They included statements to the effect that the float-free link could deteriorate and break at some load other than the design load resulting in loss of the apparatus, that the link results in the apparatus floating away anyway, that the link on the apparatus would allow it to break away if the apparatus was towed alongside, that the link should be located at the vessel end of the painter rather than at the apparatus end, and that the link would be unnecessary on vessels restricted to waters of 100 ft. depth or less.

The proposal would have required the link to be located between the apparatus and the painter so that if the painter became fouled on the sinking vessel, the link would allow the apparatus to break free. The comments that noted the disadvantages of this arrangement are correct. The primary purpose of the painter is to hold the apparatus alongside while the vessel is still afloat. If the float-free link is on the apparatus, forces from wind and waves could cause the link to part resulting in the loss of the apparatus. If the link were attached between the vessel and the painter, the apparatus could be held alongside with the painter tied off beyond the link so that the apparatus would not be lost. This would still allow the apparatus to float free in the event that the vessel sinks. In considering these comments, the proposed rules were compared to the requirements for inflatable liferafts which are also secured to the vessel with a painter and a float-free link. These rafts once had the float-free link at the raft end of the painter, and it was found that rafts were

frequently carried away by wind and waves. Consequently, the float-free link was moved to a point between the vessel and the painter. These regulations have therefore been revised to locate the float-free link between the vessel and the painter rather than between the painter and the apparatus.

The comment that stated that the float-free link was unnecessary in waters of depth less than the 100 ft. painter length is also correct. The regulations have been revised to allow the float-free link to be omitted for those vessels operating solely in waters that are not as deep as the length of the painter.

There were a number of comments concerning the 30 m (100 ft.) long painter. Five comments pointed out that it was too long. Disadvantages noted included lack of space for that much 2 in. circumference line, and the possibility that multiple painters would foul on vessels with more than one apparatus. Another comment recommended that 200 or 250 ft. of painter should be provided. Two comments suggested that smaller sized synthetic rope should be permitted, and one of these suggested that the size of the rope could be determined by the size of the apparatus that it has to handle. In order to evaluate these comments, the proposed apparatus painter requirements were compared to the painter requirements for inflatable liferafts, since both painters perform a similar function. These requirements are in § 160.051-7(b)(8) of Title 46 of the Code of Federal Regulations. The rafts are required to have a painter at least 100 ft. long of nylon or equivalent material with a breaking strength of at least 3,000 lb. for rafts of 10 persons or more capacity, and 1,500 lb. for rafts of less than 10 persons capacity. On the basis of this comparison and the analysis originally done for the proposal, it was concluded that 30 m (100 ft.) is the appropriate minimum length for the painter. As written, the proposal allowed the use of synthetic rope materials, but the term "plastic" was used which may have been misleading. The term "plastic" has been changed to "synthetic" to be consistent with common terminology used in connection with cordage. The proposal would have required the painter to have a breaking strength of 17 kN (3,800 lb.). This represented no change in the strength of the painter as compared to the previous requirements, however, this is almost 10 times stronger than the required strength of the largest float-free link. The required strength of the painter was therefore revised to be similar to

the requirement for inflatable liferafts. The painter is required to have a breaking strength of a least 6.7 kN (1,500 lb.), except that if the capacity of the apparatus is 50 persons or more, the required breaking strength is 13.4 kN (3,000 lb.). (The buoyant force of a 50 person apparatus is comparable to the buoyant force of a 10 person inflatable liferaft.) The substantial reduction in the breaking strength of the painter will result in a significantly smaller painter, thereby reducing the problem of stowage space and reducing the economic impact of the rule. Finally, in order to reduce the problem of fouling of multiple painters, the rule was revised to allow the apparatus to be grouped and secured to the vessel by a single painter, provided that the weight of the group does not exceed 185 kg (400 lb.). The size of the painter and float-free link would be based on the combined capacity of the group of apparatus.

Discussion of Comments on the Float-Free Link Specification Regulation

One comment was received relative to the float-free link specification regulation. This comment was that its 1800 N (400 lb.) breaking strength is too high for a 25 person apparatus. An 1800 N (400 lb.) to 2400 N (536 lb.) strength link is required for apparatus of 21 persons or more capacity. The minimum buoyancy of an apparatus in this group is 3045 N (672 lb.), so there is no problem with the apparatus having sufficient buoyancy to break the link. Therefore, no change was made as a result of this comment.

Discussion of Comments on the Buoyant Apparatus and Life Float Specification Regulations

Four comments expressed general support for the revised buoyant apparatus and life float specification regulations, or supported a particular part of them without objecting to any other part.

Two comments noted that if the apparatus was supporting a large number of persons in the water, the retroreflective material on the apparatus could be obscured. One of the comments, from a manufacturer of retroreflective material, suggested that more material be applied. No change has been made as a result of these comments. The amount and placement of retroreflective material conforms with Resolution A.274(VIII) of the Intergovernmental Maritime Consultative Organization (IMCO). It will provide about the same or slightly more area of retroreflective material above the waterline than a life preserver equipped with this material.

Accordingly, it will be visible at roughly the same distance. Furthermore, if a large number of people are gathered around an apparatus, it is probable that one or more of those people will have a life preserver equipped with retroreflective material. Therefore, it is concluded that a group of survivors gathered around an apparatus will be able to be spotted under night search conditions whether or not the retroreflective material on the apparatus is obscured.

A manufacturer of retroreflective material suggested that the material should be retrofitted to apparatus in service, not just applied to new apparatus. This suggestion has not been adopted. The addition of retroreflective material is not one of the primary regulatory objectives growing out of the casualty investigations. By phasing in retroreflective material on new life floats and buoyant apparatus, an estimated \$95,000 retrofit cost is saved, and the retroreflective material can be applied under the manufacturer's production control. This will make sure that the material is applied under the optimum environmental conditions and that the materials used are compatible. It is expected that retroreflective material applied in this way will last for the life of the device. Nothing in the regulations prohibits the retrofit of retroreflective material on existing apparatus, if desired.

One comment suggested that the retroreflective material should be 100 mm (4 in.) wide and of shorter length, rather than a continuous strip 50 mm (2 in.) wide. The comment stated that this would result in a brighter reflected light. This comment has not been adopted. In a number of nighttime tests, it has been found that the brightness of light reflected from retroreflective material depends on the area of the material provided and not its shape. Therefore, wider and shorter material having the same area would not result in a brighter reflected light.

One comment questioned the need for a painter attachment fitting on the apparatus, and stated that the painter could be attached directly to the apparatus. The requirement for the painter attachment fitting was not changed because the manufacturer of the device should determine how and where the painter should be attached since this connection is used to break the float-free link. The connection point needs to be strong enough to break the link and must be designed in such a way that the apparatus is not damaged when tension is applied to the painter.

Final Evaluation

One comment stated that the draft evaluation underestimated the economic impact of the proposed rules primarily because the labor time estimated to be needed to make the changes was too low. In fact, the draft evaluation did not take any labor time requirements into account, except for the time required to fabricate the float-free link, which was estimated at about ten minutes. The reason for not including the time to attach the painter and the float-free link to the apparatus was that it is expected to be negligible, in that it would be done in the course of preparing the vessel for a season of operation, or in the case of a vessel not in seasonal operation, it would be done in the course of a regular examination of the equipment. This was considered reasonable since a one year period is being provided to comply with these rules, and such an outfitting or inspection should take place at least once during the one-year period. The comment estimated that just to move the float, splice or replace the painter, and restow would require 10 hours. This does not appear to be a realistic estimate. Although an extremely inefficient worker might take that long, it is not representative of the level of effort required to complete these relatively simple tasks.

A Final Evaluation has been prepared for these regulations in accordance with the Department of Transportation's Order on Regulatory Policies and Procedures. That order (DOT 2100.5, 5/22/80, 44 FR 11034, February 26, 1979 as amended by 44 FR 28126, May 14, 1979) requires that the evaluation quantify, to the maximum extent practicable, the estimated cost of the regulations to the private sector, consumers, and federal, state and local governments, as well as the anticipated benefits and impact of the regulations. The Final Evaluation also includes the Environmental Assessment required by the National Environmental Policy Act of 1969 (Pub. L. 91-190). This proposed rule making has also been evaluated under Executive Order 12291 ("Federal Regulation," February 17, 1981, 46 FR 13193, February 19, 1981), and has been determined not to be a "major rule" as defined in that order since the annual effect on the economy would be less than \$100 million and no major increase in prices will result.

These regulations are expected to affect approximately 5000 small vessels having an average of two life floats or buoyant apparatus each. This would result in an initial cost of about \$150,000 and a recurring annual cost of about \$30,000. This is a reduction from the

\$175,000 initial cost and \$35,000 annual cost estimated in the draft evaluation. The reductions result from the change in the painter strength requirement in the final rule, which allows the use of a smaller and therefore less expensive painter. These costs will be imposed directly on the private sector (the manufacturers of life floats and buoyant apparatus, and operators of affected vessels). The manufacturers and operators are expected to pass the costs through to the ultimate consumers of affected maritime services in the form of price increases. However, because of the low overall cost of the proposal, increases in individual prices will be negligible. The average initial cost of these proposed regulations would be about \$30 for each affected vessel, with an average annual upkeep or replacement cost of approximately \$6. There is no effect on federal, state, and local governments except in their capacities as users of life floats and buoyant apparatus and as consumers of maritime services. Implementation and enforcement of these rules would be accomplished within the scope of current Coast Guard marine safety activities, so that there will not be any need for additional federal budget commitments.

The primary benefit identified for the proposal is improvement of the effectiveness of life floats and buoyant apparatus by preventing them from floating away from the scene of a vessel casualty. Because of the low number of affected vessels, there is no valid statistical basis for predicting the number of lives that might be saved by these regulations. In order to determine the potential benefit of the regulations, four small passenger vessel casualties involving loss of life were reviewed. These casualties occurred between 1973 and 1977 and were formally investigated by the Coast Guard. Three were investigated by the National Transportation Safety Board. In three of the four cases, the apparatus drifted away from the scene of the casualty and could not be used by some or all of the persons on board the vessel. Since those that died in these casualties apparently did not have access to a means of floatation, availability of apparatus could have prevented some of the loss of life. These regulations are intended to prevent the apparatus from quickly drifting away so that they will be available to persons in the water.

Under the Regulatory flexibility Act (Pub. L. 96-354), it is certified that this rule will not have a significant economic impact on a substantial number of small entities. The small entities that are

affected by the rule are primarily the owner-operators of tour, fishing, and charter boat businesses. As stated above, the costs are minimal and not a significant impact on any operator. Many life float and buoyant apparatus manufacturers are small businesses. This proposed rule making would add about \$12.50 to the cost of each device produced. The average price of these devices at retail is about \$500. The added cost would not be a significant impact on these producers.

List of Subjects

46 CFR Part 33

Barges, Marine safety, Tank vessels.

46 CFR Parts 75 and 180

Marine safety, Passenger vessels.

46 CFR Part 94

Cargo vessels, Marine safety.

46 CFR Part 160

Marine safety.

46 CFR Part 192

Marine safety, Oceanographic vessels.

In consideration of the foregoing, Chapter I of Title 46 of the Code of Federal Regulations is amended as set forth below.

Clyde T. Lusk, Jr.,

Rear Admiral, U.S. Coast Guard, Chief, Office of Merchant Marine Safety.

July 6, 1982.

SUBCHAPTER D—TANK VESSELS

PART 33—LIFESAVING EQUIPMENT

1. By adding § 33.20-25 to the table of contents for Part 33 as follows:

* * * * *

Subpart 33.20—Stowage of Lifeboats, Liferrafts, and Buoyant Apparatus

* * * * *

33.20-25 Stowage of buoyant apparatus—
TB/LBR.

* * * * *

2. By revising Table 33.15-15(a) to read as follows:

§ 33.15-15 Required equipment for rigid type liferafts and buoyant apparatus—TB/LBR.

* * * * *

TABLE 33.15-15(A)

Letter identification	Item	Liferaft		Buoyant apparatus—All waters
		Great Lakes	Lakes, bays, sounds, rivers	
a	Boathook	1	1	None
b	Lifeline	1	1	1
c	Matches (boxes)	1	None	None
d	Oars (units)	2	2	None

TABLE 33.15-15(A)—Continued

Letter identification	Item	Liferaft		Buoyant apparatus—All waters
		Great Lakes	Lakes, bays, sounds, rivers	
e	Oil, storm (gallons)	1	None	None
f	Painter	1	1	21
g	Rowlocks (units)	21	21	None
h	Sea anchor	1	None	None
i	Signals, distress (units)	21	None	None
j	Water light	1	None	21

¹ Not required on Type A liferafts.

² For description of unit see Section 33.15-20.

³ See § 33.20-25(a)(3).

⁴ Not required on buoyant apparatus for less than 25 persons.

⁵ Applies to ocean, coastwise and Great Lakes routes.

(46 U.S.C. 391a; 49 CFR 1.46)

3. By revising § 33.15-20(f) to read as follows:

§ 33.15-20 Description of equipment for liferafts and buoyant apparatus—TB/LBR.

(f) *Painter.* Liferaft painters must be of manila rope not less than 69mm (2-3/4 in.) in circumference, or equivalent, and of a length not less than 3 times the distance between the deck on which the liferafts are stowed and the light draft of the vessel. Painters for buoyant apparatus are described in § 33.20-25(a)(3).

(46 U.S.C. 391a; 49 CFR 1.46)

4. By revising § 33.20-20 as follows:

§ 33.20-20 Hydraulic releases—TB/ALL.

Each hydraulic release used in the installation of any liferaft, inflatable liferaft, or buoyant apparatus must meet Subpart 160.062 of this chapter.

(46 U.S.C. 91a; 49 CFR 1.46)

5. By adding a new § 33.20-25 to read as follows:

§ 33.20-25 Stowage of buoyant apparatus—TB/LBR.

(a) Each buoyant apparatus must be secured to the vessel by a painter and a float-free link.

(1) The float-free link must be—

(i) Certified to meet Subpart 160.073 of this chapter,

(ii) Of proper strength for the size of the buoyant apparatus as indicated on its identification tag, and

(iii) Secured to the painter at one end and secured to the vessel on the other end.

(2) The means by which the float-free link is attached to the vessel must—

(i) Have a breaking strength of at least the breaking strength of the painter,

(ii) If synthetic, be of a dark color or of a type certified to be resistant to deterioration from ultraviolet light, and

(iii) If metal, be corrosion resistant.

(3) The painter must—

(i) Be at least 30 m (100 ft.) long,

(ii) Have a breaking strength of at least 6.7 kN (1500 lb.), except that if the capacity of the buoyant apparatus is 50 persons or more, the breaking strength must be at least 13.4 kN (3000 lb.),

(iii) If synthetic, be of a dark color or be of a type certified to be resistant to deterioration from ultraviolet light, and

(iv) Be stowed in such a way that it runs out freely when the buoyant apparatus floats away from the sinking vessel.

(4) If the buoyant apparatus does not have a painter attachment fitting, a means for attaching the painter must be provided by a wire or line that—

(i) Encircles the body of the device,

(ii) Will not slip off,

(iii) Has a breaking strength that is at least the breaking strength of the painter, and

(iv) If synthetic, is of a dark color or is of a type certified to be resistant to deterioration from ultraviolet light.

(b) The float-free link described in paragraphs (a)(1) and (a)(2) of this section is not required if the vessel operates solely in waters which have a depth less than the length of the painter.

(c) If the vessel carries more than one buoyant apparatus, the buoyant apparatus may be grouped and each group secured by a single painter, *Provided, That—*

(1) The combined weight of each group of buoyant apparatus does not exceed 185 kg (400 lb.),

(2) Each buoyant apparatus is individually attached to the painter by a line that meets paragraphs (a)(3)(ii) and (a)(3)(iii) of this section and which is long enough so that each buoyant apparatus can float without contacting any other buoyant apparatus in the group, and

(3) The strength of the float-free link under paragraph (a)(1)(ii) of this section and the strength of the painter under paragraph (a)(3)(ii) of this section is determined by the combined capacity of the group of buoyant apparatus.

(46 U.S.C. 391a, 49 CFR 1.46)

SUBCHAPTER H—PASSENGER VESSELS

PART 75—LIFESAVING EQUIPMENT

6. By revising § 75.15-10(d) and -10(e) to read as follows:

§ 75.15-10 Stowage.

(d) Each life float and buoyant apparatus must be secured to the vessel by a painter and a float-free link.

(1) The float-free link must be—

(i) Certified to meet Subpart 160.073 of this Chapter,

(ii) Of proper strength for the size of the life float or buoyant apparatus as indicated on its identification tag, and

(iii) Secured to the painter at one end and secured to the vessel on the other end.

(2) The means by which the float-free link is attached to the vessel must—

(i) Have a breaking strength of at least the breaking strength of the painter,

(ii) If synthetic, be of a dark color or of a type certified to be resistant to deterioration from ultraviolet light, and

(iii) If metal, be corrosion resistant.

(3) If the life float or buoyant apparatus does not have a painter attachment fitting, a means for attaching the painter must be provided by a wire or line that—

(i) Encircles the body of the device,

(ii) Will not slip off,

(iii) Has a breaking strength that is at least the breaking strength of the painter, and

(iv) If synthetic, is of a dark color or is of a type certified to be resistant to deterioration from ultraviolet light.

(4) The float-free link described in paragraphs (d)(1) and (d)(2) of this section is not required if the vessel operates solely in waters which have a depth less than the length of the painter.

(5) If the vessel carries more than one life float or buoyant apparatus, the life floats and buoyant apparatus may be grouped and each group secured by a single painter, provided that—

(i) The combined weight of each group of life floats and buoyant apparatus does not exceed 185 kg (400 lb.),

(ii) Each life float and buoyant apparatus is individually attached to the painter by a line that meets §§ 75.20-35 (d)(2) and (d)(3) and which is long enough so that each can float without contacting any other life float or buoyant apparatus in the group, and

(iii) The strength of the float-free link under paragraph (d)(1)(ii) of this section and the strength of the painter under § 75.20-35(d)(2) is determined by the combined capacity of the group of life floats and buoyant apparatus.

(6) Stowing of life floats and buoyant apparatus must allow easy launching. Life floats and buoyant apparatus over 185 kg (400 lb.) must not require lifting before launching.

(7) Life floats and buoyant apparatus must not be secured to the vessel except by the painter and by lashings which can be easily released or hydraulic releases. They must not be stowed in more than four tiers. When stowed in tiers, the separate units must be kept apart by spacers.

(8) There must be means to prevent shifting.

(e) Each hydraulic release used in the installation of any life raft, inflatable life raft, life float, or buoyant apparatus must meet Subpart 160.062 of this chapter.

(46 U.S.C. 481, 49 U.S.C. 1655(b)(1); 49 CFR 1.46)

7. By revising § 75.20-35(d) as follows:

§ 75.20-35 Description of equipment for life floats and buoyant apparatus.

(d) *Painter.* The painter must—

(1) Be at least 30 m (100 ft.) long, but not less than 3 times the distance between the deck on which the life floats and buoyant apparatus are stowed and the light draft of the vessel.

(2) Have a breaking strength of at least 6.7 kN (1500 lb.), except that if the capacity of the life float or buoyant apparatus is 50 persons or more, the breaking strength must be at least 13.4 kN (3000 lb.).

(3) Be of a dark color if synthetic, or of a type certified to be resistant to deterioration from ultraviolet light, and

(4) Be stowed in such a way that it runs out freely when the life float or buoyant apparatus floats away from the sinking vessel.

(46 U.S.C. 481, 49 U.S.C. 1655(b)(1); 49 CFR 1.46)

SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS

PART 94—LIFESAVING EQUIPMENT

8. By revising § 94.15-10(d) and -10(e) to read as follows:

§ 94.15-10 Stowage.

(d) *Life float and buoyant apparatus stowage.* Each life float and buoyant apparatus must be secured to the vessel by a painter and a float-free link.

(1) The float-free link must be—

(i) Certified to meet Subpart 160.073 of this Chapter,

(ii) Of proper strength for the size of the life float or buoyant apparatus as indicated on its identification tag, and

(iii) Secured to the painter at one end and secured to the vessel on the other end.

(2) The means by which the float-free link is attached to the vessel must—

(i) Have a breaking strength of at least the breaking strength of the painter,

(ii) If synthetic, be of a dark color or of a type certified to be resistant to deterioration from ultraviolet light, and

(iii) If metal, be corrosion resistant.

(3) If the life float or buoyant apparatus does not have a painter attachment fitting, a means for attaching the painter must be provided by a wire or line that—

(i) Encircles the body of the device,

(ii) Will not slip off,

(iii) Has a breaking strength that is at least the breaking strength of the painter, and

(iv) If synthetic, is of a dark color or is of a type certified to be resistant to deterioration from ultraviolet light.

(4) The float-free link described in paragraphs (d)(1) and (d)(2) of this section is not required if the vessel operates solely in waters which have a depth less than the length of the painter.

(5) If the vessel carries more than one life float or buoyant apparatus, the life floats and buoyant apparatus may be grouped and each group secured by a single painter, provided that—

(i) The combined weight of each group of life floats and buoyant apparatus does not exceed 185 kg (400 lb.),

(ii) Each life float and buoyant apparatus is individually attached to the painter by a line that meets §§ 94.20-35 (d)(2) and (d)(3) and which is long enough so that each can float without contacting any other life float or buoyant apparatus in the group, and

(iii) The strength of the float-free link under paragraph (d)(1)(ii) of this section and the strength of the painter under § 94.20-35(d)(2) is determined by the combined capacity of the group of life floats and buoyant apparatus.

(6) Stowing of life floats and buoyant apparatus must allow easy launching. Life floats and buoyant apparatus over 185 kg (400 lb.) must not require lifting before launching.

(7) Life floats and buoyant apparatus must not be secured to the vessel except by the painter and by lashings which can be easily released or hydraulic releases. They must not be stowed in more than four tiers. When stowed in tiers, the separate units must be kept apart by spacers.

(8) There must be means to prevent shifting.

(e) Each hydraulic release used in the installation of any life raft, inflatable life raft, life float, or buoyant apparatus must meet Subpart 160.062 of this Chapter.

(46 U.S.C. 481, 49 U.S.C. 1655(b)(1); 49 CFR 1.46)

9. By revising § 94.20-35(d) as follows:

§ 94.20-35 Description of equipment for life floats and buoyant apparatus.

(d) *Painter.* The painter must—

(1) Be at least 30 m (100 ft.) long, but not less than 3 times the distance between the deck on which the life floats and buoyant apparatus are stowed and the light draft of the vessel,

(2) Have a breaking strength of at least 6.7 kN (1500 lb.), except that if the

capacity of the life float or buoyant apparatus is 50 persons or more, the breaking strength must be at least 13.4 kN (3000 lb.),

(3) Be of a dark color if synthetic, or of a type certified to be resistant to deterioration from ultraviolet light, and

(4) Be stowed in such a way that it runs out freely when the life float or buoyant apparatus floats away from the sinking vessel.

(46 U.S.C. 481, 49 U.S.C. 1655(b)(1); 49 CFR 1.46)

SUBCHAPTER Q—EQUIPMENT, CONSTRUCTION AND MATERIALS: SPECIFICATIONS AND APPROVAL

PART 160—LIFESAVING EQUIPMENT

10. By revising Subpart 160.010 to read as follows:

Subpart 160.010—Buoyant Apparatus for Merchant Vessels

Sec.

160.010-1 Incorporations by reference.

160.010-2 Definitions.

160.010-3 General requirements for buoyant apparatus.

160.010-4 Buoyant apparatus with plastic foam buoyancy.

160.010-6 Capacity of buoyant apparatus.

160.010-7 Methods of sampling, inspections and tests.

160.010-8 Nameplate and marking.

160.010-9 Procedure for approval.

160.010-10 Independent laboratory.

Authority: 46 U.S.C. 481; 49 U.S.C. 1655(b); 49 CFR 1.46.

Subpart 160.010—Buoyant Apparatus for Merchant Vessels

§ 160.010-1 Incorporations by reference.

(a) Certain materials are incorporated by reference into this subpart with the approval of the Director of the Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorporation by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of change must be published in the *Federal Register* and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408, and at the U.S. Coast Guard, Survival Systems Branch (G-MVI-3), Washington, DC 20593.

(b) The materials approved for incorporation by reference in this subpart are:

National Bureau of Standards (NBS)

"The Universal Color Language" and "The Color Names Dictionary" in *Color: Universal Language and Dictionary of Names*, National Bureau of Standards Special Publication 440.

Military Specifications

MIL-P-19644 C—Plastic Molding Material (Polystyrene Foam, Expanded Bead).

MIL-R-21607 C—Resins, Polyester, Low Pressure Laminating, Fire Retardant.

MIL-P-21929 B—Plastic Material, Cellular Polyurethane, Foam-In-Place, Rigid (2 and 4 Pounds per Cubic Foot).

MIL-P-40619 A—Plastic Material, Cellular, Polystyrene (For Buoyancy Applications).

§ 160.010-2 Definitions.

(a) *Buoyant apparatus*. Buoyant apparatus is flotation equipment (other than lifeboats, liferafts, and personal flotation devices) designed to support a specified number of persons in the water, and of such construction that it retains its shape and properties and requires no adjustment or preparation for use. The types of buoyant apparatus generally in use are the box-float type and the peripheral-body type defined in paragraphs (b) and (c) of this section.

(b) *Box-float*. Box-float is buoyant apparatus of a box-like shape.

(c) *Commandant (G-MVI-3)*. Commandant (G-MVI-3) is the Chief of the Survival Systems Branch, U.S. Coast

Guard Office of Merchant Marine Safety.

(d) *Peripheral-body*. Peripheral body is buoyant apparatus with a continuous body in the shape of either an ellipse or rectangle with a circular, elliptical, or rectangular body cross-section.

§ 160.010-3 General requirements for buoyant apparatus.

(a) Each buoyant apparatus must be capable of passing the tests in § 160.010-7.

(b) Materials not covered in this subpart must be of good quality and suitable for the purpose intended.

(c) Buoyant apparatus must be effective and stable, floating either side up.

(d) Each buoyant apparatus must be of such size and strength that it can be handled without the use of mechanical appliances, and its weight must not exceed 185 kg (400 lb.).

(e) The buoyant material must be as near as possible to the sides of the apparatus.

(f) Each buoyant apparatus must have a life line securely attached around the outside, festooned in bights no longer than 1 m (3 ft.), with a seine float in each bight, unless the line is of an inherently buoyant material and absorbs little or no water. The life line must be at least

10 mm (3/8 in.) diameter and have a breaking strength of at least 5400 N (1215 lb.).

(g) Pendants must be fitted approximately 450 mm (18 in.) apart around the outside of each buoyant apparatus. Each pendant must be at least 6 mm (1/4 in.) diameter, at least 3.5 m (12 ft.) long, secured in the middle, and have a breaking strength of at least 2400 N (540 lb.). Each pendant must be made up in a hank, and the hank secured by not more than two turns of light twine.

(h) Each peripheral body type buoyant apparatus without a net or platform on the inside must also have a life line and pendants around the inside.

(i) Synthetic line or webbing must not be used unless it is of a type represented by its manufacturer as ultraviolet light resistant, or it is pigmented in a dark color. A typical method of securing lifelines and pendants to straps of webbing is shown in Figure 160.010-3(i). If webbing is used to secure life lines and pendants, it must be at least 50 mm (2 in.) wide and must have a breaking strength of at least 3.4 kN (750 lb.) for apparatus of under 25 persons capacity, and 6.7 kN (1,500 lb.) for apparatus of 25 persons capacity and higher.

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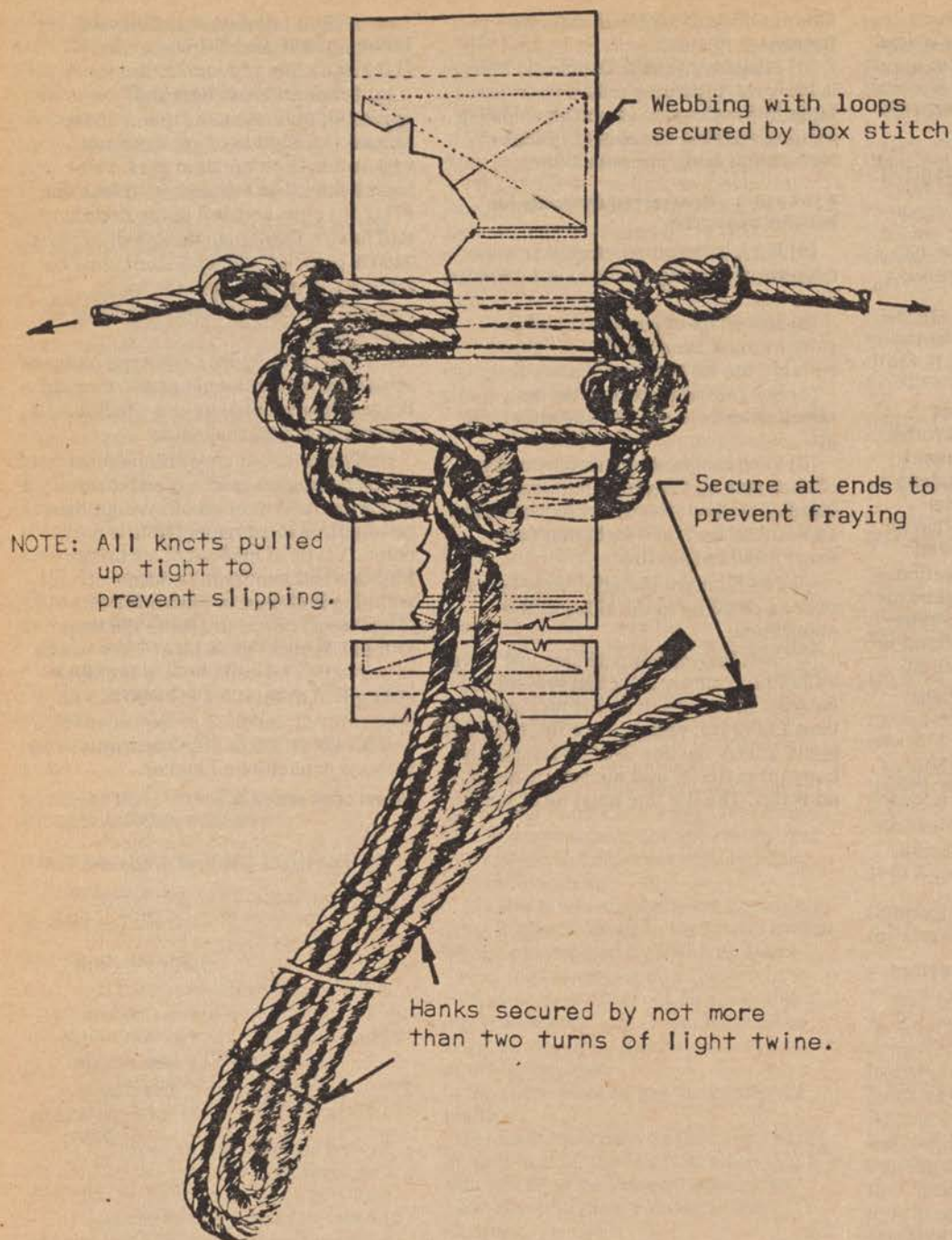


Figure 160.010-3(i)-Acceptable method of rigging a pendant.

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(j) Buoyant apparatus must have a fitting with an inside diameter of at least 50 mm (2 in.) for the attachment of a painter.

(k) Each edge and exposed corner must be well rounded. Buoyant apparatus with a rectangular cross-section must have corners rounded to a radius of at least 75 mm (3 in.).

(l) Buoyant apparatus must not have any evident defects in workmanship.

(m) Each metal part of a buoyant apparatus must be—

(1) 410 stainless steel or have salt water and salt air corrosion characteristics equal or superior to 410 stainless steel; and

(2) Galvanically compatible with each other metal part in contact with it.

(n) The color of the buoyant apparatus must be primarily vivid reddish orange as defined by Sections 13 and 14 of the "Color Names Dictionary."

(o) When fibrous-glass-reinforced plastic is used in the construction of a buoyant apparatus, each cut edge of laminate must be protected from entry of moisture by resin putty or an equivalent method.

(p) Each buoyant apparatus must have Type II retroreflective material meeting subpart 164.018 of this chapter on each side and end. The material must be in strips at least 50 mm (2 in.) wide extending from top to bottom over the side or end and continuing over the top and bottom surfaces of the apparatus. For peripheral body apparatus, each strip must extend completely over the top and bottom surface of the body. For box type apparatus, the strip must extend at least 300 mm (12 in.) inboard from the edge over the top and bottom surface. Each strip must be positioned near the center of the side or end, but so that it is not obscured by any strap. A typical arrangement is shown in Figure 160.010-3(p).

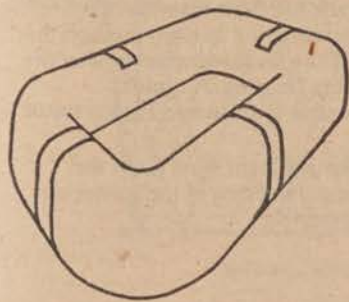


Figure 160.010-3(p)—Typical arrangement of retroreflective material (body fittings omitted).

§ 160.010-4 Buoyant apparatus with plastic foam buoyancy.

(a) Buoyant apparatus with plastic foam buoyancy must have a plastic foam body with an external protective

covering. The body may be reinforced as necessary to meet the tests in § 160.010-7.

(b) Plastic foam used in the construction of buoyant apparatus must be a unicellular type accepted by the Commandant (G-MVI-3) as meeting one of the following:

(1) Subpart 164.015 of this chapter.

(2) MIL-P-19644.

(3) MIL-P-21929.

(4) MIL-P-40619.

(c) The external protective covering must be—

(1) Fibrous-glass-reinforced plastic, constructed of a polyester resin listed on the current Qualified Products List for MIL-P-21607, or accepted by the Commandant (G-MVI-3) as meeting MIL-P-21607;

(2) Elastomeric vinyl accepted by the Commandant (G-MVI-3) as meeting § 160.055-3(j) of this Chapter; or

(3) Any other material accepted by the Commandant (G-MVI-3) as providing equivalent protection for the body of the apparatus.

§ 160.010-6 Capacity of buoyant apparatus.

(a) The number of persons for which a buoyant apparatus is approved must be the lowest number determined by the following methods:

(1) Final buoyancy of the buoyant apparatus in Newtons after the watertight integrity test as described in § 160.010-7(e) and (f), divided by 145 (divided by 32 if buoyancy is measured in pounds). The divisor must be changed to 180 (40 if buoyancy is measured in pounds) if the apparatus is designed so that persons supported are only partially immersed or where facilities are provided for climbing on top of the apparatus.

(2) Number of 300 mm (1 ft.) increments in the outside perimeter of the buoyant apparatus. The inside edge of peripheral-body type buoyant apparatus is not considered in determining the capacity.

§ 160.010-7 Methods of sampling, inspections and tests.

(a) *General.* Production tests must be conducted under the procedures in Subpart 159.007 of this chapter. An inspector from the independent laboratory must inspect the place of manufacture, observe the various operations involved in the construction process and determine that buoyant apparatus are made in accordance with this subpart and of materials and parts conforming strictly with the plans and specifications submitted by the

manufacturer and approved by the Commandant (G-MVI-3).

(b) *Sampling of production lots.* A production lot must consist of not more than 300 buoyant apparatus of the same design and capacity manufactured by one factory. Samples for production tests must be selected at random from each lot. The required sample size for various lot sizes is given in Table 160.010-7(b).

TABLE 160.010-7(b)—SAMPLE SIZE FOR VARIOUS LOT SIZES

Lot size	Sample size
1 to 30.....	1
31 to 60.....	2
61 to 90.....	3
91 to 300.....	4

(c) *Testing of sample buoyant apparatus from production lots.* Each sample buoyant apparatus selected for test from a production lot must be subjected to the tests described in paragraphs (d) through (g) of this section. The stability test in paragraph (h) must be performed whenever a question of stability arises.

(d) *Strength tests.* The buoyant apparatus tested for approval must be subjected to the drop test. Buoyant apparatus tested for production lot inspections must also be subjected to the drop test except that in the case of peripheral body type apparatus, the beam loading test may be substituted.

(1) *Drop test.* Drop the complete sample buoyant apparatus into still water from a height of 18 m (60 ft.) twice, once flat and once endwise. There must be no damage that would render the apparatus unserviceable.

(2) *Beam loading test.* The buoyant apparatus must be stood on edge on one of its longer sides. A wood block 600 mm (24 in.) long and wide enough to cover the body of the apparatus must be centered on the top edge of the apparatus. A loading beam must be set at right angles to the float at a height so that the beam is in a horizontal position with its center on the center of the wood block. The loading beam must be hinged at one end and a load applied at the other end at a uniform rate of 225 kg (500 lb.) per minute until the load at the end of the beam as shown on Table 160.010-7(d)(2) is reached. The beam is then held stationary for 10 minutes. The device used to apply the load must be a chain fall, hydraulic cylinder or other device that allows the device to unload as the strain on the buoyant apparatus relieves. At the end of the 10 minute

period, the drop in the load on the device must not exceed the maximum permissible drop shown in Table 160.010-7(d)(2). If the buoyant apparatus is not one of the sizes listed in the table, the loads must be determined by linear interpolation.

Note.—Because of the lever ratio of the beam loading apparatus described here, the actual loads applied to the apparatus are twice the loads shown in the Table.

TABLE 160.010-7(d)(2).—BEAM LOADING TEST

Size of buoyant apparatus (persons)	Test load (kg (lb.))	Maximum permissible drop (kg (lb.))
60	2,400 (5,280)	120 (264)
40	1,800 (3,960)	90 (198)
25	1,500 (3,300)	75 (165)
15	1,200 (2,640)	60 (132)
10	900 (1,980)	45 (100)

(e) *Buoyancy test.* Known weights are loaded on the sample buoyant apparatus until it is awash. The buoyancy is the downward force exerted by the weights loaded on the apparatus. A raised platform of known weight having two runners on edge spaced so as to bear on the apparatus may be used to support the weights out of water to avoid the necessity for making allowances for the displacement of submerged weights. This test is not a required production test if the manufacturer—

(1) Uses the same plastic buoyancy foam used in previous production lots,

(2) Determines that the density of each batch of foam used is within a range specified on the approved plans, and

(3) Closely controls the amount of foam used in each apparatus.

(f) *Watertight integrity test.* The buoyant apparatus is submerged for 24 hours at a depth of 3 m (10 ft.) or equivalent water pressure. The final buoyancy of the buoyant apparatus is determined in accordance with paragraph (e) of this section. The final buoyancy must be at least 145 N (32 lb.) per person capacity of the buoyant apparatus or 180 N (40 lb.) per person capacity if the apparatus is designed so that persons supported are only partially immersed or if facilities are provided for climbing on top of the apparatus. The loss of buoyancy must not exceed 5 percent of the initial buoyancy. This test

is not a required production test if the manufacturer uses the plastic buoyancy foam controls permitted as an alternative to the buoyancy test in paragraph (e) of this section.

(g) *Painter attachment strength test.* The apparatus must be positioned with its painter attachment fitting at the lowest point of the apparatus, directly below the center of buoyancy. The apparatus must be suspended in this position from the highest side. A load equal to twice the buoyancy of the apparatus must be suspended from the painter attachment fitting for 10 minutes. The fitting must remain firmly attached to the buoyant apparatus and the apparatus must not sustain any visible damage.

(h) *Stability test.* With the sample buoyant apparatus floating in water, a weight of 22.5 kg of iron per meter of length (15 lb. per foot) must be suspended in the water from the life lines along one of the longer edges. The same test must be performed along one of the shorter edges. The minimum weight along any one edge must be 27 kg (60 lb.). The buoyant apparatus must neither capsize nor become partially awash under either of these tests.

(i) *Weight test.* One buoyant apparatus of the lot submitted for approval must be weighed. The weight of the complete buoyant apparatus must be within the limit required in § 160.010-3(d).

(j) *Lot acceptance or rejection.* Inability of a sample buoyant apparatus to pass any one or more of the tests required in this section causes rejection of the lot. Each buoyant apparatus in a rejected lot must be reworked by the manufacturer to correct the defects found before the lot is resubmitted for inspection and testing.

§ 160.010-8 Nameplate and marking.

(a) A substantial nameplate must be permanently attached to each buoyant apparatus. The nameplate must contain the name of the manufacturer, lot designation or serial number, approval number, dimensions, and number of persons capacity. Space must be provided for the date, and the identification of the independent laboratory.

(b) The nameplates of buoyant apparatus accepted must be marked

with the identification of the independent laboratory and the date.

§ 160.010-9 Procedure for approval.

(a) A buoyant apparatus is approved by the Coast Guard under the procedures in Subpart 159.005 of this chapter.

(b) The test required for approval are those in § 160.010-7, and must be performed on the first production lot of buoyant apparatus produced by the manufacturer.

§ 160.010-10 Independent laboratory.

(a) The approval and production tests in this subpart must be conducted by an independent laboratory accepted by the Coast Guard under Subpart 159.010 of this Chapter.

11. By revising Subpart 160.027 to read as follows:

Subpart 160.027—Life Floats for Merchant Vessels

Sec.

160.027-2 Type.

160.027-3 Additional requirements for life floats.

160.027-7 Pre-approval tests for alternate platform designs.

Authority: 46 U.S.C. 481; 49 U.S.C. 1655(b); 49 CFR 1.46.

Subpart 160.027—Life Floats for Merchant Vessels

§ 160.027-2 Type.

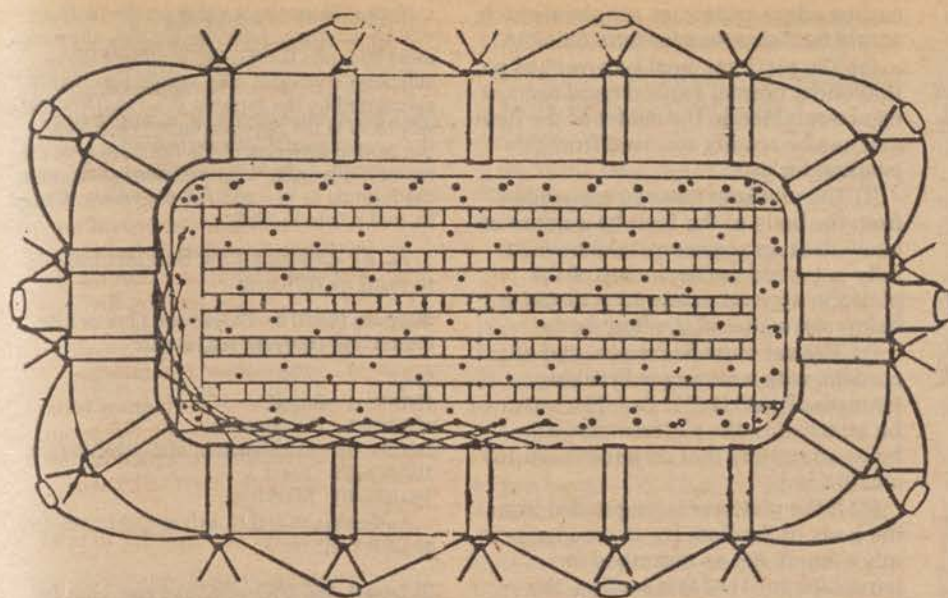
(a) Each life float must meet the requirements in Subpart 160.010 of this chapter for a peripheral body type buoyant apparatus designed so that persons supported are only partially immersed (180 N (40 lb.) of buoyancy per person required).

§ 160.027-3 Additional requirements for life floats.

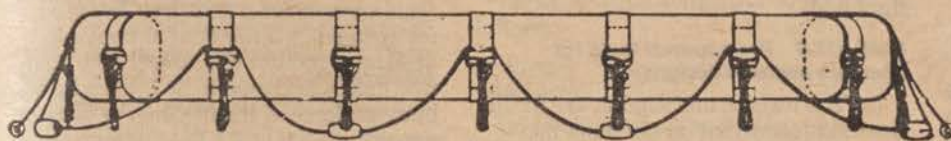
(a) Each life float must have a platform designed to drop through the center of the float, whichever way the life float is floating. A typical arrangement is shown in Figure 160.027-3(a).

(b) The platform must meet the requirements of one of the following subparagraphs:

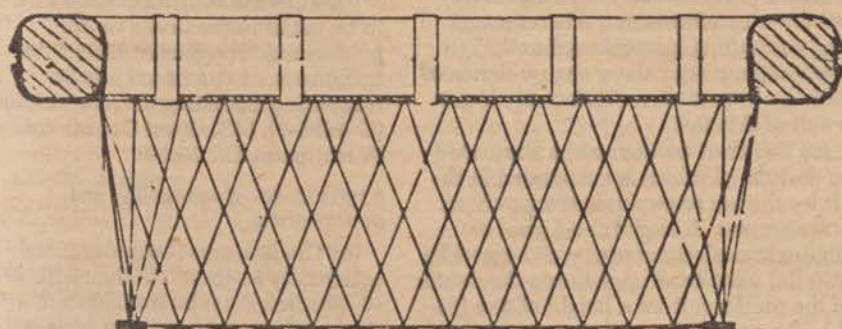
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PLAN



PROFILE



SECTION THRU FLOAT

Figure 160.027-3(a) - Typical Life Float.

(1) A lattice type platform must be of western red cedar, port orford cedar, sitka spruce, northern white pine, or southern cypress slats constructed on an oak frame. The slats must have nominal cross-section dimensions not less than 90 mm (3½ in.) by 9.5 mm (¾ in.). The frame members must have nominal cross-section dimensions not less than 100 mm (4 in.) by 12.5 mm (½ in.). The space between adjacent slats must not exceed the width of the slats. The space between each frame member and the adjacent slat must not exceed twice the width of the slats. The platform must be riveted together at each intersection of—

- (i) Frame members,
- (ii) Slats, and
- (iii) Frame members and slats.

(2) A plywood platform must be made of exterior or marine type plywood with surfaces that are either "A" or "B" grade as commonly designated in the plywood industry. Holes 35 mm (1½ in.) to 50 mm (2 in.) in diameter must be drilled through the platform. The number of holes must be at least the number equal to $(L-25)(W-25)/225$, where L is the length of the platform in cm and W is the width of the platform in cm. (The formula is $(L-10)(W-10)/36$ where L and W are measured in inches.) The thickness of the plywood must be at least—

- (i) 12.5 mm (½ in.) for life floats of 10 persons capacity and under,
- (ii) 16 mm (⅝ in.) for life floats between 11 and 25 persons capacity inclusive, and
- (iii) 19 mm (¾ in.) for life floats of 26 persons capacity and over.

(3) A platform of construction differing from that described in either (1) or (2) of this paragraph will be approved if it has holes to permit the passage of water and if it passes the tests in § 160.027-7. The number of holes must be the same as required for a plywood platform. If the platform is netting on a frame, the netting must be constructed of cordage with a breaking strength of at least 1600 N (355 lb.). The netting must be constructed on not more than 5 cm (2 in.) centers and must be knotted together at each point where the lines intersect.

(c) Each platform must be of a material that is resistant to deterioration by exposure to weather or must have a surface that protects it from deterioration by exposure to weather. For a wood platform, this surface must be at least two coats of water resistant spar varnish, or two coats of marine paint.

(d) Each part of the platform, including surfaces, edges, and rivets must be smooth and must not have

cutting edges, points, or splinters which would be dangerous for bare feet.

(e) The platform must be arranged so that under normal stowed conditions, it can be retained in the center of the float and can be readily released from this position for use.

(f) The platform must be suspended from the body of the float by a net or an equivalent arrangement, which when fully extended, holds the top of the platform approximately 900 mm (36 in.) below the center of the float body.

(1) The net must be constructed of cordage with a minimum breaking strength of 1600 N (355 lb.). The net must be attached to the platform through holes on centers that do not exceed 165 mm (6½ in.).

(2) If the platform is suspended from the body of the float by an arrangement other than a net as described in paragraph (c)(1) of this section, the arrangement must be of equivalent to the net in terms of strength, resistance to tangling, and allowing the platform to freely pass through the center of the life float body.

§ 160.027-7 Pre-approval tests for alternate platform designs.

(a) The tests in this section are for life float platforms that do not meet the requirements of either § 160.027-3(b) (1) or (2).

(b) The float body must be supported so that the platform is suspended in the air by the net or equivalent supporting arrangement. The platform must be loaded evenly with a weight equal to 60 percent of the weight of the total number of persons for which the float is to be rated, assuming a weight of 75 kg (165 lb.) per person. The weight must be allowed to remain on the platform for ten minutes after which it is removed. The supporting arrangement and platform must not show any evidence of damage or permanent deformation as a result of this test.

(c) The float body must be supported so that the platform is suspended in the air by the net or equivalent supporting arrangement. A bag of sand, shot or similar granular material weighing 90 kg (200 lb.) must be dropped onto the center of the platform from a height of 3 m (10 ft.). The supporting arrangement and platform must not show any damage that would affect the serviceability of the float or platform.

(d) As part of the buoyancy test required in § 160.010-7(e) of this chapter, the platform must be loaded with weights equal to ½ the rated capacity of the float. There must be no damage to the supporting arrangement or platform as a result of this test.

Note.—Since the weights on the platform will be submerged during this test, allowance must be made for the displacement of the submerged weights. The weight required is calculated by the formula $W = (18d)/(d-4895)$, where W is the required submerged weight per person (in kg) and d is the density of the material (in kg/m³). (In customary U.S. units, the formula is $W = 40d/(d-63)$ where W is in lb. and d is in lb./ft.³).

12. By adding a new Subpart 160.073 to read as follows:

Subpart 160.073—Float-Free Link or Life Floats and Buoyant Apparatus

Sec.

- 160.073-1 Scope.
- 160.073-5 Certification.
- 160.073-10 Construction and performance.
- 160.073-15 Tests.
- 160.073-20 Marking.

Authority: 46 U.S.C. 481; 49 U.S.C. 1655(b); 49 CFR 1.46.

Subpart 160.073—Float-Free Link for Life Floats and Buoyant Apparatus

§ 160.073-1 Scope.

(a) This subpart contains requirements for a float-free link used for connecting a life float or buoyant apparatus painter to a vessel. The float-free link is designed to be broken by the buoyant force of the life float or buoyant apparatus so that the float or apparatus breaks free of a vessel that sinks in water deeper than the length of the painter.

§ 160.073-5 Certification.

(a) The float-free link is not approved by the Coast Guard. The manufacturer of the link must certify that it meets all of the requirements of this subpart by application of the markings required in § 160.073-20.

(b) If the manufacturer wants the link to be listed in the Coast Guard publication "Equipment Lists," the manufacturer must send a letter requesting the listing to Commandant (G-MVI-3), U.S. Coast Guard, Washington, DC 20593.

§ 160.073-10 Construction and performance.

(a) The link must be constructed essentially as shown in figure 160.073-10. The link must be formed from a single salt water corrosion-resistant wire. A loop at least 50 mm (2 in.) in diameter must be provided at each end of the wire. Each loop must be permanently secured.

(b) The breaking strength of each link must be between:

(1) 450 N (100 lb.) and 600 N (134 lb.) for links intended for life floats and buoyant apparatus of 10 persons and less capacity.

(2) 900 N (200 lb.) and 1200 N (268 lb.) for links intended for life floats and buoyant apparatus of 11 to 20 persons capacity.

(3) 1800 N (400 lb.) and 2400 N (536 lb.) for links intended for life floats and buoyant apparatus of 21 persons and more capacity.

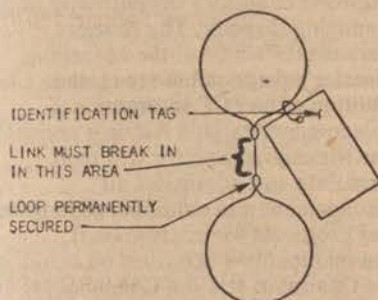


Figure 160.073-10. Typical configuration of float-free link for life floats and buoyant apparatus.

47

§ 160.073-15 Tests.

(a) The manufacturer shall perform a tensile test on the first three links made from a particular spool of wire. The test must be done by slowly loading the link until it breaks. The link must break between the limits specified in § 160.073-10(b). The break must occur in the length of wire at or between the points where the loops are secured (see Figure 160.073-10).

(b) If each of the three links passes the test, each link constructed in the same manner from the same spool of wire may be certified by the manufacturer as meeting the requirements of this subpart.

(c) If one or more of the three links fails the test, no link manufactured in the same manner and from the same spool of wire as the test links may be certified as meeting the requirements of this subpart.

§ 160.073-20 Marking.

(a) Each link certified by the manufacturer to meet the requirements of this subpart must have a corrosion resistant, waterproof tag attached to it that has the following information on it (the manufacturer must make the appropriate entries in the indicated space):

FLOAT-FREE LINK FOR LIFE FLOATS AND BUOYANT APPARATUS

Of (10 or less) (11 to 20) (21 or more) persons capacity.

Normal breaking strength —

Meets U.S. coast guard

Requirements—46 CFR 160.073.

Made by: (name and address)

(Date):

SUBCHAPTER T—SMALL PASSENGER VESSELS (UNDER 100 GROSS TONS)

PART 192—LIFESAVING EQUIPMENT

13. By revising § 180.15-5 (c) as follows:

§ 180.15-5 Description of equipment for life floats and buoyant apparatus.

(c) *Painter*. The painter must—
(1) Be at least 30 m (100 ft.) long.
(2) Have a breaking strength of at least 6.7 kN (1500 lb.), except that if the capacity of the life float or buoyant apparatus is 50 persons or more, the breaking strength must be at least 13.4 kN (3000 lb.).

(3) Be of a dark color if synthetic, or of a type certified to be resistant to deterioration from ultraviolet light, and
(4) Be stowed in such a way that it runs out freely when the life float or buoyant apparatus floats away from the sinking vessel.

(46 U.S.C. 481, 49 U.S.C. 1655 (b)(1); 49 CFR 1.46)

14. By revising § 180.20-1 to read as follows:

§ 180.20-1 Stowage of lifesaving appliances.

(a) Each life float and buoyant apparatus must be secured to the vessel by a painter and a float-free link.

(1) The float-free link must be—
(i) Certified to meet Subpart 160.073 of this Chapter,

(ii) Of proper strength for the size of the life float or buoyant apparatus as indicated on its identification tag, and

(iii) Secured to the painter at one end and secured to the vessel on the other end.

(2) The means by which the float-free link is attached to the vessel must—

(i) Have a breaking strength of at least the breaking strength of the painter,

(ii) If synthetic, be of a dark color or of a type certified to be resistant to deterioration from ultraviolet light, and

(iii) If metal, be corrosion resistant.

(3) If the life float or buoyant apparatus does not have a painter attachment fitting, a means for attaching the painter must be provided by a wire or line that—

(i) Encircles the body of the device,
(ii) Will not slip off,

(iii) Has a breaking strength that is at least the breaking strength of the painter, and

(iv) If synthetic, is of a dark color or is of a type certified to be resistant to deterioration from ultraviolet light.

(4) The float-free link described in paragraphs (a)(1) and (a)(2) of this section is not required if the vessel operates solely in waters which have a

depth less than the length of the painter.

(5) If the vessel carries more than one life float or buoyant apparatus, the life floats and buoyant apparatus may be grouped and each group secured by a single painter, provided that—

(i) The combined weight of each group of life floats and buoyant apparatus does not exceed 185 kg (400 lb.).

(ii) Each life float and buoyant apparatus is individually attached to the painter by a line that meets § 180.15-5(c)(2) and (c)(3) and which is long enough so that each can float without contacting any other life float or buoyant apparatus in the group, and

(iii) The strength of the float-free link under paragraph (a)(1)(ii) of this section and the strength of the painter under § 180.15-5(c)(2) is determined by the combined capacity of the group of life floats and buoyant apparatus.

(6) Stowing of life floats and buoyant apparatus must allow easy launching. Life floats and buoyant apparatus over 185 kg (400 lb.) must not require lifting before launching.

(7) Life floats and buoyant apparatus must not be secured to the vessel except by the painter and by lashings which can be easily released or hydraulic releases. They must not be stowed in tiers more than 1.2 m (4 ft.) high. Tiers of life floats or buoyant apparatus must not interfere with navigation of the vessel. When stowed in tiers, the separate units must be kept apart by spacers.

(8) There must be means to prevent shifting.

(e) Each hydraulic release used in the installation of any liferaft, inflatable liferaft, liferaft, or buoyant apparatus must meet Subpart 160.062 of this chapter.

(46 U.S.C. 481, 49 U.S.C. 1655(b)(1); 49 CFR 1.46)

SUBCHAPTER U—OCEANOGRAPHIC VESSELS

PART 192—LIFESAVING EQUIPMENT

15. By revising § 192.15-10(d) and 10(e) to read as follows:

§ 192.15-10 Stowage.

(d) *Life float and buoyant apparatus stowage*. Each life float and buoyant apparatus must be secured to the vessel by a painter and a float-free link.

(1) The float-free link must be—
(i) Certified to meet Subpart 160.073 of this Chapter,

(ii) Of proper strength for the size of the life float or buoyant apparatus as indicated on its identification tag, and

(iii) Secured to the painter at one end and secured to the vessel on the other end.

(2) The means by which the float-free

link is attached to the vessel must—

(i) Have a breaking strength of at least the breaking strength of the painter,

(ii) If synthetic, be of a dark color or of a type certified to be resistant to deterioration from ultraviolet light, and

(iii) If metal, be corrosion resistant.

(3) If the life float or buoyant apparatus does not have a painter attachment fitting, a means for attaching the painter must be provided by a wire or line that—

(i) Encircles the body of the device,

(ii) Will not slip off,

(iii) Has a breaking strength that is at least the breaking strength of the painter, and

(iv) If synthetic, is of a dark color or is of a type certified to be resistant to deterioration from ultraviolet light.

(4) The float-free link described in paragraphs (d)(1) and (d)(2) of this section is not required if the vessel operates solely in waters which have a depth less than the length of the painter.

(5) If the vessel carries more than one lifefloat or buoyant apparatus, the lifefloats and buoyant apparatus may be grouped and each group secured by a single painter, provided that—

(i) The combined weight of each group of lifefloats and buoyant apparatus does not exceed 185 kg (400 lb.),

(ii) Each lifefloat and buoyant apparatus is individually attached to the painter by a line that meets § 192.20-35 (d)(2) and (d)(3) and which is long enough so that each can float without contacting any other lifefloat or buoyant apparatus in the group, and

(iii) The strength of the float-free link under paragraph (d)(1)(ii) of this section and the strength of the painter under § 192.20-35(d)(2) is determined by the combined capacity of the group of lifefloats and buoyant apparatus.

(6) Stowing of lifefloats and buoyant apparatus must allow easy launching. Lifefloats and buoyant apparatus over 185 kg (400 lb.) must not require lifting before launching.

(7) Lifefloats and buoyant apparatus must not be secured to the vessel except by the painter and by lashings which can be easily released or hydraulic releases. They must not be stowed in more than four tiers. When stowed in tiers, the separate units must be kept apart by spacers.

(8) There must be means to prevent shifting.

(e) Each hydraulic release used in the installation of any liferaft, inflatable liferaft, lifefloat, or buoyant apparatus must meet Subpart 160.062 of this chapter.

(46 U.S.C. 481, 49 U.S.C. 1655(b)(1); 49 CFR 1.46)

16. By revising § 192.20-35(d) as follows:

§ 192.20-35 Description of equipment for lifefloats and buoyant apparatus.

* * *

(d) *Painter.* The painter must—

(1) Be at least 30 m (100 ft.) long, but not less than 3 times the distance between the deck on which the lifefloats and buoyant apparatus are stowed and the light draft of the vessel,

(2) Have a breaking strength of at least 6.7 kN (1500 lb.), except that if the capacity of the lifefloat or buoyant apparatus is 50 persons or more, the breaking strength must be at least 13.4 kN (3000 lb.),

(3) Be of a dark color if synthetic, or of a type certified to be resistant to deterioration from ultraviolet light, and

(4) Be stowed in such a way that it runs out freely when the lifefloat or buoyant apparatus floats away from the sinking vessel.

(46 U.S.C. 481, 49 U.S.C. 1655(b)(1); 49 CFR 1.46)

[FR Doc. 82-25540 Filed 9-17-82; 8:45 am]

BILLING CODE 4910-14-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 0

[FCC 82-408]

Amendment To Reflect a Change in the Office of Managing Director

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: The Commission is amending §§ 0.11 and 0.12 of its Rules to establish an FCC International Telecommunications Advisor and staff in the Office of Managing Director. This action was taken to improve the coordination, administration and management of international communications policies and programs. Section 0.12 is also amended to add to the Office of Managing Director a Management By Objectives/Program Evaluation Staff and a Labor Management Relations Office approved by the Commission in March, 1982. No public impact is anticipated.

EFFECTIVE DATE: September 3, 1982.

ADDRESS: Federal Communications Commission, 1919 M Street, NW., Washington, D.C. 20554.

FOR FURTHER INFORMATION CONTACT: Terry D. Johnson, Office of Managing Director, (202) 632-7513.

SUPPLEMENTARY INFORMATION:

List of Subjects in 47 CFR Part 0

Organization and functions (government agencies).

Adopted: September 2, 1982.

Released: September 3, 1982.

1. The Commission has before it a proposed change in the authority of the Managing Director. The changes increase the scope of the Managing Director's responsibilities by the addition of an FCC International Telecommunications Advisor and staff. The Managing Director will then formulate and administer all management and administrative policies and programs for international communications activities on behalf of the Chairman and the Commission. Implementation of the proposal requires amendments to §§ 0.11 and 0.12 of the Commission's rules and regulations.

2. Section 0.12 of the Commission's rules and regulations is further amended to add the Management By Objectives/Program Evaluation Staff and the Labor Management Relations Office to give proper recognition to units approved by the Congress on March 22, 1982.

3. The amendments adopted herein pertain to agency organization. The prior notice procedure and effective date provisions of Section 4 of the Administrative Procedure Act do not apply. Authority for the amendments adopted herein is contained in Sections 4(i) and 5(b) of the Communications Act of 1934, as amended.

4. Therefore, it is ordered, effective September 3, 1982 that Part 0 of the Rules and Regulations is amended as set forth in the Appendix hereto.

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

Federal Communications Commission.

William J. Tricarico,
Secretary.

Appendix

PART 0—COMMISSION ORGANIZATION

Part 0 of Chapter 1 of Title 47 of the Code of Federal Regulations is amended by adding a new paragraph (l) in § 0.11 and by revising § 0.12 in its entirety to read as follows:

§ 0.11 Functions of the Office.

* * *

(l) Ensure that the resource and administrative aspects of the Commission's international activities are fully coordinated with other Commission programs and functions. Formulate and administer all

management and administrative policies and programs for international communications activities on behalf of the Chairman and the Commission.

§ 0.12 Units in the Office.

- (a) Immediate Office of the Managing Director.
- (b) FCC International Telecommunications Advisor.
- (c) Labor Management Relations Office.
- (d) Management By Objectives/Program Evaluation Staff.
- (e) Associate Managing Director for Information Management.
 - (1) Network Management Staff.
 - (2) Computer Applications Division.
 - (3) Information Processing Division.
 - (4) Planning and Analysis Division.
- (f) Associate Managing Director for Operations.
 - (1) Financial Management Division.
 - (2) Operations Support Division.
 - (g) Emergency Communications Division.
 - (h) Internal Review and Security Division.
 - (i) Personnel Management Division.
 - (j) The Secretary.

[FR Doc. 82-25710 Filed 9-17-82; 8:45 am]

BILLING CODE 6712-01-M

47 CFR Part 73

[BC Docket No. 82-309; RM-4094]

FM Broadcast Station in Deer Lodge, Montana; Changes Made in Table of Assignments

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: Action taken herein assigns Channel 244A to Deer Lodge, Montana, in response to a petition filed by Deer Lodge Broadcasting, Inc. The assigned channel could provide a first FM service to Deer Lodge.

DATE: Effective November 8, 1982.

ADDRESS: Federal Communications Commission, Washington, D.C. 20554.

FOR FURTHER INFORMATION CONTACT: Mark N. Lipp, Broadcast Bureau, (202) 632-7792.

SUPPLEMENTARY INFORMATION:

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Adopted: August 31, 1982.

Released: September 8, 1982.

1. The Commission has under consideration a Notice of Proposed Rule Making, 47 FR 26865, published June 22, 1982, proposing the assignment of

Channel 244A to Deer Lodge, Montana, as that community's first FM assignment. The Notice was issued in response to a petition filed by Deer Lodge Broadcasting, Inc. ("petitioner"). Petitioner filed comments in support of the proposal and reaffirmed its interest in applying for the channel, if assigned. The channel can be assigned in compliance with the minimum distance separation requirements. No opposing comments were received.

2. Canadian concurrence has been received.

3. The Commission has determined that the public interest would be served by assigning Channel 244A to Deer Lodge, Montana, since it would provide the community with an opportunity for its first FM broadcast service.

4. Accordingly, pursuant to the authority contained in sections 4(i), 5(d)(1), 303(g) and (r) and 307(b) of the Communications Act, as amended, and §§ 0.204(b) and 0.281 of the Commission's rule is amended with respect to the following community, effective November 8, 1982.

City	Channel No.
Deer Lodge, Montana	244A

5. It is further ordered, That this proceeding is terminated.

6. For further information contact Mark N. Lipp, Broadcast Bureau, (202) 632-7792.

Federal Communications Commission.

Roderick K. Porter,

Chief, Policy and Rules Division, Broadcast Bureau.

[FR Doc. 82-25708 Filed 9-17-82; 8:45 am]

BILLING CODE 6712-01-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Part 192

[Amdt. No. 192-41; Docket No. PS-65]

Transportation of Natural and Other Gas by Pipeline; Incorporation by Reference

AGENCY: Materials Transportation Bureau (MTB), RSPA, DOT.

ACTION: Technical amendment.

SUMMARY: This amendment updates the existing incorporation by reference of the 1978 edition of the industry specification for thermoplastic pipe to the 1981 edition of that document. The updating provides for the use of current

technology, materials, and practices.

EFFECTIVE DATE: This amendment becomes effective October 20, 1982.

FOR FURTHER INFORMATION CONTACT: Ralph T. Simmons, 202-426-2392.

ADDRESS: Copies of the amendment may be obtained from the Dockets Branch, Room 8426, Materials Transportation Bureau, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION: Part 192 incorporates by reference parts of the American Society for Testing and Materials (ASTM) Specification D2513 "Standard Specification for Thermoplastic Gas Pressure Pipe, Tubing, and Fittings." This document is referenced in § 192.59 as a manufacturing qualification for the use of plastic pipe, in § 192.63 as a standard for marking thermoplastic pipe, in § 192.281 as a standard for solvent cement, and in § 192.283 as burst test requirements in qualifying joining procedures for thermoplastic pipe.

The 1978 edition is the latest edition of ASTM D2513 that is referenced in Part 192, as indicated by the listings in Appendixes A and B to the part. This edition has now been superseded by the 1981 edition, which was published by ASTM in August 1981. In response to a recent petition by the City of Charlottesville, Virginia (Petition No. 82-6W), MTB has reviewed the 1981 edition and finds that it reflects the latest developments in materials and plastic pipe technology, and includes the new material, PE 3408. Accordingly, it is in the interest of operators and the public to allow the use of this latest published edition for pipelines subject to Part 192. Therefore, MTB is by this document changing the edition of ASTM D2513 listed in Appendixes A and B of Part 192 to the 1981 edition.

Because this document does not change any of the substantive requirements of Part 192, notice and public procedure are unnecessary, and in accordance with 5 U.S.C. 553, the amendment is final.

Also, since the amendment will have a positive effect on the economy of less than \$100 million a year, will result in a cost savings to consumers and industry, and no adverse effects are anticipated, this action is not "major" under E.O. 12291 or "significant" under DOT procedures.

List of Subjects in 49 CFR Part 192

Pipeline safety, Incorporation by reference.