



INTER-OFFICE CORRESPONDENCE

To: Dr. Z. G. Bell

Date: July 26, 1974

From: Joseph F. Knott

Location: 6 North

Subject: Vinyl Chloride Proposed
Carriage Requirements
Coast Guard Hearing
August 15, 1974

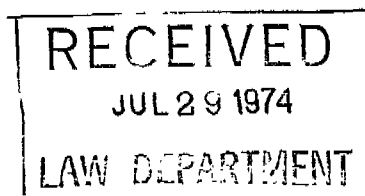
Who should attend the August 15 meeting and/or should submit written information regarding the attached?


Joseph F. Knott

JFK:jg

Attachment

cc: Mr. W. L. Hammond
Mr. L. F. Sargert
Mr. F. J. Trunzo
Mr. G. M. Zapp



applicant will be the date of the loan and the date from which interest accrues. (20 U.S.C. 445(3)).

§ 142.43 Repayment.

(a) *Schedule of repayments.* Repayments of principal with accrued interest shall be made on those dates as may be agreed upon by the Commissioner and the applicant.

(b) *Date of maturity.* A loan may be made for any period of time except that the date of maturity shall be not more than ten years after the date on which the loan is made.

(c) *Prepayments.* Loans may be prepaid in full or in part at any time, with accrued interest to the date of payment, without penalty for prepayment.

(20 U.S.C. 445(4)).

§ 142.44 Reports and records.

(a) *Reports.* Each applicant receiving a loan shall furnish a completion report upon completing the approved project, and shall furnish such progress or other reports as the Commissioner may from time to time require regarding the use of loan funds. The completion report shall be submitted by the last day of the fiscal year following the fiscal year in which the application was approved unless the Commissioner extends the period upon the written request of the applicant.

(b) *Records.* Each applicant receiving a loan shall keep the loan in a separate bank account or maintain a separate accounting of all such funds sufficient readily to identify all transactions with the loan funds. Each applicant shall also maintain intact all records supporting the use of loan funds for three years after the loan has been repaid in full. Such records shall be made available to fiscal representatives of the Government for audit purposes.

(20 U.S.C. 1232c(b) (2), (3))

[FR Doc. 74-16754 Filed 7-22-74; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 157]

[CGD 74-32]

TANK VESSELS ENGAGED IN DOMESTIC TRADE

Protection of Marine Environment; Notice of Proposed Rulemaking; Correction

In FR Doc. 74-14884 appearing at pages 24150-7 in the issue for Friday, June 28, 1974, the following corrections should be made:

1. In § 157.03(e) (1), appearing at page 24153, the word "bisble" should read "visible".

2. Following § 157.11, appearing at page 25154, a note should be added reading as follows:

NOTE: An existing vessel must comply with the requirements in § 157.11 before December 31, 1977.

3. In § 157.29(a), appearing at page 24155, the word "and" should read "or".

4. In section 3(a) (2) in Appendix A, appearing at page 24156, the formula in the definition for K₁ should read

$$"1 - \frac{b_1}{t_1}."$$

5. In section 3(b) in Appendix A, appearing at page 24156, the formula in the definition for S₁ should read

$$"1 - \frac{b_1}{t_1}."$$

6. In section 3(c) (2) in Appendix A, appearing at page 24156, the word "is" should be added after "h₁" in the second sentence.

7. In section (3) (c) in Appendix B, appearing at page 24156, the first sentence should read as follows:

Where damage involves transverse bulkheads as specified in paragraphs (a) (1) and (2) of this section, transverse watertight bulkheads must be spaced at least at a distance equal to the longitudinal extent of the assumed damage specified in paragraph (b) of this section in order to be considered effective.

Dated: July 18, 1974.

D. H. CLIFTON,
Captain, U.S. Coast Guard, Acting
Chief, Office of Merchant
Marine Safety.

[FR Doc. 74-16787 Filed 7-22-74; 8:45 am]

[46 CFR Parts 40, 151]

[CGD 74-167]

VINYL CHLORIDE

Proposed Carriage Requirements

The Coast Guard is considering amending the bulk dangerous cargoes regulations for the carriage of vinyl chloride (vinyl chloride monomer) by requiring venting, gauging and cargo transfer systems which provide greater protection to personnel than those presently permitted. These amended regulations will apply to all tank vessels, both existing and new construction, carrying vinyl chloride.

Written comments. Interested persons are invited to participate in this proposed rulemaking by submitting written data, views, or arguments to the Executive Secretary, Marine Safety Council, U.S. Coast Guard Headquarters (C-CMC/82), Room 8234, 400 Seventh Street, SW., Washington, D.C. 20590. (Telephone 202 426-1477). Each person submitting comments should include his name and address, identify the notice (CGD 74-167), and give reasons for any recommendations. Comments received will be available for examination by interested persons in Room 8234, Department of Transportation, Nassif Building, 400 Seventh Street, SW., Washington, D.C. Copies will be furnished upon payment of fees prescribed in 49 CFR 7.81.

Public hearing. The Coast Guard will hold a hearing on August 15, 1974, at 9:30 a.m. in Conference Room 8334, Department of Transportation, Nassif

Bldg., 400 Seventh Street, SW., Washington, D.C. Interested persons are invited to attend the hearing and present oral or written statements on this proposal. It is requested that anyone desiring to attend the hearing notify the Executive Secretary at least ten days in advance of the time needed for his presentation. Written summaries or copies of oral presentations are encouraged.

Closing date for comments. All communications received before September 6, 1974, will be evaluated before final action is taken on this proposal. The proposed regulations may be changed in the light of comments received.

The Occupational Safety and Health Administration, Department of Labor announced in the FEDERAL REGISTER of Friday, April 5, 1974 (39 FR 12342) that vinyl chloride is carcinogenic for humans and that the new exposure standard for vinyl chloride is 50 ppm. OSHA also announced in the FEDERAL REGISTER of Friday, May 10, 1974 (39 FR 16896) that a new level of exposure standard of "no detectable level" is proposed. Present Coast Guard regulations for vinyl chloride permit restricted gauging and venting of vinyl chloride to the atmosphere during cargo transfer operations. Since both the use of a restricted gauge and the venting of vinyl chloride vapors to the atmosphere during cargo transfer operations result in vinyl chloride concentrations in excess of 50 ppm, action was necessary to provide protection to personnel from this danger.

Accordingly, the Coast Guard disseminated by message (131513Z May 1974) interim measures to prevent exposure of personnel to vapors during cargo transfer operations. These interim measures are proposed to be superseded by the following regulations:

(a) Prohibition of liquid level gauges, other than closed gauges, on cargo tanks containing vinyl chloride.

(b) Prohibition of venting of vinyl chloride vapors to the atmosphere during cargo transfer operations (requirement of vapor return to a shore process stream).

(c) Requirement of continuous detection for vinyl chloride vapor leaks aboard tank vessels undergoing vinyl chloride transfer operations.

(d) Discontinuing of transfer operations whenever vinyl chloride vapor concentrations in excess of 50 ppm are detected.

(e) Requirement of purging of cargo lines to a shore process stream following completion of cargo transfer operations before disconnecting cargo piping to reduce vinyl chloride vapor concentrations to 50 ppm or less.

The proposed exposure limit of 50 ppm may be changed as a result of OSHA's exposure limit determined after its June 25, 1974 hearing, and comments on the following proposed regulations should be made with this fact in mind.

In consideration of the foregoing, it is proposed to amend Parts 40 and 151 of Chapter I, Title 46, Code of Federal Regulations as follows:

PROPOSED RULES

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1. By amending Part 40 of Chapter I, Title 46, Code of Federal Regulations by adding a new Subpart 40.15—*Vinyl Chloride*, applicable to all tankships carrying vinyl chloride in bulk, as follows:

Subpart 40.15—Vinyl Chloride (Vinyl Chloride Monomer)

§ 40.15-1 General-T/ALL

(a) A tank containing vinyl chloride may not have any liquid level gauges, other than closed gauges.

(b) The person in charge of cargo transfer shall ensure:

(1) That cargo vapors are returned to a shore process stream during cargo transfer operations;

(2) That continuous detection for vinyl chloride vapor leaks is conducted aboard a tankship undergoing vinyl chloride transfer operations, with detection capability of $1 \text{ ppm} \pm 0.5 \text{ ppm}$;

(3) That cargo transfer operation is aboard a tankship undergoing vinyl chloride vapor concentration in excess of 50 ppm is detected; and

(4) That upon completion of cargo transfer, before disconnecting cargo piping, all cargo lines are purged to a shore process stream to reduce vinyl chloride vapor concentrations to 50 ppm or less.

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

3. By adding paragraphs (g) and (h) to § 151.50-34 containing special requirements for the carriage of vinyl chloride:

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

(g) A tank containing vinyl chloride may not have any liquid level gauges, other than closed gauges.

(h) The person in charge of cargo transfer shall ensure:

(1) That cargo vapors are returned to a shore process stream during cargo transfer operations;

(2) That continuous detection for vinyl chloride vapor leaks is conducted aboard a tank barge undergoing vinyl chloride transfer operations, with detection capability of $1 \text{ ppm} \pm 0.5 \text{ ppm}$;

(3) That cargo transfer operation is discontinued whenever a vinyl chloride vapor concentration in excess of 50 ppm is detected; and

(4) That upon completion of cargo transfer, before disconnecting cargo piping, all cargo lines are purged to a shore process stream to reduce vinyl chloride vapor concentrations to 50 ppm or less.

(80 Stat. 937; 46 U.S.C. 170, 301a, 375, 416 (49 U.S.C. 1655(b)(1)); 49 CFR 1.46 (b) and (c)(4))

Dated: July 18, 1974.

D. H. CLIFTON,
Captain, U.S. Coast Guard, Acting
Chief, Office of Merchant
Marine Safety.

[FR Doc.74-16788 Filed 7-22-74; 8:45 am]

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 74-GL-15]

CONTROL ZONE

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to designate a control zone at Aurora, Illinois.

Interested persons may participate in the proposed rule making by submitting such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Great Lakes Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. All communications received on or before August 22, 1974, will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

An FAA control tower will be commissioned at the Aurora Municipal Airport, Aurora, Illinois.

A control zone will be required when the control tower is in operation and will have the same effective hours of the tower.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

In § 71.171 (39 FR 354), the following control zone is added:

AURORA, ILLINOIS

That airspace within a 5-mile radius of the Aurora Municipal Airport (latitude $41^{\circ}46'20''$ N., longitude $88^{\circ}28'20''$ W.), and within $1\frac{1}{2}$ miles either side of the DuPage VOR 217° radial extending from the five-mile radius to $7\frac{1}{2}$ miles NE of the Aurora Airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(Sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Des Plaines, Illinois, on July 3, 1974.

R. O. ZIEGLER,
Acting Director,
Great Lakes Region.

[FR Doc.74-16725 Filed 7-22-74; 8:45 am]

[14 CFR Part 71]

[Airspace Docket No. 74-GL-24]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to alter the transition area at Sandusky, Ohio.

Interested persons may participate in the proposed rule making by submitting such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Great Lakes Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. All communications received on or before August 22, 1974, will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

A standard instrument approach procedure has been developed based upon the relocated Sandusky VOR. Accordingly, it is necessary to alter the Sandusky, Ohio transition area to adequately protect the aircraft executing this procedure.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

In § 71.181 (39 FR 440), the following transition area is amended to read:

SANDUSKY, OHIO

That airspace extending upward from 700 feet above the surface with a 5-mile radius of the Griffing Sandusky Airport (latitude $41^{\circ}26'01''$ N., longitude $82^{\circ}39'08''$ W.); within 3 miles either side of the Sandusky VOR 090° radial extending from the five mile radius to $7\frac{1}{2}$ miles east of the airport excluding that portion that overlies the Port Clinton transition area.

(Sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and sec. 6(c) of the