

SUPPLEMENTARY INFORMATION: The CSA moratorium on grantee acquisition of excess property was imposed effective April 1, 1977 by a March 23 issuance appearing at 42 FR 15704 in order to facilitate compliance with Pub. L. 94-519 and GSA Bulletin FPMR H-28 requiring each agency to report all government excess property in possession of its grantees by June 14, 1977.

As this action relieves a restriction on grantees, a thirty day period between the publication and the effective date of this issuance is not required.

Therefore, effective June 1, 1977 the suspension of the provisions of 45 Code of Federal Regulations 1071.30 (CSA Instruction 7001-01a, Section 4a) is ended.

AUTHORITY: 78 Stat. 528 (42 U.S.C. 602(n)).

GRACIELA (GRACE) OLIVAREZ,
Director.

[FR Doc. 77-14282 Filed 5-18-77; 8:45 am]

CHAPTER XVI—LEGAL SERVICES CORPORATION

PART 1611—ELIGIBILITY

Maximum Income Levels for Individuals Eligible for Legal Assistance; Correction

AGENCY: Legal Services Corporation.

ACTION: Correction of Final Rule.

SUMMARY: This corrects the rule published Friday, May 13, 1977, 42 FR 24271, establishing maximum income levels for individuals eligible for legal assistance.

EFFECTIVE DATE: May 19, 1977.

FOR FURTHER INFORMATION CONTACT:

Linda Davis, Legal Services Corporation, 733 15th Street, NW., Suite 700, Washington, D.C. 20005, 202-376-5113.

Substitute the following figures for the ones previously published:

FOR ALL STATES EXCEPT ALASKA AND HAWAII

For family units with more than six members, add \$1,200 for each additional member.

POVERTY GUIDELINES FOR ALASKA

For family units with more than six members, add \$1,500 for each additional member.

POVERTY GUIDELINES FOR HAWAII

For family units with more than six members, add \$1,375 for each additional member.

JAMES E. COLEMAN,

Assistant Counsel,

Legal Services Corporation.

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CHAPTER XVI—COAST GUARD

PART 161—SAFETY EQUIPMENT, MECHANICAL, AND HULL REQUIREMENTS

PART 161.15—OPERATIONS

Air Compressors on Tank Vessel

AGENCY: Coast Guard, DOT.

ACTION: Final Rule.

SUMMARY: This document amends the tanker regulations by prohibiting the in-

stallation of air compressors in the cargo areas of new tank vessels and the use of installed air compressors in the cargo areas of existing vessels. The Coast Guard has determined that hazardous cargo vapors that may exist in cargo areas pose a potentially explosive hazard if air compressors are used in those areas. Prohibiting the installation in those areas on new vessels and their use on existing vessels should eliminate this hazard.

EFFECTIVE DATE: These amendments are effective on June 15, 1977.

FOR FURTHER INFORMATION CONTACT:

Captain George K. Greiner, Marine Safety Council (G-CMC/81), Room 8117, Department of Transportation, Nassif Building, 400 Seventh Street, Washington, D.C. 20590 (202-426-1477).

SUPPLEMENTARY INFORMATION: Proposed rules were published in the FEDERAL REGISTER on August 13, 1975 (40 FR 33996). Interested parties were given an opportunity to submit comments to the Coast Guard concerning the proposed requirements not later than September 15, 1975. A discussion of comments received is contained in the following paragraphs.

DRAFTING INFORMATION

The principal persons involved in drafting this rule are: Mr. Ralph T. Simmons, Project Manager, Office of Merchant Marine Safety, and Mr. Stanley M. Colby, Project Attorney, Office of Chief Counsel.

DISCUSSION OF MAJOR COMMENTS

1. Four comments were received objecting to the requirements of proposed § 35.35-80. These requirements would prohibit the draining of cargo into a cargo handling room bilge, except during repairs of maintenance of cargo handling equipments, and would require prompt removal of any cargo accumulated in that bilge. The principal objections were that the prohibition on draining cargo into a cargo handling bilge would greatly interfere with cargo transfer operations and would pose economic hardship. Also, two commenters stated that the requirement to remove cargo promptly from a pumproom bilge would create a possibility of overboard discharge. Proposed § 35.35-80 has not been adopted in the final rules. The comments received show the need for additional review concerning the draining of cargo into pumproom bilge and its removal from the bilge. Any further regulatory action pertaining to these requirements will be based upon the additional review and will be preceded by a notice of proposed rulemaking in the *Federal Register*.

2. One commenter asked whether § 32.35-15 prohibits the use of vacuum pumps as priming devices for cargo oil pumps and bilge pumps in the cargo handling room of tank vessels. Section 32.35-15 applies to air compressors and not vacuum pumps.

3. One commenter noted that a strict interpretation of § 32.35-15(b), which prohibits installation of an air compressor and air compressor intake in an enclosed space containing cargo piping, could prohibit the use of an air compressor in the main engine room of an LNG carrier approved for utilizing cargo tank boil-off as fuel in boilers. When the cargo reaches the piping in the main engine room of an LNG carrier, it is considered to be fuel and no longer cargo. Therefore, the prohibition in § 32.35-15(b) is not applicable. Proposed regulations for LNG vessels are in the October 14, 1976 issue of the FEDERAL REGISTER (41 FR 43822) and contain specific safeguards for main engine room piping that would allow safe operation of air compressors.

4. One commenter recommended that § 32.35-15(d) be changed to allow installation of an air compressor adjacent to a tanker's cargo hold space having cylindrical or independent tanks. He stated that a source of ignition can usually be placed directly adjacent to the hold space bulkhead because there will be a cofferdam (two bulkheads) between the cargo and the source of ignition. This recommendation was not adopted. Alternate arrangements of this type can be considered by the Coast Guard on an individual case basis. If a particular cofferdam does provide protection for a cargo hold space and the tank in the hold space, installation of an air compressor adjacent to the cofferdam and hold space may be authorized under 46 CFR 30.15-1.

5. Three comments were received recommending that § 32.35-15 not be made applicable to oil pollution clean-up vessels. The commenters stated that the operation of these vessels would be seriously affected if they were required to comply with § 32.35-15 as proposed. At the present time, the Coast Guard is reviewing the vessel regulations to determine those that should be made applicable to oil pollution clean-up vessels. Regulatory proposals for these vessels will be drafted at the conclusion of the review and will be published as a notice of proposed rulemaking in the FEDERAL REGISTER. Accordingly, the proposal is changed and the rule is not applicable to oil pollution clean-up vessels.

6. One commenter recommended that proposed § 32.35-15 should apply to petroleum products of grades A thru D but not to grade E and heavier. This recommendation has been adopted for § 32.35-15. Cargoes that are grade E or heavier do not give off sufficient vapors to make operation of an air compressor hazardous.

7. One commenter suggested that existing air compressors and air compressor intakes be allowed in all spaces where Coast Guard regulations allow installation of non-explosion proof electrical equipment. The proposal as presently written does not preclude the use of air compressors in the spaces referred to by the commenter. Non-explosion proof electrical equipment is used on occasion in some spaces that have small concentrations of vapors that do not pose a hazard to operation of the equipment. Use of an air compressor in one of these