

federal register

THURSDAY, MARCH 6, 1975

WASHINGTON, D.C.

Volume 40 ■ Number 45

PART III



DEPARTMENT OF TRANSPORTATION

Coast Guard

■

BOATS AND ASSOCIATED EQUIPMENT

Safe Loading and Powering Standards

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33-CFR Part 183]

[CGD 73-250]

BOATS AND ASSOCIATED EQUIPMENT

Safe Loading and Safe Powering Standards

The Coast Guard is considering issuing miscellaneous amendments to the definition section of Subpart A, the Safe Loading Standard (Subpart C), and to the Safe Powering Standard (Subpart D) in Part 183, of Title 33, Code of Federal Regulations. The proposed amendments will clarify certain undefined or vague terms used in the standards and will allow a more flexible application of the standards.

In the establishment of any new program, there are details which are originally overlooked and are not discovered until the program is active. While working with the compliance test program, certain terms pertaining to the safe powering standard and safe loading standard were discovered to be either not defined or not practical for application. Adding or modifying the following definitions to reflect the practical experience gained under the Coast Guard's compliance test procedures will eliminate these difficulties.

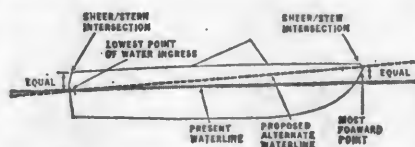
ALTERNATIVE DEFINITION OF LEVEL FOR SAFE LOADING STANDARDS

The maximum weight capacity of a boat is dependent upon the maximum displacement of that boat. Maximum displacement is the weight of the volume of the water displaced by the boat when it is loaded down to its maximum level immersion; that is, to the point of water ingress while the boat is in a specified trim condition (level). Under the present regulations (§§ 183.33(b)(1), 183.35(b)(1), and 183.37(b)(1)), a boat is "level" when it is transversely level and the points where the sheer intersects the stem and the stern (or transom) are equidistant above the water surface.

The definition of level on the fore-aft axis has proven to be inequitable when applied to certain types of boats. A small open boat with sides equal to transom height (where the transom is the point of water ingress) will be allowed a greater maximum weight capacity than a similar boat with the same transom height and higher sides near the stern (more freeboard). Likewise, on self bailing boats, raising the sides at the stern above the point of water ingress may result in a reduction of rated maximum weight capacity. The reason for this reduction of rated maximum weight capacity is that the present definition of level requires that the point of intersection of the stem and the sheer be above the surface of the water the same distance as the point of intersection of the stern (transom) and the sheer. By lowering the stern point of the intersection to the transom height (point of water ingress), the boat can be loaded down deeper in

the bow, displacing more water and increasing the rated maximum weight capacity. In order to ensure equitable capacity ratings, the Coast Guard is proposing to establish an additional method for defining the proper trim (level) to determine displacement. The alternate method will be satisfied when the most forward point of the boat is level with or above the lowest point of water ingress. This alternate definition of level will increase the maximum weight capacities of some boats (including those previously mentioned) to an amount that could have been achieved by styling changes which reduced the distance between the point of intersection of the sheer and stern and the point of water ingress. In some cases these styling changes would have a detrimental effect because of reduced freeboard.

Since the calculated capacity may be smaller for some other boats using this alternate definition of "level", it is proposed to retain the existing definition. However, the reference points under the present method would be made equidistant "from" the surface of the water instead of "above" it because these points may, on some boats, be below the surface of the water. Thus, by choosing the definition most suitable to his boat, a manufacturer is assured that the maximum weight capacity will in no case be lower than the capacity determined under the present standard. Diagram I shows the waterlines of a boat which is "level" under the existing and proposed methods.



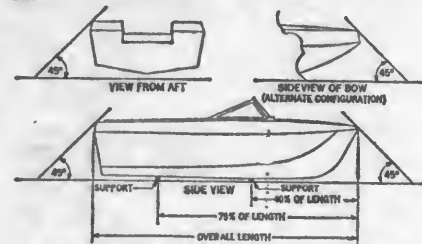
DETERMINATION OF MAXIMUM DISPLACEMENT
DIAGRAM I

REDEFINITION OF SHEER FOR SAFE LOADING STANDARD

"Sheer" is used in the present method of determining displacement and thus maximum weight capacity. The definition in § 183.3(f) was derived from its application to ships, which are generally conventional in design. Recreational boats have, with the introduction of fiberglass as a building material, evolved in many different forms and shapes. In some cases, the determination of where side becomes deck is primarily dependent upon the judgment of the particular individual who is making the determination. In order to make this judgment more uniform, the Coast Guard has been calling a surface a "deck" if it makes an angle of less than 45 degrees with the horizontal and a "side" if it makes an angle 45 degrees or greater.

This rule of thumb is proposed to be formally included in the definition of sheer. To determine the sheer line under this definition, the boat is supported at two points—the first is at 40 percent of the overall length back from the most

forward point of the boat and the second is 75 percent of the way back. The boat is chocked so that it is transversely level. A line 45 degrees to the horizontal contained in a vertical plane, normal to the outside edge of the boat as seen from above, is brought in contact with the boat. The point of contact defines the intersection of deck and side, which is the topmost line in a boat's side. The sheer, then, is the fore-aft curve of the topmost line in a boat's side. See Diagram II.



DETERMINATION OF SHEER INTERSECTIONS
DIAGRAM II

ADDED DEFINITION OF TRANSOM FOR SAFE LOADING STANDARD

"Transom" is used in locating the boundaries of the boat volume for the determination of maximum weight capacity. It was not originally defined because the Coast Guard believed the term to be universally known and not subject to misinterpretation. However, on today's highly stylized boats, the transom may not be an exact portion of the boat. An important reference point for determining maximum weight capacity is located where the sheer intersects the transom. It is proposed that the upper boundary of the transom be determined in the same manner as the sheer.

REDEFINITION OF BEAM FOR SAFE POWERING STANDARD

Beam is used in horsepower capacity determination. The present definition (§ 183.3(a)) is not practical because it is defined as the maximum transverse width and it excludes the "joinder strips" from the measurement. The proposed definition deletes the word "maximum" because beam can be measured at any point along the length of the boat. Fenders, joinder strips, and other extensions, currently excluded from the beam measurement, are proposed to be allowed to a maximum of one inch on each side. Joinder strips are commonly used to cover the hull-deck joint in fiberglass boats. Removal for measurement is cumbersome and destructive. This addition will add about 1½ horsepower for an average size boat, which is not significant because horsepower capacity is rounded to the next five horsepower increment.

It is also proposed to revise "transom width" in § 183.53(a) to conform to the proposed definition of beam by allowing, to a maximum of one inch on each side, the inclusion of extensions in the measurement of "transom width" and by deleting the reference to spray rails in that measurement.

It is further proposed to revise the definition of "length" in § 183.3(d) to con-

form to the method proposed to measure beam; that is, fenders, joiner strips and extensions, if any, will be allowed to a maximum of one inch at each end.

ADDED DEFINITION OF FULL TRANSOM FOR SAFE POWERING STANDARD

The term "full transom," used in § 183.53(a), is proposed to be defined for the first time. In the determination of horsepower capacity, the regulations provide that, "If the boat does not have a full transom, the transom width is the broadest beam in the aftermost quarter length of the boat." This provision was intended to preclude penalizing double ended boats, such as dories, in their transom width measurement. While its application to boats such as double ended dories was clear, the term "full transom" was also interpreted by some to mean a transom whose maximum width equals the maximum beam of the boat. Under this interpretation, any boat that narrowed slightly toward the stern did not have a full transom, which was not intended. The proposed definition compares the transom width to the maximum beam, where a full transom is one which is wider than half of the maximum beam.

ADDED DEFINITION OF REMOTE STEERING FOR SAFE POWERING STANDARD

"Remote steering," used in Table 183.53, is proposed to be defined for the first time. Since Table 183.53 was promulgated, at least one organization has limited remote steering to systems located in the forward half of the boat. The Coast Guard feels that remote steering retains its effectiveness in controlling the direction of the boat regardless of its location in the boat.

Direct steering systems (motor attached tillers) have a very quick reaction time: the operator can put the motor "hard over" to change direction in a fraction of a second. Also, if the operator lets go of the tiller, the motor tends to pivot and the boat can go into a sudden hard turn. Both maneuvers can be "violent", causing the boat to capsize or a person to be thrown overboard. The friction and mechanical advantage in remote steering systems lengthens the reaction time of the motor and lessens the likelihood of a violent maneuver.

The proposed definition therefore does not specify location but only requires that there be a mechanical assist device which is rigidly attached to the boat. This definition includes all manner of mechanical, hydraulic, or electrical control systems but excludes motor attached tillers.

ADDED CAPACITY PLATE FOR BOATS WITH OPTIONAL REMOTE STEERING

Due to the difference in horsepower capacities for boats with and without remote steering, there have arisen problems as to what rating should be placed on boats shipped by a manufacturer which may or may not have remote steering installed by a dealer or customer at a later date. This problem was originally brought up by a manufacturer and since

then at least one other manufacturer has approached us with the same problem. To alleviate this uncertainty, the Coast Guard is proposing that § 183.25(b) (1) be amended to include an alternate capacity plate format which would display horsepower capacities for both steering configurations. A manufacturer of outboard boats will be able to use either plate format provided that the information stamped on the plate reflects the horsepower capacity of the boat as it is shipped. A boat fitted for remote steering at the factory need not use the with/without remote steering format.

In consideration of the foregoing, the Coast Guard proposes to amend Part 183 of Title 33 of the Code of Federal Regulations as follows:

1. By revising § 183.3 to read as follows:

§ 183.3 Definitions.

(a) "Beam" means the transverse distance between the outer sides of the hull including fenders, joiner strips, and extensions, if any, to a maximum of one inch on each side.

(b) "Boat" means any vessel manufactured or used primarily for noncommercial use; leased, rented, or chartered to another for the latter's noncommercial use; or engaged in the carrying of six or fewer passengers.

(c) "Full transom" means a transom with a maximum width which exceeds one-half the maximum beam of the boat.

(d) "Length" means the horizontal distance between the extreme points of the stem and the stern including fenders, joiner strips, and extensions, if any, to a maximum of one inch on each end.

(e) "Monohull boat" means a boat on which the line of intersection of the water surface and the boat at any operating draft forms a single closed curve. For example, a catamaran, trimaran, or a pontoon boat is not a monohull boat.

(f) "Remote steering" means any mechanical assist device which is rigidly attached to the boat and used in steering the vessel, including but not limited to mechanical, hydraulic, or electrical control systems.

(g) "Sailboat" means a boat designed or intended to use sails as the primary means of propulsion.

(h) "Sheer" means the topmost line in a boat's side. The sheer intersects the vertical centerline plane of the boat at the forward end and intersects the transom (stern) at the aft end. For the purposes of this definition, the topmost line in a boat's side is the line defined by a series of points of contact, with the boat structure, by straight lines at 45 degree angles to the horizontal and contained in a vertical plane normal to the outside edge of the boat as seen from above and which are brought into contact with the outside of the horizontal boat.

(i) "Transom" means the surface at the stern of a boat projecting or facing aft. The upper boundary of the transom is the line defined by a series of points of contact, with the boat structure, by straight lines at 45 degree angles to the

horizontal and contained in a vertical longitudinal plane and which are brought into contact with the stern of the horizontal boat. The boat is defined to be horizontal when it is transversely level and when the lowest points at 40% and 75% of the boat's length behind the most forward point of the boat are level.

(j) "Vessel" includes every description of watercraft, other than a seaplane on the water, used or capable of being used as a means of transportation on the water.

2. By revising § 183.25(b) (1) to read as follows:

§ 183.25 Display of markings.

(b) * * *

(1) For outboard boats:

U.S. COAST GUARD CAPACITY INFORMATION

Maximum horsepower..... XXX
 Maximum persons capacity (pounds) -- XXX
 Maximum weight capacity (persons, motor, and gear)..... XXX

OR

U.S. COAST GUARD CAPACITY INFORMATION

Maximum horsepower:
 With remote steering..... XXX
 Without remote steering..... XXX
 Maximum persons capacity (pounds) -- XXX
 Maximum weight capacity (persons, motor, and gear) (pounds)..... XXX

3. By revising § 183.33(b) (1) to read as follows:

§ 183.33 Maximum weight capacity: Inboard and inboard-outdrive boats.

(b) * * *

(1) "Maximum displacement" is the weight of the volume of water displaced by the boat at its maximum level immersion in calm water without water coming aboard. For the purpose of this paragraph, a boat is level when it is transversely level and when either of the two following conditions are met:

(i) The forward point where the sheer intersects the vertical centerline plane and the aft point where the sheer intersects the upper boundary of the transom (stern) are equidistant above the water surface or are equidistant below the water surface; or

(ii) The most forward point of the boat is level with or above the lowest point of water ingress.

4. By revising § 183.35(b) (1) to read as follows:

§ 183.35 Maximum weight capacity: Outboard boats.

(b) * * *

(1) "Maximum displacement" is the weight of the volume of water displaced by the boat at its maximum level immersion in calm water without water coming aboard except for water coming through one opening in the motor well with its greatest dimension not over 3 inches for outboard motor controls or fuel lines. For the purpose of this paragraph, a boat is level when it is trans-

versely level and when either or the two following conditions are met:

(i) The forward point where the sheer intersects the vertical centerline plane and the aft point where the sheer intersects the upper boundary of the transom (stern) are equidistant above the water surface or are equidistant below the water surface; or

(ii) The most forward point of the boat is level with or above the lowest point of water ingress.

5. By revising § 183.37(b) (1) to read as follows:

§ 183.37 Maximum weight capacity: Boats without mechanical propulsion.

(b) ***

(1) "Maximum displacement" is the weight of the volume of water displaced by the boat at its maximum level immersion in calm water without water coming aboard. For the purpose of this paragraph, a boat is level when it is transversely level and when either of the two following conditions are met:

(i) The forward point where the sheer intersects the vertical centerline plane and the aft point where the sheer intersects the upper boundary of the transom (stern) are equidistant above the water surface or are equidistant below the water surface; or

(ii) The most forward point of the boat is level with or above the lowest point of water ingress.

6. By revising § 183.53(a) to read as follows:

§ 183.53 Horsepower capacity.

(a) Compute a factor by multiplying the boat length in feet by the maximum transom width in feet including fenders, joiner strips, and other extensions, if any, to a maximum of one inch on each side. If the boat does not have a full transom, the transom width is the broadest beam in the aftermost quarter length of the boat.

If the proposed amendment is adopted, its effective date will be six months (180 days) after publication of the final rule in the FEDERAL REGISTER. This will allow manufacturers of boats sufficient time to recalculate the capacity under the alternate method of determining the maximum displacement and to adjust the rating displayed on the U.S. Coast Guard Capacity Information label accordingly. However, if the proposed amendment is adopted, the Coast Guard will want to make the alternate methods of determining maximum displacement and displaying horsepower capacity available as soon as possible to those manufacturers who will benefit from revised ratings. Thus, the Coast Guard will allow manufacturers, at their option, to use these alternate methods after publication of this proposed amendment in the FEDERAL REGISTER as a final rule but before its

effective date. During this interval, manufacturers who calculate and display maximum weight or horsepower capacity according to the alternate method will be considered by the Coast Guard to be in compliance with the requirements of § 183.23.

The Boating Safety Advisory Council has been consulted and its opinions and advice considered in the formulation of this proposed amendment. The transcript of the proceedings of the meetings of the Boating Safety Advisory Council at which this amendment was discussed is available for examination in Room 4308, U.S. Coast Guard Headquarters, Trans Point Building, 2100 Second Street, S.W., Washington, D.C. The minutes of the meeting are available from the Executive Director, Boating Safety Advisory Council, c/o Commandant (G-BR/62), U.S. Coast Guard, Washington, D.C. 20590.

Any interested person may submit written data, views, or arguments on these proposed regulations to U.S. Coast Guard (G-CMC/82), room 8234, 400 Seventh Street SW., Washington, D.C. 20590. All communications received before April 21, 1975 will be considered before action is taken on the proposed regulations. Each person submitting comments should include his name and address, identify this notice (CGD 73-250), and give reasons and supporting data for any recommendations. All comments will be available for examination in room 8234.

No public hearing will be held on this proposed amendment. However, any person who wishes to present his views and arguments orally and informally, in person, before an appropriate Coast Guard official at Coast Guard Headquarters, may arrange to do so by writing to the same address to which written comments are sent. The request should include the persons name, address, telephone number, a reference to this notice (CGD 73-250), and the time and date at which he wishes to present his views.

These regulations are proposed under the authority of the Federal Boat Safety Act of 1971 (Secs. 5, 7, and 39, 85 Stat. 213, 215, 216, 228; 46 U.S.C. 1451, 1454, 1456, 1488). The authority and responsibilities vested in the Secretary of the Department of Transportation by this Act were delegated to the Commandant of the Coast Guard on October 5, 1971 (49 C.F.R. 1.46(o) (1)).

Dated: February 21, 1975.

J. F. THOMPSON,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Boating
Safety.

[FR Doc. 75-5625 Filed 3-5-75; 8:45 am]

[33 CFR Part 183]

[CGD 74-83]

BOATS AND ASSOCIATED EQUIPMENT

Inboard Safe Loading Standard

The Coast Guard is considering an amendment to the safe loading standard

in § 183.33 which will establish a new formula for the calculation of the maximum weight capacity on inboard and inboard-outdrive boats.

Since the time that the inboard safe loading standard in § 183.33 became effective, the Coast Guard has become aware that the safe loading formula in the standard yields unreasonably low maximum weight capacities for certain types of inboard boats. The formula for computing the maximum weight capacity (W) appears in § 183.33 as follows:

$$W = \frac{\text{(maximum displacement)}}{5} - \frac{\text{(boat weight)}}{5} - \frac{4 \text{(machinery weight)}}{5}$$

where boat weight is the combined weight of the boat hull and its permanent appurtenances, including machinery weight, and machinery weight is the combined weight of installed engines or motors, full fuel systems and tanks, control equipment, drive units, and batteries.

The formula prescribed in the standard was derived from a voluntary standard frequently used by the boating industry (American Boat and Yacht Council Project H-5A: Recommended Practices for Boat Load Capacity). The basic premise of the standard is that the buoyancy or weight carrying ability of a boat is generally determined by the hull volume, or more precisely, by the volume of water displaced by the hull up to the point of loading where water would begin to flow over the sides of the hull and into the interior of the boat. This volume, or value of buoyancy, is expressed in terms of pounds and is referred to in the formula as maximum displacement. Basically, the formula then subtracts the weight of the boat (weight of the hull itself, all permanent appurtenances, machinery weight) to arrive at a load carrying value (the more or less portable load that can be brought aboard in terms of persons and gear). This value is reduced by a factor (divisor of five) and is the maximum weight capacity of the boat. The factor of five is to allow for sufficient freeboard and reserve buoyancy for practical use. Otherwise, this formula would indicate that the boat is safe when loaded down to a point where water is lapping at the gunwales. The formula was intended to be simple and capable of application to both inboard and inboard-outdrive boats.

The restrictive nature of the formula, when applied to certain inboard boats, becomes apparent when the term boat weight in the formula is broken down into its two principal constituents: hull weight and machinery weight. The formula then appears in the following form:

$$\frac{\text{Maximum displacement}}{5} - \frac{\text{hull weight} + \text{machinery weight}}{5} - \frac{4 \times \text{machinery weight}}{5}$$

Then combining terms we have:

$$\frac{\text{Maximum displacement—hull weight—(5} \\ \times \text{machinery weight)}}{5}$$

With the formula in this form we can see that the machinery weight has a five times greater effect on the maximum weight capacity than the hull weight. Those inboard boats which have a high machinery weight to displacement ratio and have added stability created by the low center of gravity of the machinery weight are not adequately considered in this formula. In spite of this emphasis on machinery weight, the formula has provided what the Coast Guard considers to be reasonable weight capacities on conventional inboard boats. For the purpose of this discussion, the most pertinent characteristics of a conventional boat are its maximum displacement and machinery weight. Thus, for example, a conventional inboard in the 16-18' range would have a maximum displacement of approximately 12,000 lbs. and a machinery weight of 1000 lbs. or less. The actual values of displacement and machinery weight are not as important as the relative proportion of the two. In other words, when the ratio of machinery weight to maximum displacement is as exemplified above, the present safe loading formula provides realistic and reasonable maximum weight capacities. However, when the formula is applied to what might be termed high performance boats, in which the ratio or proportion of machinery weight to maximum displacement is relatively large, the formula yields maximum weight capacities that are unreasonably low. The SK or Ski boat (a high performance inboard) is a good example of a boat which, under the current formula, has a computed maximum weight capacity that is unreasonably low. The typical SK boat is approximately 16 to 18 feet in length and can accommodate 3 to 4 persons. The boats are characterized by a low profile hull design of relatively high machinery weight to maximum displacement ratio. They are normally powered by a large V-8 engine frequently coupled to a stern drive unit. Thus, a typical SK boat in the 16-18' range may have an engine weight of 1000 pounds or more and a maximum displacement of approximately 7000 pounds. Under the present safe loading formula, these boats are frequently rated for a maximum weight capacity of approximately 200 pounds or less. In some cases, SK boats have been rated by the formula at a minus or negative capacity, e.g.—350 lbs.

In addition to the SK boats, there is a wide variety of other inboard boats which, as the recreational pastimes of pleasure cruising and water skiing have increased in popularity, have naturally evolved design characteristics that emphasize high performance power plants and sleek hull designs of relatively high machinery weight to maximum displacement ratio. These boats, which now represent a significant portion of the total inboard boat population, have likewise been required to comply with a safe load-

ing formula that places strong emphasis on machinery weight.

The Coast Guard is, therefore, proposing a new maximum weight capacity formula for inboard boats:

$$W = \frac{\text{(Maximum displacement—Boat weight)}}{7}$$

In the proposed formula, the effect of hull and machinery weight is equalized by combining them into one term, boat weight. Machinery weight, as a separate term in the formula, is not used. However, since it is a major element of boat weight, the definition of machinery weight in § 183.33(b)(3) is to be retained in § 183.33 for the sake of clarity. The boat weight is subtracted from the maximum displacement and divided by a factor of seven. If the factor remained at five, unreasonably large increases for all inboard boat maximum weight capacities would be realized. Changing the factor from 5 to 7 provides a maximum weight capacity increase for inboards with a high machinery weight to displacement ratio without significant change for conventional inboards. In testing the validity of the new factor, the Coast Guard applied the proposed formula to several conventional inboard boats, (length of 16 to 19 feet, maximum displacements of 10,000 to 17,000 lbs., and machinery weights of 700-1200 pounds) and found the resulting maximum weight capacities to be substantially the same as those determined under the present formula. In some instances, conventional boats may have their capacities reduced very slightly under the proposed formula. However, the overall reduction, if any, should be so small as to have no practical effect. Specifically, for example, the Coast Guard found that, under the proposed formula, one conventional 16.5' inboard had its capacity rating reduced from 1776 pounds to 1716 pounds. Such a small reduction should neither inhibit the sale of the boat nor restrict its use and enjoyment by the public.

The Coast Guard also applied the proposed formula to a variety of sports and high performance inboards and found the formula to yield increased weight capacities that are more representative of the safe load carrying abilities of the boats. The Coast Guard considers, therefore, that the proposed formula will provide a method of computing maximum weight capacity that is both reasonable for the sports and high performance inboards and substantially equivalent to the present measure of maximum weight capacity allowed for conventional inboards under § 183.33, and that the increase allowed for high performance boats will have no adverse effect on safety considering their high machinery weight to displacement ratio and additional stability provided by the low center of gravity of the machinery weight. If the proposed amendment is adopted, its effective date will be six months (180 days) after publication of the final rule in the FEDERAL REGISTER. This will allow manufacturers of boats having capacity reduced by the amend-

ment sufficient time to recalculate the capacity under the new formula and adjust the rating displayed on the U.S. Coast Guard Capacity Information label accordingly. At the same time, however, if the proposed amendment is adopted, the Coast Guard will want to make the new formula available as soon as possible to those manufacturers who will benefit from increased ratings. Following the comment period and after publication of the adopted formula in the Federal Register as a final rule for inboard safe loading, the Coast Guard will allow manufacturers, at their option, to use the adopted formula before its effective date. During this interval, manufacturers who calculate and display maximum weight capacity according to the new formula will be considered by the Coast Guard to be in compliance with the requirements of §§ 183.23 and 183.33.

The Boating Safety Advisory Council has been consulted and its opinions and advice considered in the formulation of this proposed amendment. The transcript of the proceedings of the meetings of the Boating Safety Advisory Council at which this amendment was discussed is available for examination in Room 4308, U.S. Coast Guard Headquarters, Trans Point Building, 2100 Second Street, S.W., Washington, D.C. 20590. The minutes of the meeting are available from the Executive Director, Boating Safety Advisory Council at this address.

Any interested person may submit written data, views, or arguments concerning this proposed amendment to the U.S. Coast Guard (GCMC/82), Room 8234, 400 Seventh Street, S.W., Washington, D.C. 20590. Each person submitting comments should include their name and address, identify this notice (CGD 74-83), and give reasons and supporting data for their recommendations. All written comments will be available for public inspection in Room 8234.

No public hearing will be held on this proposed amendment. However, any person who wishes to present his views and arguments orally and informally, in person, before an appropriate Coast Guard official at Coast Guard Headquarters, may arrange to do so by writing to the same address to which written comments are sent. The request should include the persons name, address, telephone number, a reference to this notice (CGD 74-83), and the time and date at which he wishes to present his views.

All comments received by April 21, 1975, will be considered before final action is taken on the proposed amendment.

This amendment is proposed under the authority of the Federal Boat Safety Act of 1971 (sec. 5, Public Law 92-75, 85 Stat 215 (46 U.S.C. 1456)). The authority and responsibilities vested in the Secretary of the Department of Transportation by this Act were delegated to the Commandant of the Coast Guard on 5 October 1971 (49 CFR 1.46(o)(1)).

In consideration of the foregoing, it is proposed to amend § 183.33 of Title 33, Code of Federal Regulations to read as follows:

PROPOSED RULES

§ 183.33 Maximum weight capacity: Inboard and inboard-outdrive boats.

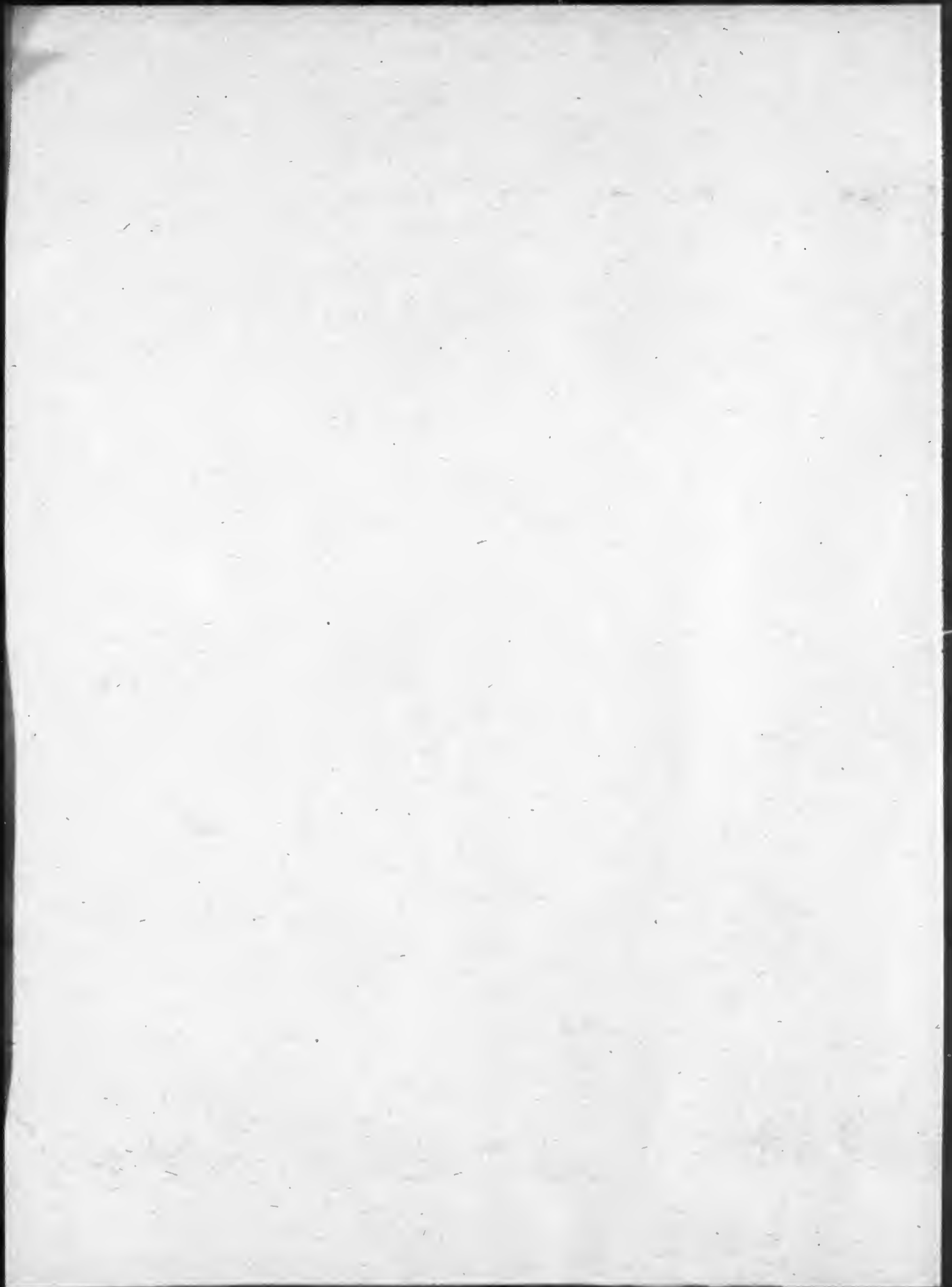
(a) The maximum weight capacity marked on a boat that has one or more inboard engines or inboard-outdrive units for propulsion must not exceed W in the formula:

$$W = \frac{(\text{maximum displacement} - \text{boat weight})}{7}$$

Dated: February 21, 1975.

J. F. THOMPSON,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Boating
Safety.

[FR Doc. 75-5626 Filed 3-5-75; 8:45 am]



Public Papers of the Presidents of the United States

Annual volumes containing the public messages and statements, news conferences, and other selected papers released by the White House. Volumes for the following years are now available:

HERBERT HOOVER

1929----- \$13.30

HARRY S. TRUMAN

1945----- \$11.75	1949----- \$11.80
1946----- \$10.80	1950----- \$13.85
1947----- \$11.15	1951----- \$12.65
1948----- \$15.95	1952-53----- \$18.45

DWIGHT D. EISENHOWER

1953----- \$14.60	1957----- \$14.50
1954----- \$17.20	1958----- \$14.70
1955----- \$14.50	1959----- \$14.95
1956----- \$17.30	1960-61----- \$16.85

JOHN F. KENNEDY

1961----- \$14.35	1962----- \$15.55
1963----- \$15.35	

LYNDON B. JOHNSON

1963-64 (Book I)----- \$15.00	1966 (Book I)----- \$13.30
1963-64 (Book II)----- \$15.25	1966 (Book II)----- \$14.35
1965 (Book I)----- \$12.25	1967 (Book I)----- \$12.85
1965 (Book II)----- \$12.35	1967 (Book II)----- \$11.60
1968-69 (Book I)----- \$14.05	
1968-69 (Book II)----- \$12.80	

RICHARD NIXON

1969----- \$17.15	1971----- \$18.85
1970----- \$18.30	1972----- \$18.55

Published by Office of the Federal Register, National Archives and Records Service, General Services Administration

Order from Superintendent of Documents, U.S. Government Printing Office
Washington, D.C. 20402

