WEDNESDAY, FEBRUARY 4, 1976

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DEPARTMENT OF DEFENSE

Corps of Engineers

ST. MARYS FALLS CANAL AND LOCKS, MICHIGAN

Navigation Regulations

Notice is hereby given that pursuant to Section 7 of the River and Harbor Act of August 2, 1911 (40 Stat. 696; 33 U.S.C. 415) the regulations set forth in tentative form below are proposed by the Secretary of the Army (acting through the Chief of Engineers) to govern the use, administration and navigation of the St. Marys Falls Canal and Locks, Michigan. It is proposed to amend the present regulations with respect only to paragraph (v) in 33 CFR 207.440 to permit the transit of vessels of a length up to 767 feet through the MacArthur Lock for the period March 1, 1976 through April 4, 1976.

For a number of years the Department of the Army, through the Chief of Engineers, has worked as the lead agency with other Federal agencies, state agencies, industry organizations and others in conducting an Extended Navigation Season Demonstration Program on the Great Lakes. A major element of Corps of Engineers participation has been to provide for lockage through the St. Marys Falls Locks during a period extending beyond the normal navigation season which is from April 1 to mid-December. Due to improved lock operation techniques, increased structural stability of vessels and favorable weather, it has been possible to sail without interruption all of last winter and, to date, this winter.

The Great Lakes fleet has been dedicated to continue operations throughout the winter provided the Government will continue to provide passage through the locks at the St. Marys Falls Canal. Two of the ships involved in the program are 767 ft. long and the others are less than 730 ft. long.

In the past this fleet has been accommodated at the Poe Lock chamber which is presently authorized to transit vessels up to 1,000 ft. in length. The Poe Lock must be closed for repairs from March 1, 1976 through April 4, 1976 to assure that it will be in condition for full operation during the spring through fall months. The only other lock in the St. Marys Falls complex capable of handling ships of the necessary draft is the MacArthur Lock whose chamber is 80 ft. wide by 870 ft. long measured from the upper gate to the lower downstream gate. However, 33 CFR 207.440 (v), restricts the maximum size vessel in the MacArthur chamber to 730 ft. in length.

Maintenance of a channel through the ice is dependent on large measure on the number of vessels plying the channel and the vessel horsepower. As traffic declines, maintenance becomes progressively more difficult. The number of low horsepower vessels that can move is directly correlated to the number of high horsepower vessels available to lead the traffic. In the Great Lakes dedicated fleet, only the two 767 ft. vessels are of sufficient horsepower to lead the traffic, so that it becomes essential to the continuation of the Demonstration Program that special arrangements be made to transit the 767 ft. vessels through the MacArthur chamber.

Prior to the adoption of the proposed regulations consideration will be given to any comments, suggestions or objections thereto which are submitted in writing to the Office of the Chief of Engineers, Fort McHenry Building, Washington, D.C. 20314, Attention: DAEN-CWO-M on or before March 5, 1976.

Section 207.440 is amended by revising paragraph (v) as follows:

§ 207.440 St. Marys Falls Canal and Locks, Michigan; use, administration, and navigation.

(v) The maximum overall dimensions of vessels that will be permitted to transit the MacArthur Lock are 767 ft. in length and 75 ft in width; provided, however, that subject to a final decision by the Lock Master, vessels having an overall length up to a maximum of 767 ft. will be permitted to transit the MacArthur Lock during the period March 1, 1976 through April 4, 1976 using special procedures to be posted at the lock. Further, any vessel of greater length than 660 feet must be equipped with deck winches adequate to safely control the vessel in the lock under all conditions including that of power failure.


MARTIN W. RENN,
Colonel, Corps of Engineers,
Executive Director of Civil Works.

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Parts 60, 104

PER CAPITA PAYMENT ASPECTS OF INDIAN JUDGMENT FUNDS

Protection of Shares of Minors, Legal Incompetents, and Deceased Beneficiaries

Extension of Comment Period

JANUARY 27, 1976.

This notice is published in exercise of authority delegated by the Secretary of the Interior to the Commissioner of Indian Affairs by 230 DM 2.

The deadline for comments on the proposed revisions to 25 CFR Part 60 and 104 relating to the per capita payment aspects of Indian Judgment Funds published at 40 FR 53393-53394 on November 19, 1975, is hereby extended to April 5, 1976.

Requests for an extension of time have been made by a number of tribal delegations because the time limitation established has not allowed the tribal officials to consult with their respective tribal members regarding the impact of the proposed revisions. Accordingly, interested persons may submit written comments, suggestions or objections regarding the proposed revisions to the Commissioner of Indian Affairs, Washington, D.C. 20245, no later than April 5, 1976.

MORRIS THOMPSON,
Commissioner of Indian Affairs.

DEPARTMENT OF AGRICULTURE

Farmers Home Administration

7 CFR Part 1823

FinRA Instruction 4421

ASSOCIATION LOANS AND GRANTS—COMMUNITY FACILITIES, DEVELOPMENT CONSERVATION, UTILIZATION

Proposed Miscellaneous Amendments

Notice is hereby given that the Farmers Home Administration has under consideration proposed amendments of §§ 1823.7, 1823.23, 1823.26, 1823.27, 1823-29, 1823.30, 1823.32, and 1823.33 of Subpart A of Part 1823, Title 7, Code of Federal Regulations (38 FR 20025; 39 FR 12728; 39 FR 41830; 40 FR 29263). As proposed, the changes to incorporate certain editorial and procedural changes read as follows:

1. Section 1823.7(a) (1) (ii) is amended and subdivisions (A), (B), (C), and (D) are added to provide that individual vacant property owners may be considered in certain instances when determining project feasibility.

2. Section 1823.7(a) (1) (iii) is added to provide that income from vacant property owners other than as authorized in § 1823.7(a) (1) (ii) will be considered only when the loan is for the financing of buildings only.

3. Section 1823.7(b) (2) is amended to provide that an escrowed security deposit may be used to assure loan repayment in certain instances for service to new or developing communities or areas.

4. Section 1823.23 is amended by adding reference to meeting Federal requirements when applicable.

5. Section 1823.23(e) (2) is amended to require that each system will be in com-