

or penalties (including forfeitures) in amounts not exceeding \$5,000 in the aggregate in any one case.

(9) Decisions regarding import quotas.

(10) Decisions, other than those enumerated heretofore in this subdivision (c), in matters arising under provisions of law administered in the Division of Entry, Value and Penalties.

(d) Deputy Commissioner, Division of Marine Administration:

(1) Decisions as to the mitigation or remission of fines and penalties (including forfeitures) in amounts not exceeding \$5,000 in the aggregate in any one case handled in his division.

(2) Decisions with respect to the registry (including provisional registry), enrollment, and licensing of vessels, including matters relating to builders' certificates, awards of official numbers, approval of home ports, assignment of signal letters, the preparation of all reports and publications in connection therewith, and endorsement of names and masters.

(3) Decisions with respect of the recording of instruments of legal or equitable title and of notices of claim of lien relating to vessels.

(4) Decisions with respect to the registration of rockets, lights, or other similar code signals, house flags, and funnel marks.

(5) Decisions with respect to certificates of protection, certificates of record, yacht commissions, and cruising licenses.

(6) Decisions with respect to the admeasurement of vessels.

(7) Decisions with respect to tonnage taxes (regular, special, and discriminatory), and light money.

(8) Decisions with respect to the collection of tolls.

(9) Decisions with respect to the entry and clearance of vessels and permits for them to proceed coastwise.

(10) Decisions with respect to the regulations of vessels in the coasting and fishing trades.

(11) Decisions with respect to the limitation of the use of foreign vessels in waters under the jurisdiction of the United States.

(12) Decisions with respect to salvage operations by vessels within the territorial waters of the United States.

(13) Decisions with respect to the protection of steerage passengers.

(14) Decisions with respect to publication of "Navigation Laws of the United States."

(15) Decisions with respect to the dutiability of motorboats under paragraph 370, Tariff Act of 1930.

(16) Decisions relating to the assessment and collection of duties on equipment or repairs of vessels or aircraft under section 466, Tariff Act of 1930, and decisions regarding the remission or refund of such duties.

(17) Decisions, other than those enumerated heretofore in this subdivision (d), in matters arising under provisions of law administered in the Division of Marine Administration.

This Order shall become effective on October 1, 1964.

[SEAL] LESTER D. JOHNSON
Acting Commissioner of Customs.

[F.R. Doc. 64-9736; Filed, Sept. 24, 1964;
8:48 a.m.]

[T.D. 56263]

[Customs Delegation Order No. 18 revoked]

DEPUTY COMMISSIONER OF CUSTOMS, DIVISION OF TECHNICAL SERVICES

Revocation of Designation as Contracting Officer

SEPTEMBER 18, 1964.

Customs Delegation Order No. 18, designating the "Deputy Commissioner of Customs, Division of Technical Services," as contracting officer with authority to enter into and administer contracts for the construction of customs border facilities provided for in 19 U.S.C. 68 and customs scales, weigh houses, and appurtenances, is hereby revoked.

This revocation shall become effective October 1, 1964.

[SEAL] LESTER D. JOHNSON,
Acting Commissioner of Customs.

[F. R. Doc. 64-9737; Filed, Sept. 24, 1964;
8:48 a.m.]

Coast Guard

[CGFR 64-58]

JAMES RIVER

Closed to Navigation During Firing of Catapults Aboard Aircraft Carrier CVA-66, America

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521) and Executive Order 10173, as amended, by Executive Orders 19277 and 10352, I hereby affirm for publication in the FEDERAL REGISTER the order of O. C. Rohnke, Rear Admiral, United States Coast Guard, Commander, Fifth Coast Guard District, who has exercised authority as District Commander such order reading as follows:

SPECIAL NOTICE JAMES RIVER

Under the authority of Title II of the Espionage Act of June 15, 1917 (40 Stat. 220), as amended and Executive Order 10173, as amended, and 14 U.S.C. 91, I declare that from Tuesday the 22d day of September 1964 to Friday the 6th day of November 1964 the following area is a prohibited area and I order it be closed to any person or vessel from 7:00 a.m., e.s.t., to 7:00 p.m., e.s.t., during the test firings of catapults aboard "America" (CVA-66).

The water of the James River, Norfolk-Newport News Harbor, Virginia, within the coordinates of latitude 36 degrees 50 minutes 9.06 seconds North, longitude 76 degrees 26 minutes 27 seconds West at the shoreline of Newport News near the foot of 38th street, Newport News, to a point 500 yards offshore at latitude 36 degrees 58 minutes 55 seconds North, longitude 76 degrees 26 minutes 45 seconds West, thence southeasterly to a

point latitude 36 degrees 58 minutes 29 seconds North, longitude 76 degrees 26 minutes 35 seconds West, 500 yards off the shoreline of Newport News from a point near the foot of 27th street, Newport News and thence to a point at latitude 36 degrees 56 minutes 20 seconds North, longitude 76 degrees 26 minutes 07 seconds West, at a point near the foot of 27th street, Newport News, Virginia.

This prohibited area will be marked by two special purpose temporary buoys painted with orange and white horizontal bands as shown on the enclosed chart section.

No person or vessel may remain in or enter this prohibited area.

The Captain of the Port, Norfolk-Newport News Area, Virginia shall enforce this order.

The Captain of the Port may be assisted by employees and facilities of any state or political subdivision thereof or any Federal Agency.

For violation of this order Title II of the Espionage Act of June 15, 1917 (40 Stat. 220), as amended, provides:

"If any owner, agent, master, officer, or person in charge, or any member of the crew of any such vessel fails to comply with any regulation or rule issued or order given under the provisions of this title, or obstructs or interferes with the exercise of any power conferred by this title, the vessel, together with her tackle, apparel, furniture, and equipment shall be subject to seizure and forfeiture to the United States in the same manner as merchandise is forfeited for violation of the customs revenue laws; and the person guilty of such failure, obstruction, or interference shall be fined not more than \$10,000 or imprisoned not more than two years, or both."

Dated: September 21, 1964.

[SEAL] W. D. SHIELDS,
Vice Admiral, U. S. Coast Guard,
Acting Commandant.

[F.R. Doc. 64-9739; Filed, Sept. 24, 1964;
8:48 a.m.]

Office of the Secretary

[T.D. 56261]

[Treasury Department Order No. 165-15]

BUREAU OF CUSTOMS

Establishment of Certain New Offices and Redesignation of Existing Offices

SEPTEMBER 18, 1964.

By virtue of the authority vested in me as Secretary of the Treasury, there are hereby established in the Bureau of Customs new offices designated as follows:

Office of Regulations and Rulings.
Office of Operations.
Office of Administration.
Office of Investigations.

There is also established a Division of Collectors' Operations.

To the extent that the Commissioner of Customs determines feasible, the functions of the present Divisions of the Bureau of Customs are assigned as follows:

Divisions of Classification and Drawback;
Entry, Value and Penalties; and Marine Administration to the Office of Regulations and Rulings.
Divisions of Appraisal Administration; Technical Services; and Collectors' Operations to the Office of Operations.
Division of Management and Controls to the Office of Administration.
Division of Investigations and Enforcement to the Office of Investigations.

The Divisions of Management and Controls and Investigations and Enforcement are abolished on the establishment of the new offices.

Nothing in this order is to be interpreted to preclude the Commissioner of Customs from assigning to any of the appropriate offices any of the functions or activities of any division which he determines is necessary or desirable.

Each of the above offices and divisions will be headed by a Deputy Commissioner of Customs.

This order shall become effective on October 1, 1964.

[SEAL]

DOUGLAS DILLON,
Secretary of the Treasury.

[F.R. Doc. 64-9735; Filed, Sept. 24, 1964;
8:47 a.m.]

[AA 643.3-m]

WIRE ROPE FROM THE UNITED KINGDOM

Fair Value Determination

SEPTEMBER 17, 1964.

An allegation was received that wire rope from the United Kingdom was being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that wire rope from the United Kingdom is not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. The investigation involved two firms manufacturing wire rope in the United Kingdom and exporting to the United States. With respect to one, no relationship existed between exporter and importer in the United States. The other manufacturer, however, sold only to two related companies in the United States. For most items, the quantity sold in the home market was sufficient to afford a proper basis of comparison. One manufacturer, however, sold certain items only for exportation to the United States and to third countries. Home market price or third country price, therefore, was compared with purchase price or exporter's sales price, as appropriate, for fair value purposes.

Purchase price was calculated by deducting from the price for exportation to the United States, the applicable trade and resellers discounts and f.o.b. charges.

Exporter's sales price was calculated by deducting from the sales price to customers in the United States, the applicable trade discount, cash discount, ocean freight and insurance, United States duty, brokerage, and inland freight, and the expenses incurred in selling the merchandise in the United States.

Adjusted home market price was calculated by deducting from the price to home market purchasers, inland freight, an allowance for differences in the class of purchaser on sales in the home market as compared to sales for export to the United States, an allowance for tech-

nical services granted to home market purchasers which services are not provided to purchasers in the United States, and home market packing. To this was added the cost of packing for exportation to the United States. In those instances in which exporter's sales price was compared with home market price, an additional deduction was made from home market price for expenses incurred in selling the merchandise in the home market which were comparable to similar expenses deducted from exporter's sales price.

Third country price was calculated by deducting the trade discount, commission, and as applicable, selling expenses, from the price for export to countries other than the United States. Since the price to third countries was unpacked, the cost of packing on shipments for export to the United States was added.

Comparison between adjusted home market price or third country price and purchase price or exporter's sales price as applicable revealed that purchase price or exporter's sales price was not lower than adjusted home market price or third country price except in a few instances where it was slightly lower. The amounts involved during the period under consideration were deemed to be not more than insignificant. The manufacturers have been informed of this fact and advised that should shipments resume in which purchase price or exporter's sales price is lower than home market price or third country price, whichever may be applicable, the case could be reopened as regards such shipments.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES POMEROY HENDRICK,
*Acting Assistant
Secretary of the Treasury.*

[F.R. Doc. 64-9738; Filed, Sept. 24, 1964;
8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

SPENCER KELLOGG, DIVISION OF TEXTRON, INC.

Notice of Filing of Petition Regarding Food Additive N-Dodecylmorpholine in Polyurethane Resins

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 5B1494) has been filed by Spencer Kellogg, Division of Textron, Inc., 4201 Genesee Street, Buffalo, N.Y., 14225, proposing that § 121.2522 *Polyurethane resins* be amended to provide for the use of N-dodecylmorpholine as a catalyst for polyurethane resins that contact dry bulk foods.

Dated: September 18, 1964.

MALCOLM R. STEPHENS,
*Assistant Commissioner
for Regulations.*

[F.R. Doc. 64-9745; Filed, Sept. 24, 1964;
8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15556; Order E-21310]

AMERICAN AIRLINES, INC.

Order Authorizing Discussion To Discuss Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 22d day of September 1964.

By letter dated September 14, 1964, American Airlines, Inc., requests the authority to discuss, with carrier members of the Air Traffic Conference, a proposal for a fundamental change in the method of determining the free baggage allowance and the charge for excess baggage in domestic airline service. American would place its proposal on the agenda for the October 28-29, 1964 meeting of ATC.

It is and has been the Board's policy to preclude intercarrier discussion of domestic rates and fares except in an extremely limited number of instances. We believe that the initiation of rates and fares by individual carrier action is a sounder basis for the development of an air transportation system in the public interest. Our past departures from such policy have normally reflected the existence of two basic considerations. First, the intended purpose of the discussions appeared to be in the public interest per se, and second, the intended result could not readily be achieved by individual carrier action.

The instant request appears to meet these criteria. On the surface, American's proposal for a free baggage allowance of two suitcases and two small bags appears to be much more favorable from the traveler's standpoint than the present 40 pound limitation. By the same token, the proposed procedure would seem to offer substantial operating economies to the carriers. In this connection, we note that American also proposes to raise each fare by 30 cents to offset in part the loss of current excess baggage revenues. Our approval of the proposed discussions should not be construed as necessarily approving this or any other offsetting fare increase. If any such fare increase should be made a part of a proposal to modify the current excess baggage provisions, we would expect to review most carefully the bases therefor including the extent to which operating economies could be expected to offset reductions in excess baggage revenues as well as overall need of the industry for additional revenues from fare increases.

In addition, it appears that any wholesale modification of baggage provisions and charges is best approached on an industry-wide basis. A substantial portion of domestic air travel is on an inter-