

RULES AND REGULATIONS

Title 23—HIGHWAYS AND VEHICLES

Chapter II—Vehicle and Highway Safety

[Docket No. 15]

PART 255—INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Appendix A—Interpretations

OVERALL WIDTH AND STEERING CONTROLS

In response to inquiries for interpretation of Federal Motor Vehicle Safety Standards Nos. 108 (32 F.R. 2411) and 204 (32 F.R. 2414), under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegation of authority of March 31, 1967 (32 F.R. 5806), as amended April 6, 1967, the following interpretations have been formulated and adopted by the National Highway Safety Bureau for the guidance of the public and are hereby published in the FEDERAL REGISTER in accordance with 5 U.S.C. 552(b).

Issued in Washington, D.C., on June 15, 1967.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

MOTOR VEHICLE SAFETY STANDARD NO. 108

LAMPS, REFLECTIVE DEVICES, AND ASSOCIATED EQUIPMENT—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRAILERS, AND BUSES, 80 OR MORE INCHES WIDE OVERALL

The term "overall width" refers to the nominal design dimension of the widest part of the vehicle, exclusive of signal lamps, marker lamps, outside rearview mirrors, flexible fender extensions, and mud flaps, determine with doors and windows closed, and the wheels in the straight-ahead position.

This supersedes the interpretation of the term "overall width" appearing in the FEDERAL REGISTER of March 1, 1967 (32 F.R. 3390).

MOTOR VEHICLE SAFETY STANDARD NO. 204
STEERING CONTROL REARWARD DISPLACEMENT—PASSENGER CARS

When conducting the barrier collision test, a driver dummy may be used without measuring the impact force developed on the chest.

In the event that the vehicle impacts the barrier at a velocity not less than 30 miles per hour nor more than 33 miles per hour, the displacement of the steering column may be corrected to 30 miles per hour by means of the following formula:

$$\frac{D_1}{D_2} = \frac{V_1}{V_2}$$

[P.R. Doc. 67-6954; Filed, June 20, 1967; 8:47 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VI—Department of the Navy SUBCHAPTER B—NAVIGATION

PART 706—NAVIGATIONAL LIGHT WAIVERS

Certifications of the Secretary of the Navy

Scope and purpose. Sections 360 and 1052 of Title 33, United States Code,

provide that the requirements of the Regulations for Preventing Collisions at sea, 1960, the Inland Rules, the Great Lakes Rules, and the Western River Rules as to number, position, range of visibility, or arc of visibility of lights require to be displayed by vessels shall not apply to any vessel of the Navy when the Secretary of the Navy shall find or certify that, by reason of special construction, it is not possible for such vessel or class of vessels to comply with the statutory provisions as to navigation lights.

A recent study indicates that the military design characteristics of the Auxiliary Aircraft Transport (AVT) preclude the installation of the forward 20-point white light (Masthead light) as required by Rule 2(a) of the Regulations for Preventing Collisions at Sea (33 United States Code, sec. 1052(a)).

I hereby certify that these Auxiliary Aircraft Transports (AVT) are naval vessels of special construction and, with respect to the position on such vessels of the forward 20-point white light, it is

not possible to comply with the requirements of the statutes enumerated in sections 360 and 1052, Title 33, United States Code.

Further, I do find that it is feasible to locate the said navigation light as follows:

(a) The forward 20-point white light shall be carried at a height of 26 feet or more above the hull.

Further, I certify that such locations constitute compliance as closely with the applicable statutes as I hereby find to be feasible.

Section 706.2 is amended by:

1. Adding "AVT (Auxiliary Aircraft Transport)" in Table 1 under "AIRCRAFT CARRIERS"; and

2. Revising the introductory paragraph of note 3;

to read as follows:

§ 706.2 Certifications of the Secretary of the Navy under 33 U.S.C. 360 and 1052.

TABLE ONE

| Vessel class or type | Distance in feet of the forward 20-point white light below minimum required height (based on requirements of International Rule 2(a)(iii)) | Distance in feet below minimum required vertical separation between forward and after 20-point white lights (based on requirements of International Rule 2(a)(iii)) | Ratio of horizontal to vertical separation of the two 20-point white lights (based on International Rule 2(a) which requires ratio 3.0 to 1) | Minimum distance horizontally in feet between forward and after 20-point white lights |
|-------------------------------------|--|---|--|---|
| ... | ... | ... | ... | ... |
| AIRCRAFT CARRIERS: | ... | ... | ... | ... |
| AVT (Auxiliary Aircraft Transport). | 14 or less. | None. | 3.0 or greater to 1. | 45 or greater. |
| ... | ... | ... | ... | ... |

NOTES

3. On aircraft carriers (OVA and CVS) and aircraft carrier types (LPH, T-AKV, and AVT), the following additional variations exist:

(Sec. 1, 50 Stat. 590, Sec. 2, 77 Stat. 104, 33 U.S.C. 360, 1052)

JUNE 14, 1967.

[P.R. Doc. 67-6923; Filed, June 20, 1967; 8:45 a.m.]

PAUL H. NITZE,
Secretary of the Navy.

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS (Public Land Order 4228)

[ES-2430 (Ark.), New Mexico 1583 (Okla.)]

ARKANSAS AND OKLAHOMA

Boundary Adjustment; Ouachita National Forest

By virtue of the authority vested in the President by section 24 of the act of March 3, 1891 (26 Stat. 1103; 10 U.S.C. 471), as amended, and the act of June 4, 1897 (30 Stat. 34, 36; 16 U.S.C. 473), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. The boundaries of the Ouachita National Forest are hereby adjusted to include the following described lands:

ARKANSAS

FIFTH PRINCIPAL MERIDIAN

T. 2 S., R. 30 W.,
Sec. 6, W $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$, NW $\frac{1}{4}$
NE $\frac{1}{4}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$
SE $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 7, W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$,
NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$
SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.

OKLAHOMA

INDIAN MERIDIAN

T. 4 N., R. 22 E.,
Sec. 23, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 26, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$,
NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 4 N., R. 25 E.,
Sec. 13, S $\frac{1}{2}$;
Sec. 14, SE $\frac{1}{4}$;
Sec. 23, E $\frac{1}{2}$;
Sec. 24.