

South side of Chapter Oak Bridge to  
Great River Park

### 32. City of Norwalk Fireworks

Date: July 3, 1998  
Time: 9:15 p.m. to 10:15 p.m.  
Rain date: July 4, 1998  
Time: 9:15 p.m. to 10:15 p.m.  
Location: Calf Pasture Beach, Long  
Island Sound, Norwalk, CT  
Lat: 41-04.50" N, Lat: 073-23.22" W  
(NAD 1983)

### 33. Norwich American Wharf Fireworks

Date: July 4, 1998  
Time: 9 p.m. to 11 p.m.  
Rain date: July 5, 1998  
Time: 9 p.m. to 11 p.m.  
Location: Norwich Harbor, Norwich, CT  
Lat: 41-31'06" N, Long: 072-04'46" W  
(NAD 1983)

### 35. Stratford Fireworks

Date: July 3, 1998  
Time: 9 p.m. to 10 p.m.  
Location: Short Beach, Stratford, CT  
Lat: 41-10.11" N, Long: 073-06.19" W  
(NAD 1983)

### 36. Westport P.A.L. Fireworks

Date: July 2, 1998  
Time: 9:30 p.m. to 10:30 p.m.  
Location: Compo Beach, Westport, CT

### 37. Bayville Crescent Club Fireworks

Date: July 20, 1998  
Time: 9:15 p.m. to 10 p.m.  
Rain date: July 21, 1998  
Time: 9:15 p.m. to 10 p.m.  
Location: Cooper Bluff, Cove Neck, NY  
Lat: 40-54'6" N, Long: 073-32'0" W  
(NAD 1983)

### 40. Jones Beach State Park Fireworks

Date: July 4, 1998  
Time: 9:30 p.m. to 9:55 p.m.  
Location: Fishing Pier, Jones Beach  
State Park, Wantagh, NY  
Lat: 40-35.7" N, Long: 073-30.6" W  
(NAD 1983)

### 47. Boys Harbor Fireworks Extravaganza

Date: July 18, 1998  
Time: 9 p.m. to 10 p.m.  
Location: Three Mile Harbor, East  
Hampton, NY  
Lat: 41-15" N, Long: 070-11.91" W  
(NAD 1983)

### August

### 4. Fall River Celebrates America Fireworks

Date: August 8, 1998  
Time: 9:15 p.m. to 10:30 p.m.  
Location: Taunton River, vicinity of  
buoy #17, Fall River, MA  
Lat: 41-41.7" N, Long: 071-10.0" W  
(NAD 1983)

### 9. Salute to Summer

Date: September 5, 1998

Time: 8:30 p.m. to 10 p.m.  
Location: Narragansett Bay, East  
Passage, off Coasters Harbor Island,  
Newport, RI  
Lat: 41-25" N, Long: 071-20" W (NAD  
1993)

Dated: June 4, 1998.

**James D. Garrison,**

*Captain, U.S. Coast Guard, Acting  
Commander, First Coast Guard District.*  
[FR Doc. 98-15898 Filed 6-15-98; 8:45 am]  
BILLING CODE 4910-15-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

### 33 CFR Part 100

[CGD01-98-045]

RIN 2115-AE46

### Special Local Regulation: Newport- Bermuda Regatta, Narragansett Bay, Newport, RI

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is issuing a temporary rule to change the effective dates for the special local regulations for this year's Newport-Bermuda Regatta. The Newport-Bermuda Regatta will be held on June 19, 1998. This event involves up to 120 ocean going sailboats departing the entrance to Narragansett Bay, Newport, RI, and racing to Bermuda, U.K. This regulation is necessary to control vessel traffic within the immediate vicinity of the event due to the confined nature to the event, thus providing for the safety of life and property on the affected navigable waters.

**DATES:** This rule is effective on June 19, 1998, from 11 a.m. to 3:30 p.m.

#### FOR FURTHER INFORMATION CONTACT:

Lieutenant Commander Mark A. Cawthorn, Assistant Chief, Search and Rescue Branch, First Coast Guard District, (617) 223-8460.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory History

The special local regulation in 33 CFR 100.119 for the biennial Newport-Bermuda Regatta was published on June 24, 1996 at 61 FR 32332. The regulation's effective date does not allow automatic implementation of the rule each year. This regulation is necessary to suspend paragraph (c) of 33 CFR 100.119 and add paragraph (d) specifying the effective dates for this year's event. Good cause exists for providing for this regulation to become effective in less than 30 days after

**Federal Register** publication. Publishing an NPRM would require a 30-day comment period and the final rule would not be effective before the scheduled event. The Coast Guard believes delaying the event in order to provide a 30-day delayed effective date would be contrary to the public interest given this event's local popularity.

#### Background and Purpose

The Newport-Bermuda regatta is a biennial sailboat race sponsored by Cruising Club of America. Participating sailboats will require favorable navigable conditions. A portion of the East Passage of Narragansett Bay, Newport, Rhode Island will be closed during the effective period. This regulated area is needed to protect life and property during the event. For further information and restrictions regarding this event see 33 CFR 100.119.

#### Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866, and does not require an assessment of potential costs and benefits under section 6(a) (3) of that order. The Office of Management and Budget has exempted this temporary rule from review under that order. This temporary rule is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation, under paragraph 10e of the regulatory policies and procedures of DOT, is unnecessary. The effect of this temporary rule will not be significant for several reasons: entry into the regulated area is restricted for a short duration; vessels may transit around the regulated area; and the extensive advance advisories that will be made.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this rule would have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000.

For the reasons discussed in the Regulatory Evaluation, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

## Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

## Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and have determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

## Environment

The Coast Guard has considered the environmental impact of this proposed rule and concluded that under Figure 2-1, paragraph 34(h), of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation.

## List of Subjects in 33 CFR Part 100

Marine safety; Navigation (water); Reporting and recordkeeping requirements; Waterways.

## Final Regulation

For the reasons set out in the preamble, the Coast Guard proposes to temporarily amend 33 CFR Part 100 as follows:

1. The authority citation for Part 100 continues to read as follows:

**Authority:** 33 U.S.C. 1233 through 1236; 49 CFR 1.46 and 33 CFR 100.35.

2. From 11 a.m. to 3:30 p.m. on June 19, 1998 in § 100.119, paragraph (c) is suspended and a new paragraph (d) is added to read as follows:

**§ 100.119 Newport-Bermuda Regatta, Narragansett Bay, Newport, RI.**

\* \* \* \* \*

(d) *Effective period.* This section is in effect on June 19, 1998, from 11 a.m. to 3:30 p.m.

Dated: May 29, 1998.

**James D. Garrison,**

*Captain, U.S. Coast Guard, Acting Commander, First Coast Guard District.*  
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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 110

[CGD11-97-002]

RIN 2115-AA98

#### Anchorage Regulation; San Francisco Bay, California

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard hereby revises the regulations for the existing explosive anchorage, Anchorage 14 within General Anchorage 9, in San Francisco Bay, California. This revision realigns Anchorage 14 in a true north-south direction and moves it northerly to include deeper water. This will allow vessels with drafts of 38 feet or greater laden with explosives, to safely anchor, while minimizing potential overcrowding of General Anchorage 9. This anchorage amendment changes the position of Anchorage 14 to provide deeper water for explosive load activations while not tying up large areas of General Anchorage 9. The explosive limit of 3,000 tons net explosive weight (NEW) for Anchorage 14 will remain unchanged. A provision is added, however, to allow the Captain of the Port to provide specific permission to exceed the limit.

**EFFECTIVE DATE:** July 16, 1998.

**ADDRESSES:** U.S. Coast Guard Marine Safety Office, San Francisco Bay, Building 14, Coast Guard Island, Alameda, CA 94501-5100.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Andrew B. Cheney, Coast Guard Marine Safety Office, San Francisco Bay, California; telephone: (510) 437-3073.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory History

On May 5, 1997, the Coast Guard published a notice of proposed rulemaking for this regulation in the **Federal Register** (62 FR 24378). The Coast Guard received one letter commenting on the proposed rulemaking. The U.S. Fish and Wildlife Service wrote that the proposed realignment of Anchorage 14 in San Francisco Bay was reviewed and the action, as proposed, was not likely to adversely affect any listed species. No public hearing was requested, and none was held.

#### Background and Purpose

In the past, San Francisco Bay was a major explosive load out port due to the

activities of the military facilities located or home-ported within the area. During periods of military conflict, San Francisco Bay was a primary port call for vessels and barges entering and departing the port laden with military ordnance. These vessels and barges conducting military ordnance outloads were easily accommodated by explosive Anchorage 12 and 14. In the past, the vessels conducting explosive outloads were smaller and handled less cargo than those vessels now contracted by Military Sealift Command to transport military ordnance. The smaller ships handling less explosive cargo, did not require as large of a minimum safe distance, as calculated by the DOD Ammunition and Explosive Safety Standards Manual (DOD 6055.9-STD, October 1992), as do the larger vessels, now hired to transport military ordnance. In addition to handling smaller explosive cargo loads, the drafts of the smaller vessels were much shallower than those of the larger ships now contracted to transport ordnance. Current local policy is to maintain a two-foot clearance under keel for vessels transiting the Bay. Since the water in the current Anchorage 14 is relatively shallow, anchoring a vessel of 38 feet draft or greater can be difficult, depending on the number of other vessels anchored in Anchorage 9 and 14. Using explosive Anchorage 12 as an alternate anchorage is suitable for the depth of the water, but is not satisfactory to meet the safety distance requirements from inhabited shore-side areas, as well as other vessels in General Anchorage 9. It, therefore, has periodically become necessary to create special anchorages for large deep draft vessels laden with explosives, in a location that might not be entirely within a charted explosive anchorage.

Additionally, the movement of Anchorage 14 would mitigate the burden on commercial vessels looking for safe anchorage in General Anchorage 9, and eliminates the need to establish special anchorages outside of established anchorages. This will also allow for more usable space in General Anchorage 9 at times when the explosive anchorage is activated.

An analysis of past anchorage activations indicates that the vessels currently being chartered for the carriage of DOD explosive cargo are approximately 26,400 gross tons or greater. Each vessel has carried a load of 5.8 million pounds or more, net explosive weight, and required at least 42 feet of water to adequately maintain a 2 foot under keel clearance safety factor. In its current location, explosive Anchorage 14 is so very limited in