

by the Office of Management and Budget under that order. It 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 regulation to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of the DOT is unnecessary.

#### Collection of Information

This regulation will impose no collection of information requirements under the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*

#### 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 amends 33 CFR part 100 as follows:

#### PART 100—[AMENDED]

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

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

2. In part 100, a new § 100.902 is added to read as follows:

#### § 100.902 Macomb Daily Offshore Classic, Lake St. Clair, St. Clair Shores, MI.

##### (a) Race course.

**Location:** That portion of Lake St. Clair enclosed by:

Latitude	Longitude
42° 34.2'N	082° 48.3'W, to
42° 33.8'N	082° 47.5'W, to
42° 31.2'N	082° 49.7'W, to
42° 31.5'N	082° 50.5'W, thence to
42° 34.2'N	082° 48.3'W.

Datum: NAD 1983.

##### (b) No entry zone.

**Location:** That portion of Lake St. Clair, on the outside of the race course area from Point Huron southwest to:

Latitude	Longitude
42° 32.9'N	082° 47.8'W, thence to
42° 33.9'N	082° 50.3'W, thence northeast along the shoreline to Point Huron.

Datum: NAD 1983.

(c) **Regulation:** No vessel may enter the "No Entry Zone" or "Race Course" without prior approval of the Coast Guard Patrol Commander. The "No Entry Zone" will include all of the L'anse Creuse Bay area.

(d) **Caution area—(1) Location:** That portion of Lake St. Clair, on the outside of the race course area from a west-northwest line between:

Latitude	Longitude
42° 32.9'N	082° 47.8'W, and
42° 33.9'N	082° 50.3'W, southwest along the shoreline to:
42° 31.5'N	082° 52.3'W, thence to
42° 30.5'N	082° 49.6'W, thence to
42° 32.9'N	082° 47.8'W.

Datum: NAD 1983.

(2) **Regulation:** All vessels transiting the "Caution Area" will be operated at bare steerageway, keeping the vessel's wake at a minimum, and exercise a high degree of caution.

(e) **Vessel spectator areas:** Two Vessel Spectator Areas will be established by the Coast Guard Patrol Commander, on the east and west side of the race course.

(1) **Location:** That portion of Lake St. Clair, rectangular in shape, enclosed by: Western Spectator Area:

Latitude	Longitude
42° 33.6'N	082° 49.5'W, to
42° 33.4'N	082° 49.1'W, to
42° 31.8'N	082° 50.8'W, to
42° 32.0'N	082° 51.2'W, thence to
42° 33.6'N	082° 49.5'W.

Eastern Spectator Area:

Latitude	Longitude
42° 32.9'N	082° 47.6'W, to
42° 32.7'N	082° 47.2'W, to
42° 30.9'N	082° 48.4'W, to
42° 31.2'N	082° 48.8'W, thence to
42° 32.9'N	082° 47.6'W.

Datum: NAD 1983.

(2) **Regulation:** Vessels will be permitted to anchor to watch the race. All vessels transiting the "Vessel Spectator Areas" will be operated at bare steerageway, keeping the vessel's wake at a minimum, and exercise a high degree of caution.

(f) **Patrol Commander—(1)** The Coast Guard will patrol the regulated areas under the direction of a designated Coast Guard Patrol Commander (Commanding Officer, U.S. Coast Guard Station St. Clair Shores, MI). The Patrol Commander may be contacted on channel 16 (156.8 MHz) by the call sign "Coast Guard Patrol Commander".

(2) The Patrol Commander may direct the anchoring, mooring, or movement of any boat or vessel within the regulated area. A succession of sharp, short signals by whistle or horn from vessels patrolling the area under the direction of the U.S. Coast Guard Patrol Commander shall serve as a signal to stop. Any vessel so signaled shall stop and shall comply with the orders of the Patrol Commander. Failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(3) The Patrol Commander may establish vessel size and speed limitations, and operating conditions.

(4) The Patrol Commander may restrict vessel operation within the regulated area to vessels having particular operating characteristics.

(5) The Patrol Commander may terminate the marine event or the operation of any vessel at any time it is deemed necessary for the protection of life, limb and property.

(g) **General regulations applicable to all areas—**Commercial vessels desiring to transit the regulated areas shall provide prior notification to the Coast Guard Patrol Commander. Any vessel traffic desiring to transit the regulated areas may do so only with prior approval of the Coast Guard Patrol Commander. Vessels in the regulated areas shall comply with the directions of the Coast Guard Patrol Commander.

(h) **Effective date:** These regulations will become effective from 11 A.M. (EDST) until 2 P.M. (EDST), on May 20, 1995, unless otherwise terminated by the Coast Guard Patrol Commander (Commanding Officer, U.S. Coast Guard Station St. Clair Shores, MI), and thereafter annually on the third weekend in May, at the same prescribed times unless otherwise specified in the Coast Guard Local Notice to Mariners.

Dated: May 8, 1995.

**Rudy K. Peschel,**

*Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.*

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#### 33 CFR Part 100

[CGD02-95-036]

RIN 2115-AE46

#### Special Local Regulations; Mississippi Belle II 4th Anniversary Upper Mississippi River Mile 518.5 and 519.0

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** A special local regulation is being adopted for the Mississippi Belle II 4th Anniversary which will be held on the Upper Mississippi River near Clinton, Iowa on June 12, 1995. This rule is needed to control vessel traffic in the immediate vicinity of the event. The regulation will restrict general navigation in the regulated area for the safety of spectators, participants and through traffic.

**EFFECTIVE DATE:** This regulation is effective from 10 p.m. to 11 p.m. local time on June 12, 1995.

#### FOR FURTHER INFORMATION CONTACT:

LCDR J.O. Jaczinski, Chief, Boating Affairs Branch, Second Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832. The telephone number is (314) 539-3971, fax (314) 539-2685.

**SUPPLEMENTARY INFORMATION:****Drafting Information**

The drafters of this regulation are LCDR J.O. Jaczinski, Project Officer, Second Coast Guard District, Boating Safety Division and LT S. Moody, Project Attorney, Second Coast Guard District Legal Office.

**Regulatory History**

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking has not been published for this rule and good cause exists for making it effective in less than 30 days from the date of publication. Following normal rulemaking procedures would have been impracticable. Specifically, the sponsor's late submission of the regatta application left insufficient time to publish a notice of proposed rulemaking in advance of the scheduled event. The Coast Guard deems it to be in the public's best interest to issue a regulation immediately.

**Background and Purpose**

The Mississippi Belle II 4th Anniversary consists of a fireworks display. The fireworks will begin at 10 p.m. local time on June 12, 1995 and will end at 10:30 p.m. The river will be closed from 10 p.m. local time and will reopen 11 p.m. local time. In order to provide for the safety of spectators and participants, and for the safe passage of through traffic, the Coast Guard will restrict vessel movement in the regulated area. The river will be closed during part or all of the effective period to all vessel traffic except official regatta vessels and patrol craft. These regulations are issued pursuant to 33 U.S.C. 1233 and 33 CFR 100.35.

**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. It has been exempted from review by the Office of Management and Budget under that order. It is not 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 because of the event's short duration.

**Federalism Assessment**

The Coast Guard has analyzed this action in accordance with the principles and criteria of Executive Order 12612

and has determined that this rule does not raise sufficient federalism implications to warrant the preparation of a Federalism Assessment.

**Environmental Assessment**

The Coast Guard considered the environmental impact of this rule and concluded that under section 2.B.2.C of Commandant Instruction M16475.1B, (as revised by 59 FR 38654; July 29, 1994) this rule is excluded from further environmental documentation.

**List of Subjects in 33 CFR Part 100**

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

**Temporary Regulations**

In consideration of the foregoing, Part 100 of Title 33, Code of Federal Regulations, is amended as follows:

**PART 100—[AMENDED]**

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

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

2. A temporary section 100.35.T02-036 is added, to read as follows:

**§ 100.35-T02-036 Upper Mississippi River near Clinton, Iowa.**

(a) *Regulated area.* Upper Mississippi River mile 518.5 to 519.0.

(b) *Special local regulations.* (1) Except for official regatta vessels and patrol craft no person or vessel may enter or remain in the regulated area without permission of the Patrol Commander.

(2) The Coast Guard Patrol Commander will be a commissioned or petty officer designated by the Commanding Officer, Marine Safety Office St. Louis, Missouri and may be contacted, during the event, on channel 16 (156.8 MHz) by the call sign "Coast Guard Patrol Commander." The Patrol Commander may:

(i) Direct the anchoring, mooring, or movement of any vessel within the regulated area,

(ii) Restrict vessel operation within the regulated area to vessels having particular operating characteristics,

(iii) Terminate the marine event or the operation of any vessel when necessary for the protection of life and property, and

(iv) Allow vessels to transit the regulated area whenever an event is not being conducted and the transit can be completed.

(3) Coast Guard commissioned or petty officers will patrol the event on board patrol vessels which display the

Coast Guard Ensign. If radio or other voice communications are not available to communicate with a vessel, they will use a series of sharp, short blasts by whistle or horn to signal the operator of any vessel in the vicinity of the regulated area to stop. When signaled, the operator of any vessel in the immediate vicinity of the regulated area shall stop the vessel immediately and shall proceed as directed.

(4) Vessels desiring to transit the regulated area may do so only with the prior approval and direction of the Patrol Commander.

(5) The Patrol Commander will terminate enforcement of this section at the conclusion of the marine event if earlier than the announced termination time.

(c) *Effective Date.* This section is effective from 10 p.m. to 11 p.m. local time on June 12, 1995.

Dated: May 24, 1995.

**Frank M. Chliszczyk,**

*Captain, U.S. Coast Guard, Commander, Second Coast Guard District Acting.*

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**33 CFR Part 110**

[CGD11-95-001]

RIN 2115-AA98

**Anchorage Grounds; Pacific Ocean at Santa Catalina Island, CA**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is reducing the Isthmus Cove Anchorage Grounds of Santa Catalina Island, CA, to exclude the area designated as the Wrigley Marine Science Center Marine Life Refuge, formerly known as the Catalina Marine Science Center Marine Life Refuge, from the Isthmus Cove Anchorage Grounds. The Coast Guard is voluntarily reducing the geographic limits of the Anchorage Grounds at the suggestion of the State of California. In establishing the Marine Life Refuge, California has prohibited unauthorized anchoring in the affected area under state law. By excluding the area encompassed by the Marine Life Refuge from the Anchorage Grounds, this action will reduce confusion among recreational and commercial mariners, and enhance the safety of navigation in support of the efforts of the State of California.

**EFFECTIVE DATE:** This rule is effective July 6, 1995.

**FOR FURTHER INFORMATION CONTACT:**