

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 100**

[CGD-11-97-005]

RIN 2115-AE46

**Special Local Regulations; Coronado 4th of July Demonstration, Rehearsals and Fireworks**

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

**SUMMARY:** This document implements 33 CFR 100.1101, "Southern California Annual marine events," for the Coronado 4th of July Demonstration, Fireworks and Rehearsals. The Coronado 4th of July Citizens Committee annually sponsors the 4th of July Demonstration in Glorietta Bay, Coronado, California. This event consists of fireworks and U.S. Navy water, parachute, and helicopter operations.

These regulations will be effective in the navigable waters of the Pacific Ocean near the Glorietta Bay marina off the coast of Coronado, California. Vessels desiring to transit the regulated area during the event, or any rehearsals prior to the event, may do so only with clearance from a patrolling law enforcement vessel or an event committee boat.

Implementation of 33 CFR 100.1101 is necessary to control vessel traffic in the regulated areas to ensure the safety of participants and spectators. Pursuant to 33 CFR 100.1101(b)(3), Commanding Officer, U.S. Coast Guard Activities, San Diego, is designated the Patrol Commander for this event; he has the authority to delegate this responsibility to any commissioned, warrant, or petty officer of the Coast Guard.

**DATES:** Section 33 CFR 100.1101 becomes effective from 1 pm to 4:30 pm on 28 June, 1 July, and 3 July 1997 for the rehearsals; and from 1 pm to 4:30 pm and 8 pm to 10 pm on 4 July 1997 for the event, unless canceled earlier by the Patrol Commander.

**FOR FURTHER INFORMATION CONTACT:** QMC Michael Claeys, U.S. Coast Guard Activities, San Diego, California; Tel: (619) 683-6309.

**Discussion of Notice**

The Coronado 4th of July Demonstration is scheduled to occur on July 4, 1997, with rehearsals scheduled to occur on June 28, 1997, July 1, 1997, and July 3, 1997. These Special Local Regulations permit Coast Guard control of vessel traffic in order to ensure the

safety of spectators and participant vessels. In accordance with the regulations in 33 CFR 100.1101, no spectators shall anchor, block, loiter in, or impede the through transit of participants or official patrol vessels in the regulated area during the effective dates and times, unless cleared for such entry by or through an official patrol vessel.

Dated: May 14, 1997.

**F. L. Ames,***Rear Admiral, U.S. Coast Guard, Commander, Eleventh Coast Guard District.*

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**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 165**

[COTP Huntington 97-002]

RIN 2115-AA97

**Safety Zone; Big Sandy River, Mile 2.1 to Mile 3.1**

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a safety zone on the Big Sandy River between miles 2.1 and 3.1. This regulation is needed to control vessel traffic in the regulated area to prevent potential safety hazards for vessels transiting the area resulting from a bridge removal and replacement project on the I-64 Dual Highway Bridges at mile 2.6, Big Sandy River, Kenova, WV. This regulation prohibits navigation in the regulated area during periods of periodic closures without the express permission of the Captain of the Port Huntington for the safety of vessel traffic and the protection of life and property along the river. Periods of closure will be announced via normally scheduled Coast Guard Broadcast Notice to Mariners or by Coast Guard personnel on scene.

**EFFECTIVE DATE:** This regulation is effective on June 16, 1997, at 7 a.m. EDT, and terminates on October 31, 1997 at 11:59 p.m. EST.

**FOR FURTHER INFORMATION CONTACT:** Lt Sean Moon, Chief of the Port Operations Department, Captain of the Port, Huntington, West Virginia at (304) 529-5524.

**SUPPLEMENTARY INFORMATION:****Regulatory History**

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not

published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication. Following normal rulemaking procedures will be impracticable. Specifically, the nature of the removal and replacement work affecting river navigation makes river closures impossible to predict and schedule with reasonable certainty. Only certain periods of the project will represent a potential hazard to navigation, life, and property. These periodic closures are dependent upon project progress and weather. The Coast Guard deems it to be in the public's best interest to issue a regulation immediately.

**Background and Purpose**

The activity requiring this regulation is a bridge removal and reconstruction project being done under West Virginia Division of Highways Federal Project IM-0641 (164), dated February 28, 1997. The C.J. Mahan Construction Company of Grove City, Ohio, working under contract for the State of West Virginia, began demolition operations on April 14, 1997 with operations to continue through November of 1998. Two major phases are involved in the project: Removal and reconstruction of the up river, east-bound bridge (scheduled to occur over the summer of 1997) and removal and reconstruction of the down river, west-bound bridge (scheduled to occur over the summer of 1998). Landside dismantling operations of the I-64 Dual Highway Bridges at mile 2.6, Big Sandy River, Kenova, West Virginia continue with waterside demolition operations, involving the use of crane barges, floating work plants and construction tugs to begin in the near future. Bridge spans will be removed from the dual bridges in sections, one at a time, over a period of several months. The regular presence of a crane barge, floating work plants and construction tugs will pose an obstructive hazard to river traffic operating in the vicinity of the project work site. In order to provide for the safety of vessel traffic and the general public, the Captain of the Port Huntington intends to regulate vessel traffic in that portion of the Big Sandy River where removal of steel and subsequent reconstruction of the dual bridges will be taking place until the hazard is mitigated. During critical phases of the project, the affected portions of the Big Sandy River will be subject to periodic closures. No vessels will be allowed to transit when removal or replacement operations will affect safe navigation.

Notification of river closures will be made via Broadcast Notice to Mariners