$$GZ(m) = C\left(\frac{\text{Heeling Moment}}{\Delta} + 0.04\right)$$

where—
C=1.00 for vessels on exposed waters, oceans, or Great Lakes winter;
C=0.75 for vessels on partially protected waters or Great Lakes summer;
C=0.50 for vessels on protected waters;
Δ=intact displacement; and
Heeling moment=greatest of the heeling moments as calculated in paragraphs (f)(4) (i) through (iv) of this section.

(i) The passenger heeling moment is calculated using the formula:

Passenger Heeling Moment=0.5 (n w b)
where—
n=number of passengers;
w=passenger weight = 75 kilograms; and
b=distance from the centerline of the vessel to the geometric center on one side of the centerline of the passenger deck used to leave the vessel in case of flooding.

(ii) The heeling moment due to asymmetric escape routes for passengers, if the vessel has asymmetric escape routes for passengers, is calculated assuming that—

(A) Each passenger weighs 75 kilograms;

(B) Each passenger occupies 0.25 square meter of deck area; and

(C) All passengers are distributed, on available deck areas unoccupied by permanently affixed objects, toward one side of the vessel on the decks where passengers would move to escape from the vessel in case of flooding, so that they produce the most adverse heeling moment.

(iii) The heeling moment due to the launching of survival craft is calculated assuming that—

(A) All survival craft, including davit-launched liferafts and rescue boats, fitted on the side to which the vessel heels after sustained damage, are swung out if necessary, fully loaded and ready for lowering;

(B) Persons not in the survival craft swung out and ready for lowering are distributed about the centerline of the vessel so that they do not provide additional heeling or righting moments; and

(C) Survival craft on the side of the vessel opposite that to which the vessel heels remain stowed.

(iv) The heeling moment due to wind pressure is calculated assuming that—

(A) The wind exerts a pressure of 120 Newtons per square meter;

(B) The wind acts on an area equal to the projected lateral area of the vessel above the waterline corresponding to the intact condition; and

(C) The lever arm of the wind is the vertical distance from a point at one-half the mean draft, or the center of area below the waterline, to the center of the lateral area.

(5) Each vessel whose arrangements do not generally allow port or starboard egress may be exempted, by the Commanding Officer, Marine Safety Center, from the transverse passenger heeling moment required by paragraph (f)(4)(i) of this section. Each vessel exempted must have sufficient longitudinal stability to prevent immersion of the deck edge during forward or aft egress.

(6) Each vessel must have an angle of equilibrium that does not exceed—

(i) 7 degrees for flooding of one compartment;

(ii) 12 degrees for flooding of two compartments; or

(iii) A maximum of 15 degrees for flooding of one or two compartments where—

(A) The vessel has positive righting arms for at least 20 degrees beyond the angle of equilibrium; and

(B) The vessel has an area under each righting-arm curve, when the equilibrium angle is between 7 degrees and 15 degrees, in accordance with the formula:

$$A \geq 0.0025(\theta - 1)$$

where—
A=Area required in m-rad under each righting-arm curve measured from the angle of equilibrium to the smaller of either the angle at which downflooding occurs or the angle of vanishing stability.
θ=actual angle of equilibrium in degrees

(7) The margin line of the vessel must not be submerged when the vessel is in equilibrium.

(8) Each vessel must have a maximum angle of equilibrium that does not exceed 15 degrees during intermediate stages of flooding.

(9) Each vessel must have a range of stability and a maximum righting arm during each intermediate stage of flooding as follows:

Vessel service	Required range (degrees)	Required maximum righting arm
Exposed waters, oceans, or Great Lakes winter	7	0.05 m
Partially-protected waters or Great Lakes summer	5	0.035 m
Protected waters	5	0.035 m

Only one breach in the hull and only one free surface need be assumed when meeting the requirements of this paragraph.

(g) *Damage survival for vessels authorized to carry more than 12 passengers on an international voyage requiring a SOLAS Passenger Ship Safety Certificate.* A vessel is presumed to survive assumed damage if it is shown by calculations to comply with the damage stability required for that vessel by the International Convention for the Safety of Life at Sea, 1974, as amended, chapter II–1, part B, regulation 8.

* * * * *

Dated: October 4, 1995.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 95–25711 Filed 10–16–95; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 672

[Docket No. 950206041–5041–01; I.D. 101195B]

Groundfish of the Gulf of Alaska; Pacific Cod for Processing by the Inshore Component in the Central Regulatory Area

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Closure.

SUMMARY: NMFS is closing the directed fishery for Pacific cod by vessels catching Pacific cod for processing by the inshore component in the Central Regulatory Area of the Gulf of Alaska (GOA). This action is necessary to prevent exceeding the allocation of Pacific cod for the inshore component in this area.

EFFECTIVE DATE: 12 noon, Alaska local time (A.l.t.), October 11, 1995, until 12 midnight, A.l.t., December 31, 1995.

FOR FURTHER INFORMATION CONTACT: Andrew N. Smoker, 907–586-7228.

SUPPLEMENTARY INFORMATION: The groundfish fishery in the GOA exclusive economic zone is managed by NMFS according to the Fishery Management Plan for Groundfish of the Gulf of Alaska (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson Fishery Conservation and Management Act. Fishing by U.S. vessels is governed by regulations implementing the FMP at 50 CFR parts 620 and 672.

In accordance with § 672.20(c)(1)(ii)(B), the allocation of Pacific cod for the inshore component in the Central Regulatory Area was established by the Final 1995 Harvest Specifications of Groundfish (60 FR 8470, February 14, 1995) as 41,085 metric tons (mt). The inshore component fishery was previously closed (60 FR 15521, March 24, 1995). That closure was terminated on September 1, 1995 (60 FR 46067, September 5, 1995).

The Director, Alaska Region, NMFS (Regional Director), has determined, in accordance with § 672.20(c)(2)(ii), that the allocation of Pacific cod total allowable catch for the inshore component in the Central Regulatory Area soon will be reached. The Regional Director established a directed fishing allowance of 39,585 mt, with consideration that 1,500 mt will be taken as incidental catch in directed fishing for other species in the Central Regulatory Area. The Regional Director has determined that the directed fishing allowance has been reached. Consequently, NMFS is prohibiting directed fishing for Pacific cod by operators of vessels catching Pacific cod for processing by the inshore component in the Central Regulatory Area.

Maximum retainable bycatch amounts for applicable gear types may be found in the regulations at § 672.20(g).

Classification

This action is taken under 50 CFR 672.20 and is exempt from review under E.O. 12866.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: October 11, 1995.

Richard W. Surdi,

Acting Director, Office of Fisheries Conservation and Management, National Marine Fisheries Service.

[FR Doc. 95–25641 Filed 10–11–95; 5:09 pm]

BILLING CODE 3510–22–F

50 CFR Part 677

[Docket No. 950929240–5240–01; I.D. 092195B]

North Pacific Fisheries Research Plan; Amendment to Final 1995 Specifications

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final specifications for 1995; amendment.

SUMMARY: NMFS issues an amendment to the North Pacific Fisheries Research Plan (Research Plan) final specifications for 1995. The specifications are used to calculate fees to be paid by participants in the Gulf of Alaska groundfish fishery, Bering Sea and Aleutian Islands (BSAI) management area groundfish fishery, BSAI area king and Tanner crab fisheries, and Pacific halibut fishery in convention waters off Alaska (Research Plan fisheries). This action clarifies the standard ex-vessel price used to calculate the 1995 fee assessment for all BSAI blue king crab fisheries.

EFFECTIVE DATE: October 11, 1995.

FOR FURTHER INFORMATION CONTACT: Kim S. Rivera, 907–586–7228.

SUPPLEMENTARY INFORMATION: The 1995 Research Plan final specifications were published in the Federal Register on December 1, 1994 (59 FR 61556). Standard ex-vessel prices for species harvested in Research Plan fisheries are included in the specifications and are used to calculate Research Plan fees. The final specifications for 1995 include a standard ex-vessel price for St. Matthew Island blue king crab but do not include a standard ex-vessel price for Pribilof Island blue king crab. When the final specifications were published, a Pribilof Island blue king crab fishery opening was not anticipated. The Alaska Department of Fish & Game, the managing agency for BSAI king and Tanner crab, recently notified the crab industry of a September 15, 1995, Pribilof red and blue king crab fishery opening. This action clarifies that the blue king crab 1995 standard ex-vessel price for St. Matthew Island blue king crab also applies to other BSAI blue king crab fisheries. This price will be used in accordance with regulations at 50 CFR 677.6(b)(iii) to calculate a Research Plan fee. The amended 1995 standard ex-vessel prices for BSAI king crab are:

King crab species	Price per pound, round weight ($/lb)
Bristol Bay red	5.00
Adak red	5.00
Pribilof red	6.80
Norton Sound red	2.20
Blue	4.30
Dutch Harbor brown	3.00
Adak brown	3.00
Lithodes cousei	2.00

Classification

The Assistant Administrator for Fisheries, NMFS, for good cause finds, under 5 U.S.C. 553(b)(B), that prior notice and an opportunity for public comment are unnecessary because this rule merely clarifies that an existing specification, issued pursuant to such procedures, applies throughout the fishery. Further, due to the fact that the Pribilof Island blue crab fishery opened on September 15, the need to provide industry with clear instructions that reflect the 1995 fee collection program authorized under the Research Plan, constitutes good cause to waive the 30-day delay in effective date under 5 U.S.C. 553(d)(2).

This action is taken under authority of 50 CFR 677.11, as published at 59 FR 46126, September 6, 1994, and is exempt from review under E.O. 12866.

Dated: October 10, 1995.

Rolland A. Schmitten,

Assistant Administrator for Fisheries National Marine Fisheries Service.

[FR Doc. 95–25613 Filed 10–11–95; 5:09 pm]

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