

Ssangyong Oil Refining Co., Ltd.  
 Stackpole Corp.  
 Standard Oil Co., The  
 Stanford Telecommunications  
 Sterling Software Inc.  
 Stevedoring Services of America  
 Stewart & Stevenson Services, Inc  
 Storage Technology Corp.  
 Strong, Bill Enterprises, Inc.  
 Suburban Grading & Utility  
 Suffolk Construction Co.  
 Sumaria Systems, Inc.  
 Summa Technology, Inc.  
 Sun Company, Inc.  
 Sun Microsystems Federal Inc.  
 Sun Microsystems Inc.  
 Sundstrand Corp.  
 Sundt Corp.  
 Sunkyong, Ltd.  
 Sunrise Balancing Group  
 Support Systems Associates  
 Supreme Beef Processors, Inc.  
 Sverdrup Civil Inc.  
 Sverdrup Technology Inc.  
 Swank Enterprises  
 Swinerton & Walberg Co.  
 Sylvest Management System  
 Synectics Corp.  
 Synoptic Systems Corp.  
 Syscon Corp.  
 Sysorex Information Systems  
 System Planning Corp.  
 System Resources Corp.  
 Systems Control Technology  
 Systems Engineering Solutions  
 Systems Engineering Energy &  
 Management Association Inc.  
 Systems Integration & Research  
 Sytex Inc.  
 T Bear Consolidated Companies  
 T I/Martin Javeling JV  
 TASC Inc.  
 TDS Inc.  
 TRW, Inc.  
 Talley Defense Systems, Inc.  
 Talley Manufacturing & Technology Inc.  
 Tec-Masters, Inc.  
 Techcon Inc.  
 Techmatics, Inc.  
 Technical & Management Services Corp.  
 Technical Product Group Inc.  
 Technology Management & Analysis  
 Corp.  
 Technology Service Corp.  
 Tecolote Research, Inc.  
 Tecom, Inc.  
 Telecommunication Systems  
 Teleconsult, Inc.  
 Teledyne, Inc.  
 Teledyne Industries Inc.  
 Telephonics Corp.  
 Telos Corp.  
 Tennessee Apparel Corp.  
 Tennier Industries Inc.  
 Tetra Tech, Inc.  
 Texas Instruments Inc.  
 Texas Utilities Co.  
 Texas—Capital Contractors Inc.  
 Texcom, Inc.  
 Textron Inc.  
 Therm, Inc.  
 Thermotrex Corp.  
 Thiokol Corp.  
 Thompson, J Walker Co.  
 Tiburon Systems, Inc.  
 Timeplex Federal Systems Inc.  
 Titan Corp., The  
 Todd Shipyards Corp.  
 Tohoku Electric Power Co., Inc.  
 Tokyo Electric Power Co., Inc.  
 Tootsie Roll Industries, Inc.  
 Tower Air, Inc.  
 Tracor Applied Sciences Inc.  
 Tracor, Inc.  
 Trafalgar House PLC  
 Tramp Group Ltd.  
 Trandes Corp.  
 Trans-tec Services, Inc.  
 Translant, Inc.  
 Trataros Construction Inc.  
 Tri-Cor Industries, Inc.  
 Tri-State Design Construction, Inc.  
 Trimble Navigation Limited  
 Trinity Marine Group  
 Troy Systems Inc.  
 Turner Construction Co.  
 Tybrin Corp.  
 U.S. Electrodynamics Inc.  
 U.S. Hardware Supply Inc.  
 U.S. Oil & Refining Co.  
 UES Inc.  
 UNC Holdings, Inc.  
 URS Consultants Inc. (Del)  
 Unidyne Corp.  
 Unified Industries, Inc.  
 Unisys Corp.  
 Unisys Corporations Government  
 United Defense LP  
 United International Engineering  
 United Native American Telecom  
 United States Tobacco Co.  
 United Technologies Corp.  
 Universal Systems & Technology  
 Universal Systems Inc.  
 Universal Technical Resource Services  
 University of California  
 University of Dayton, Inc.  
 University of Illinois  
 University of Southern California  
 University of Texas at Austin  
 University of Texas at Arlington  
 Urban General Contractors, Inc.  
 User Technology Associates  
 Utah State University  
 VSE Corp.  
 Valenzuela Engineering Inc.  
 Van Ommeren Nederland BV  
 Vanguard Research, Inc.  
 Varian Associates, Inc.  
 Varo, Inc.  
 Vector Microwave Research Corp.  
 Vector Research Co., Inc.  
 Veda, Inc.  
 Veda International Inc.  
 Versar, Inc.  
 Vickers America Holdings Inc.  
 Vickers Inc.  
 Vinnell Corp.  
 Virtexco Corp.  
 Vitro Corp.  
 Vitro Services Corp.  
 Vitronics Inc.  
 Vought Aircraft Co.  
 Vredenburg, R.M. & Co.  
 Wallenius Ferry AB  
 Wang Federal, Inc.  
 Warehouses Services Agency SARL  
 Washington Beef, Inc.  
 Washington, University of  
 Waterman Steamship Corp.  
 Webb Electric Co. of Fla.  
 Weeks Marine, Inc.  
 Wellco Enterprises  
 West Coast Contractors of Nev.  
 Westar Corp.  
 Westinghouse Elect Sys Venture  
 Westinghouse Electric Corp.  
 Westinghouse Norden Systems  
 Weston, Roy F., Inc.  
 Whitesell-Green Inc.  
 Whiting-Turner Contracting Co., Inc.  
 Whittaker Corp.  
 Williams International Corp.  
 Wisconsin Physicians Service Insurance  
 Wolverine World Wide, Inc.  
 Woodward Governor Co.  
 Woodward-Clyde Consultants  
 Worldcorp, Inc.  
 Wyle Laboratories  
 Xenotechnix Inc.  
 Xerox Corp.  
 Xontech Inc.  
 Yokosuka City Water Works Bureau  
 York International Corp.  
 Yonkers Contracting Co. Inc.  
 Zenith Data Systems Corp Del.

Dated: April 11, 1996.

Patricia L. Toppings,  
*Alternate OSD Federal Register  
 Liaison Officer, Department of Defense.*  
 [FR Doc. 96-9378 Filed 4-16-96; 8:45 am]  
 [BILLING CODE 5000-04-M]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 100

[CGD13-95-003]

#### Special Local Regulations; Annual National Maritime Week Tugboat Races, Elliott Bay, Seattle, WA

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

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**SUMMARY:** The Coast Guard is adopting permanent special local regulations for the annual National Maritime Week Tugboat Races in Seattle, Washington. This event is held each year on the third Saturday in May on the waters of Elliott Bay. In the past, the Coast Guard has established a safety zone each year to

protect the safety of life on the navigable waters during this event. However, because the event recurs annually, the Coast Guard has established a permanent regulation in the Code of Federal Regulations (CFR) to better inform the boating public.

**EFFECTIVE DATE:** This rule is effective on May 17, 1996.

**ADDRESSES:** Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at U.S. Coast Guard Group Seattle, Operations Division, Building One, Room 130, 1519 Alaskan Way So., Seattle, WA. Normal office hours are between 7 a.m. and 4 p.m. Monday through Friday, except Federal holidays. The telephone number is (206) 217-6138.

**FOR FURTHER INFORMATION CONTACT:** LT Ben White, Assistant Operations Officer, U.S. Coast Guard Group Seattle, (206) 217-6138.

**SUPPLEMENTARY INFORMATION:**

Regulatory History

On January 17, 1996, the Coast Guard published a notice of proposed rulemaking entitled Special Local Regulations; Annual National Maritime Week Tugboat Races, Elliott Bay, Seattle, WA, in the Federal Register (61 FR 1182). The Coast Guard received no letters commenting on the proposal. No public hearing was requested, and none was held.

Background and Purpose

The Coast Guard is adopting permanent local regulations for the annual National Maritime Week Tugboat Races in Seattle, Washington. This event is held on the waters of Elliott Bay each year from 12 p.m. to 4:30 p.m. on the third Saturday in May. In the past, the Coast Guard has established a safety zone each year to protect the safety of life on the navigable waters during the event. However, because the event recurs annually, the Coast Guard has adopted a permanent description of the event and permanent regulations in the Code of Federal Regulations (CFR) to better inform the boating public. The Coast Guard, through this action, intends to promote the safety of spectators and participants in this event. The Tug Boat Races are sponsored by the Seattle Maritime Week Committee as part of the Seattle Maritime Week celebration. This one day event has been held in Elliott Bay for the last ten years. The race attracts a large number of spectator craft which gather on the waters near the race course. To promote the safety of both the spectators and participants, the

special local regulations establish a regulated area and prohibit entry into this area during the event. These special local regulations will be enforced by representatives of the Captain of the Port, Puget Sound, Seattle, Washington. The Captain of the Port may be assisted by other federal agencies.

Discussion of Comments and Changes

No comments were received and no changes were made to the proposal. The special local regulations are being adopted as proposed.

Regulatory Evaluation

This is not a significant 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 significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979).

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" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Because the impacts of this rule are expected to be minimal, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a significant 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 action in accordance with the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a federalism assessment.

Environment

The Coast Guard considered the environmental impact of this regulation and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B (as revised by 59 FR 38654;

July 29, 1994), this regulation is categorically excluded from further environmental documentation. Appropriate environmental analysis of the National Maritime Week Tugboat Race will be conducted in conjunction with the marine event permitting process each year. Any environmental documentation required under the National Environmental Policy Act will be completed prior to the issuance of a marine event permit for this event.

List of Subjects in 33 CFR Part 100

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

Final Regulations

For the reasons set out in the preamble, the Coast Guard amends Part 100 of Title 33, Code of Federal Regulations, 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 new § 100.1306 is added to read as follows:

**§ 100.1306 National Maritime Week Tugboat Races, Seattle, WA.**

(a) *Regulated Area.* A regulated area is established on that portion of Elliott Bay along the Seattle waterfront in Puget Sound bounded by a line beginning at: 47° 37' 36" N, 122° 22' 42" W; thence to 47° 37' 24.5" N, 122° 22' 58.5" W; thence to 47° 36' 08" N, 122° 20' 53" W; thence to 47° 36' 21" N, 122° 20' 31" W; thence returning to the origin. This regulated area resembles a rectangle measuring approximately 3,900 yards along the shoreline between Pier 57 and Pier 89, and extending approximately 650 yards into Elliott Bay. Temporary floating markers will be placed by the race sponsors to delineate the regulated area. [Datum: NAD 1983]

(b) *Special Local Regulations.* (1) No person or vessel may enter or remain in the regulated area except for participants in the event, supporting personnel, vessels registered with the event organizer, and personnel or vessels authorized by the Coast Guard Patrol Commander.

(2) When deemed appropriate, the Coast Guard may establish a patrol consisting of active and auxiliary Coast Guard vessels and personnel in the area described in paragraph (a) of this section. The patrol shall be under the direction of a Coast Guard officer or petty officer designated by the Captain of the Port as the Coast Guard Patrol

Commander. The Patrol Commander may forbid and control the movement of vessels in the area described in paragraph (a) of this section.

(3) A succession of sharp, short blasts from whistle or horn from vessels patrolling the area under the direction of the Patrol Commander shall serve as a signal to stop. Vessels signaled shall stop and comply with the orders of the patrol vessel. Failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(c) *Effective dates.* This section is effective annually on the third Saturday of May from 12 p.m. to 4:30 p.m. unless otherwise specified by Federal Register notice.

Dated: March 29, 1996.

John W. Lockwood,  
U.S. Coast Guard, Commander, Thirteenth  
Coast Guard District.

[FR Doc. 96-9430 Filed 4-16-96; 8:45 am]

BILLING CODE 4910-14-M

### 33 CFR Part 100

[CGD-05-96-017]

#### Special Local Regulations for Marine Events; Safety at Sea Seminar, Elizabeth River, Nauticus, Norfolk, VA

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

**SUMMARY:** This document implements 33 CFR 100.501 for the Safety at Sea Seminar to be held near Nauticus in the Elizabeth River between Norfolk and Portsmouth, Virginia. These special local regulations are needed to control vessel traffic within the immediate vicinity of Nauticus due to the confined nature of the waterway and the expected vessel congestion during the event. The effect will be to restrict general navigation in the regulated area for the safety of participants and others.

**EFFECTIVE DATE:** 33 CFR 100.501 is effective from 7:30 a.m. to 7 p.m., April 27, 1996.

**FOR FURTHER INFORMATION CONTACT:** LTJG R. Christensen, marine events coordinator, Commander, Coast Guard Group Hampton Roads, 4000 Coast Guard Blvd., Portsmouth, VA 23703-2199, (804) 483-8559.

#### SUPPLEMENTARY INFORMATION:

##### Discussion of Rule

On April 27, 1996, Nautical Adventures, Inc. will sponsor the Safety at Sea Seminar on the Elizabeth River in the vicinity of the Nauticus Museum. The seminar will include helicopter and crew rescue demonstrations. A large number of spectator vessels are

expected. Therefore, to ensure safety of both participants and spectators, 33 CFR 100.501 will be in effect for the duration of the event. Under provisions of 33 CFR 100.501, a vessel may not enter the regulated area unless it is registered as a participant with the event sponsor or it receives permission from the Coast Guard patrol commander. These restrictions will be in effect for a limited period and should not result in significant disruption of maritime traffic. The Coast Guard patrol commander will announce the specific periods during which the restrictions will be enforced.

Additionally, 33 CFR 110.72aa and 33 CFR 117.1007(b) will be in effect while 33 CFR 100.501 is in effect. Section 110.72aa establishes special anchorages which may be used by spectator craft. Section 117.1007(b) provides that the draw of the Berkley Bridge shall remain closed from one hour prior to the scheduled event until one hour after the scheduled event unless the Coast Guard patrol commander allows it to be opened for passage of commercial traffic.

Dated: April 8, 1996.

W.J. Ecker,

Rear Admiral, U.S. Coast Guard, Commander,  
Fifth Coast Guard District.

[FR Doc. 96-9432 Filed 4-16-96; 8:45 am]

BILLING CODE 4910-14-M

### 33 CFR Part 110

[CGD08-96-002]

RIN 2115-AA98

#### Anchorage Grounds, Mississippi River Below Baton Rouge, LA, Including South and Southwest Passes

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

**SUMMARY:** The Coast Guard is revising 33 CFR 110.195 Mississippi River below Baton Rouge, La., including South and Southwest Passes in order to expand six anchorages and establish three new anchorages in response to revetment work along the banks of the Mississippi River by the Army Corps of Engineers which has reduced the available space within existing anchorages.

**EFFECTIVE DATE:** May 17, 1996.

#### FOR FURTHER INFORMATION CONTACT:

Mr. M.M. Ledet, Project Officer, Commander (oan), Eighth Coast Guard District, 501 Magazine Street, New Orleans, LA 70130-3396. Telephone (504) 589-4686.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory History

On Monday, November 13, 1995, the Coast Guard published a notice of proposed rulemaking entitled Anchorage Grounds, Mississippi River Below Baton Rouge, LA., including South and Southwest Passes in the Federal Register (60 FR 218). The Coast Guard received 92 letters commenting on the proposal. A public hearing was not requested and one was not held.

##### Discussion of Comments and Changes

Ninety comments were received supporting the establishment of additional safe anchorages. Three negative comments were received. The first of these three comments requested the description of the anchorage ground be rewritten to exclude revetment areas; the wording in this final rule has been changed to exclude revetments. The second of these three comments regarded the proposed establishment of the Giesmar Anchorage. G W Contractors, Inc were granted an Army Corps of Engineers permit [SE (Mississippi River) 1311] on December 26, 1989 to extend an existing barge fleeting facility, and install and maintain ten anchor piles with chains and mooring buoys for ship mooring between mile 184.6 and mile 185.4 above Head of Passes. Due to the potential installation of this facility the proposed Giesmar Anchorage has been deleted from this final rule. The Coast Guard reserves the right to revisit the Giesmar location for future anchorage space if construction of the proposed facility does not take place within the permitted time frame. The third comment was from the Town of Gramercy, who requested that the Lower Grandview Reach Anchorage be adjusted to prevent ships from damaging the town's water intake. Due to this request, the Coast Guard has reconfigured the Lower Grandview Reach Anchorage into two separate anchorages, the Lower Grandview Reach Anchorage and the Middle Grandview Reach Anchorage in the final rule.

The remaining anchorages are being adopted as proposed.

##### Regulatory Evaluation

This rule is not 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 not been reviewed 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)