

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]

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### 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]

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### 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)