

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 117**

[CGD 08-98-044]

**Drawbridge Operating Regulation;  
Atchafalaya River, LA**

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulation.

**SUMMARY:** The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation in 33 CFR 117.5 governing the operation of the Union Pacific Railroad swing span bridge across the Atchafalaya River, mile 95.7 at Krotz Springs, Louisiana. This deviation allows the Union Pacific Railroad to close the bridge to navigation from 7 a.m. on Monday, August 17, 1998 through 6 p.m. on Sunday, August 23, 1998. This temporary deviation is issued to allow for the replacement of the electric motors, gears and associated machinery of the swing span operating mechanism.

**DATES:** This deviation is effective from 7 a.m. on Monday, August 17, 1998 through 6 p.m. on Sunday, August 23, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Phil Johnson, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana 70130-3396, telephone number 504-589-2965.

**SUPPLEMENTARY INFORMATION:** The Union Pacific Railroad swing span bridge across the Atchafalaya River, mile 95.7 at Krotz Springs, Louisiana has a vertical clearance of 6 feet above mean high water, elevation 38.5 feet Mean Sea Level, in the closed-to-navigation position and unlimited clearance in the open-to-navigation position. Navigation on the waterway consists primarily of tugs with tows and occasional recreational craft. Presently, the draw opens on signal.

On June 1, 1998, the Coast Guard issued a temporary deviation from the regulation governing the operation of the draw to allow it to remain closed to navigation from 7 a.m. on Monday, July 27, 1998 through 6 p.m. on Monday, August 3, 1998. This temporary deviation was issued to allow for the replacement of the electric motors, gears and associated machinery of the swing span operating mechanism. However, the contractor was unable to mobilize for reasons including contract negotiations and delays in material deliveries. The previous temporary

deviation is hereby cancelled. The Union Pacific Railroad requested the Coast Guard issue an additional temporary deviation to allow the work to begin on August 17, 1998 and to continue through August 23, 1998. The deteriorated condition of the bridge warrants the closure so that remedial work can be accomplished. The work consists of replacing the electric motors, gears and other components of the operating machinery. This work is essential for the continued operation of the swing span. Alternate navigation routes are available. Mariners may transit the Atchafalaya River to the site of the bridge from both upstream via the Red River and Mississippi River and from downstream via Atchafalaya Bay.

The District Commander has, therefore, issued a deviation from the regulations in 33 CFR 117.5 authorizing the Union Pacific Railroad swing span bridge across the Atchafalaya River, mile 95.7 at Krotz Springs, Louisiana to remain in the closed-to-navigation position from 7 a.m. on August 17, 1998 through 6 p.m. on August 23, 1998.

Dated: July 21, 1998.

**Paul J. Pluta,**

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

[FR Doc. 98-20417 Filed 7-29-98; 8:45 am]

BILLING CODE 4910-15-M

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

[CGD01-98-080]

RIN 2115-AA97

**Safety Zone; Gloucester Harbor  
Fireworks Display, Gloucester Harbor,  
Gloucester, MA**

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for the Gloucester Harbor Fireworks Display around Stage Fort Park in Gloucester Harbor, Gloucester, MA. The safety zone is in effect from 9 p.m. until 11 p.m. on August 6, 1998. The safety zone temporarily closes all waters within four hundred (400) yards of the shoreline of the shore of Stage Fort Park in Gloucester Harbor, Gloucester, MA. The safety zone is needed to protect vessels from the hazards posed by a fireworks display.

**DATES:** This rule is effective from 9 p.m. until 11 p.m. on Thursday August 6, 1998.

**FOR FURTHER INFORMATION CONTACT:**

LT Mike Day, Waterways Management Division, Coast Guard Marine Safety Office Boston, (617) 223-3002.

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

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation, and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publishing a NPRM and delaying its effective date would be contrary to the public interest since immediate action is needed to close a portion of the waterway and protect the maritime public from the hazards associated with this fireworks display, which is intended for public entertainment.

**Background and Purpose**

On June 4, 1998 the Gloucester Fireworks Fund filed a marine event permit with the Coast Guard to hold a fireworks program on the waters of Gloucester Harbor, Gloucester, MA. This regulation establishes a safety zone in all waters within four hundred (400) yards of the shoreline of Stage Fort Park, Gloucester Harbor, Gloucester, MA. This safety zone is in effect from 9 p.m. to 11 p.m. on August 6, 1998.

**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 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) (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. Deep draft vessel traffic, fishing vessels and tour boats may experience minor delays in departures or arrivals due to the safety zone. Costs to the shipping industry from these regulations, if any will be minor and have no significant adverse financial effect on vessel operators. In addition, due to the limited number and duration of the arrivals, departures and harbor transits, the Coast Guard expects the economic impact of this regulation to be so minimal that a Regulatory Evaluation is unnecessary.