

State	Station location	County/offshore location
WY .....	Bridger Station .....	Uinta.
WY .....	Divide Junction .....	Uinta.
WY .....	Evanston Sta .....	Uinta.
WY .....	Chatham Sta .....	Washakie.
WY .....	Butte Sta .....	Weston.
WY .....	Mush Creek Jct .....	Weston.
WY .....	Osage Station .....	Weston.

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 110

[CGD01-97-014]

RIN 2115-AA98

#### Special Anchorage Area: Groton, CT

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to extend the boundaries of the special anchorage area currently existing off Groton, Connecticut, between Pine Island and Avery Point. This action is taken at the request of the City of Groton, and is intended to make space available within the special anchorage area for approximately 20 additional moorings.

**DATES:** Comments must be received on or before April 7, 1998.

**ADDRESSES:** Comments may be mailed to Commander, Aids to Navigation Branch, First Coast Guard District, 408 Atlantic Avenue, Boston, Massachusetts 02110-3350.

**FOR FURTHER INFORMATION CONTACT:** LT Matthew Stuck, Aids to Navigation Branch, First Coast Guard District, 408 Atlantic Avenue, Boston, Massachusetts 02110-3350, (617) 223-8347.

#### SUPPLEMENTARY INFORMATION:

#### Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD01-97-014) and the specific section of this proposal to which each comment applies, and give the reason for each comment. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope. Comments should be submitted to the address under **ADDRESSES**.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments. The Coast Guard plans no public hearing; however, persons may request a public hearing by writing to the Signals Management Section at the address under **ADDRESSES**. If it is determined that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the **Federal Register**.

#### Discussion of Proposed Rules

The proposed rule is in response to a request made by the City of Groton to accommodate the increased number of vessels mooring in this area. The proposed rule would expand the existing special anchorage near Groton, Connecticut, described in 33 CFR 110.51, to allow its use by approximately 20 additional boats. Vessels not more than 65 feet in length when at anchor in any special anchorage shall not be required to carry or exhibit the white anchor lights required by the Navigation Rules. The proposed rule would provide approximately twenty additional moorings in which vessel owners may enjoy the convenience of a special anchorage. The existing anchorage, located near Pine Island and Avery Point, is split into two areas by a 210-foot wide fairway channel. The proposed change would reduce the width of the existing fairway to approximately 135 feet and extend the western boundary of the southern section of the anchorage by 75 feet. The note following section 33 CFR 110.51 would be updated to indicate the decrease in fairway channel width.

#### Regulatory Evaluation

This proposed 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 proposal to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. No person will be required to spend any money in order to comply with this regulation. The proposed regulation will exempt persons operating in the expanded area from complying with the more stringent vessel lighting regulations they would ordinarily be obliged to follow.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considers whether this proposed rule, if adopted, will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. For the reasons discussed in the Regulatory Evaluation section above, the Coast Guard expects that this proposed rule, if adopted, will not have a significant impact on a substantial number of small entities. If, however, you think that your business or organization qualifies as a small entity and that this proposed rule will have a significant economic impact on your business or organization, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and in what way and to what degree this proposed rule will economically affect it.

#### Collection of Information

This proposed rule contains no collection of information requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501, *et seq.*).

#### Federalism

The Coast Guard has analyzed this proposed rule under the principles and criteria contained in Executive Order 12612 and has determined that this proposed rule does not have sufficient implications for federalism to warrant

the preparation of a Federalism Assessment.

### Environment

The Coast Guard has considered the environmental impact of this proposed rule and concluded that under Section 2.B.2.e. of Coast Guard Commandant Instruction M16475.1B that this rule is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" and Environmental Analysis Checklist are available in the docket for inspection and copying where indicated under ADDRESSES in this proposed rule.

### List of Subjects in 33 CFR Part 110

Anchorage grounds.

### Proposed Regulation

For the reasons set out in the preamble, the Coast Guard proposes to amend 33 CFR part 110 as follows:

### PART 110—[AMENDED]

1. The authority citation for Part 110 continues to read as follows:

**Authority:** 33 U.S.C. 471, 2071; 49 CFR 1.46 and 33 CFR 1.05–1(g). Section 110.1a and each section listed in it are also issued under 33 U.S.C. 1223 and 1231.

2. Section 110.51, is revised to read as follows:

#### § 110.51 Groton, Conn.

The waters between an unnamed cove and Pine Island.

(a) Beginning at a point on the shoreline of Avery Point at a latitude 41°19'01.4", longitude 072°03'42.8"; thence to a point in the cove at latitude 41°19'02.5", longitude 72°03'36.2" thence southeasterly to a point at latitude 41°18'56.2", longitude 072°03'34.2"; thence northeasterly to latitude 41°19'02.5", longitude 072°03'19.2"; thence terminating at the tip of Jupiter Point at latitude 41°19'04.4", longitude 072°03'19.7". DATUM: NAD 83

(b) Beginning at a point on the shoreline of Pine Island at latitude 41°18'47.1", longitude 072°03'36.8"; thence northerly to latitude 41°18'54.1", longitude 072°03'35.4"; thence northeasterly to a point at latitude 41°19'01.2", longitude 072°03'19.3"; thence terminating at a point at latitude 41°18'54.0", longitude 072°03'17.5". DATUM: NAD 83

**Note:** The areas designated by (a) and (b) are principally for the use of recreational vessels. Vessels shall be anchored so that no part of the vessel obstructs the 135 foot wide channel. Temporary floats or buoys for marking the location of the anchor of a vessel at anchor may be used. Fixed mooring pilings or stakes are prohibited.

Dated: December 19, 1997.

**R.M. Larrabee,**

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

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

### 33 CFR Part 165

[COTP SAN JUAN 97–045]

RIN 2115–AA97

### Safety Zone; San Juan Harbor, San Juan, PR

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish a permanent moving safety zone around Liquefied Petroleum Gas (LPG) ships transiting the waters of San Juan Harbor, San Juan, Puerto Rico. These regulations are needed to protect all vessels and the public from the safety hazards associated with the arrival and departure of LPG ships making port calls. During arrival and departure, these types of vessels use the Bar, Anegado and Army Terminal Channels. Due to their highly volatile cargoes, size, draft, and channel restrictions, LPG ships require use of the center of these channels for safe navigation and to promote the safety of life on the navigable waters.

**DATES:** Comments must be received on or before March 9, 1998.

**ADDRESSES:** Comments may be mailed to U.S. Coast Guard Commanding Officer, Marine Safety Office San Juan, P.O. Box 9023666, Old San Juan, Puerto Rico 00902–3666. The telephone number is (787) 729–6800, extension 308 or 305. Comments will become part of the public docket and will be available for copying and inspection at the same address.

**FOR FURTHER INFORMATION CONTACT:** LT Christopher K. Palmer, project officer, USCG Marine Safety Office San Juan, (787) 729–6800 x320.

### SUPPLEMENTARY INFORMATION:

#### Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify the rulemaking (COTP San Juan–97–045) and the specific section of this proposal to

which each comment applies and give the reason for each comment.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments. The Coast Guard plans no public hearing. Persons may request a public hearing by writing to LT Palmer at the address under ADDRESSES. The request should include why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a notice in the **Federal Register**.

### Background and Purpose

These regulations are needed to provide for the safety of life on navigable waters during the arrival and departure of LPG ships in San Juan Harbor, San Juan, Puerto Rico. These moving safety zones are necessary because of the significant risks associated with LPG ships due to their highly volatile cargoes, their size, draft, and channel restrictions. Historically, the Coast Guard has established a moving safety zone each time a LPG ship transits the waters of San Juan Harbor. Given the recurring nature of these port calls, and the dangers associated with LPG ships, the Coast Guard is establishing a permanent moving safety zone around these vessels during their arrival and departure from San Juan Harbor, San Juan, Puerto Rico.

The safety zone will be established in an area one half mile around LPG ships entering or departing San Juan Harbor. The safety zone will be established for a period commencing when the vessel is one mile north of San Juan Harbor #1 Sea Buoy, and will cease once the vessel is moored at either the Gulf Refinery Oil dock or the Catano Oil dock. The Coast Guard will assign a patrol, issue a Broadcast Notice to Mariners to advise mariners, and advise the San Juan Port Control of the established safety zone in advance of the LPG ships arrival and departure. This safety zone will be effective only during the time indicated in the Broadcast Notice to Mariners.

### Regulatory Evaluation

This proposal 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 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). The Coast Guard