

information. A separate fee may be charged to cover costs of searching for a social security number before processing a request for location information.

(Section 1102 of the Social Security Act (42 U.S.C. 1302) and sections 454(17), 455(a), and 463 of the Social Security Act (42 U.S.C. 654(17), 655(a), and 663))

(Catalog of Federal Domestic Assistance Program No. 13.679, Child Support Enforcement Program)

Dated: May 9, 1983.

John A. Svahn,
Director, Office of Child Support
Enforcement.

Approved: July 29, 1983.

Margaret M. Heckler,
Secretary.

[FR Doc. 83-23292 Filed 8-24-83; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Part 42

[CGD 79-153]

Freeboards; Load Line Regulations

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: These regulations clarify the freeboard requirements of the load line regulations. The clarifications are based on internationally accepted interpretations of the International Convention on Load Lines of 1966.

EFFECTIVE DATE: September 26, 1983.

FOR FURTHER INFORMATION CONTACT: Mr. Frank Perrini, Office of Merchant Marine Safety (G-MTH-5/13), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, D.C. 20593, (202) 426-2606.

SUPPLEMENTARY INFORMATION: On February 4, 1982, the Coast Guard published a notice of proposed rulemaking in the *Federal Register* (47 FR 5266). Interested persons were given until April 5, 1982 to submit comments. Seven comments were received from three commentors. Drafting Information: The principal persons involved in drafting this final rule are Mr. Frank Perrini, Naval Architect, Office of Merchant Marine Safety, and LT Walter J. Brudzinski, Project Attorney, Office of Chief Counsel.

Discussion of Comments

Three comments addressed the damaged stability assumptions for B-100 vessels; three comments addressed free surface calculations; and one comment

questioned the wording in the residual stability requirements.

One comment, in addressing proposed § 42.20-8(b)(1), notes that, for B-100 vessels not greater than 225 meters (738 feet) in length, flooding in the machinery space was not excluded as is done in both the existing rule and the Resolution. The existing rules in § 42.20-10(f) require flooding to "any two adjacent fore and aft compartments, neither of which is the machinery space." This section also refers to paragraph (c)(4) which gives general flooding requirements and permeability assumptions for Type B freeboard reductions "... excluding the machinery space. . . ." Part (10)(a)(ii) of the Resolution also implies exclusion of the machinery space for vessels not greater than 225 meters by reference to Part (8)(d).

Two comments note that proposed § 42.20-8(b)(2) did not exclude damage to the machinery bulkhead for vessels over 225 meters as in the existing rules and the Resolution. The existing rules include "... flooding of the machinery space, taken alone. . .", implying no damage to machinery bulkheads. Exclusion of damage to machinery bulkheads is stated in Part (10)(a)(iii) and implied in Part (10)(b) of the Resolution.

These comments state that the proposed rules, considering these variations, appeared to be more severe than the existing rules for B-100 vessels, both above and below 225 meters in length. The comments add that this would have a significant effect on large hold bulk carriers and ore/bulk/oil vessels, if these types of vessels were allowed a B-100 load line.

The Coast Guard agrees that the wording of the proposed § 42.20-8(b)(1) did not clearly exclude flooding of the machinery space. Therefore that paragraph has been modified and renumbered under § 42.20-8(a)(1) to read, "If the vessel is 225 meters (738 feet) or less in length, it must be able to withstand the flooding of any two adjacent fore and aft compartments, excluding the machinery space."

The Coast Guard also agrees that the wording of proposed § 42.20-8(b)(2) did not clearly exclude damage to machinery space bulkheads. Accordingly, that paragraph has been modified and renumbered under § 42.20-8(a)(2) to read, "If the vessel is over 225 meters (738 feet) in length, the flooding standard of [vessels less than 738 feet] must be applied, treating the machinery space, taken alone, as a floodable compartment."

Three comments note a substantive difference in the free surface

assumptions for cargo liquids required in proposed § 42.20-10(a)(2) as compared to the existing rules and the Resolution. The existing rules in § 42.20-3(f)(4) require only those compartments existing in the full load condition to be considered for free surface. The existing rules are silent on the percentage of fullness, but full homogeneous loading is implied in § 42.20-3(f)(1). Sections (11)(b)(ii) and (iii) of the Resolution require that cargo tanks be fully loaded (98 percent) or completely empty and Section (11)(b)(v) requires that the free surface be calculated in that condition. In the proposed rules, cargo tanks were considered to be either 98 percent full or completely empty for the initial conditions in § 42.20-9 (c) and (d). The proposed rules, however, would have required in § 42.20-10(a)(2) that "the maximum free surface of each compartment must be included, assuming the compartment to be 70% full. . . ." One comment states that this significantly increases the free surface requirements over both the existing rule and the Resolution. Another comment notes that the proposed section represented a major substantive change which results in the loss of cargo carrying capacity. The Coast Guard agrees and has modified the proposed section on free surface requirements to parallel those of the Resolution. Section § 42.20-10(2) has been modified and renumbered under § 42.20-10(b) to read as follows:

"For cargo liquids, unless the compartment is assumed to be empty as required by § 42.20-9(b)(3), the free surface of those compartments containing liquids is calculated at an angle of heel of not more than 5 degrees."

One comment, in addressing § 42.20-12(e) of the proposed rules regarding residual stability, objects to the use of the sentence, "The Commandant gives consideration to the potential hazard presented by protected or unprotected openings which may become temporarily immersed within the range of residual stability." This comment states that this requirement would impose undue structural stresses on parts of the hull and deckhouse when they are subjected to the associated increased head pressure and wave action, and that lifeboats would be submerged. The Coast Guard agrees that in actual practice these conditions could occur. However, the intent of the residual stability criteria is to prolong the buoyancy and stability of the hull after it has incurred major flooding and structural damage. This would afford additional time for rescue of persons

and possible salvage of the vessel. It is not the intent of these regulations to guarantee indefinite structural integrity under these conditions. With regard to lifeboats, assuming this degree of damage, they should have already been launched. All of paragraph (e) including this sentence has been reworded and restructured to conform to the standard format on residual stability which will be used in future Coast Guard regulations on subdivision and stability. The proposed sentence has been simplified as § 42.20-12(e)(4) to read as follows:

"Each submerged opening must be weathertight (e.g. a vent fitted with a ball check valve)."

Evaluation

The Coast Guard has evaluated this final rule under Executive Order 12291 and finds that it is not a major regulation. The Coast Guard has reviewed this final rule under DOT Order 2100.5 of May 22, 1980, "Policies and Procedures for Simplification, Analysis and Review of Regulations" and has determined that it is nonsignificant. The impact of this final rule would be minimal since no substantive changes are being made to the regulations; therefore, no economic evaluation has been prepared. In accordance with section 605(b) of the Regulatory Flexibility Act (94 Stat. 1164), it is also certified that these rules will not have a significant impact on a substantial number of small entities since no substantive changes are being made to the regulations.

Paperwork Reduction Act

This final rule does not contain any recordkeeping or reporting requirements subject to approval by the Office of Management and Budget under the Paperwork Reduction Act of 1980 (44 U.S.C. 3507 *et seq.*).

List of Subjects in 46 CFR Part 42

Vessels, Penalties.

PART 42—DOMESTIC AND FOREIGN VOYAGES BY SEA

In consideration of the foregoing, Part 42 of Title 46, Code of Federal Regulations is amended to read as follows:

1. The authority citation for Part 42 reads as follows:

Authority: Pub. L. 93-115, 87 Stat. 418 (48 U.S.C. 86); Pub. L. 87-620, 76 Stat. 416 (48 U.S.C. 88a); Pub. L. 89-670, 80 Stat. 938 (49 U.S.C. 1655(b)); 49 CFR 1.48(b).

2. By revising § 42.09-5 to read as follows:

§ 42.09-5 All vessels—division into types.

(a) For the purposes of this part, each vessel to which this part applies is either a Type "A" or a Type "B" vessel.

(b) A Type "A" vessel is a vessel that—

(1) Is designed to carry only liquid cargoes in bulk;

(2) Has a high degree of watertight and structural integrity of the deck exposed to the weather, with only small openings to cargo compartments that are closed by watertight gasketed covers of steel or other material considered equivalent by the Commandant; and

(3) Has a low permeability of loaded cargo compartments.

(c) A Type "B" vessel is any vessel that is not a Type "A" vessel.

(d) Requirements governing the assignment of freeboards for Types "A" and "B" vessels are in Subparts 42.20 and 42.25 of this part.

3. By revising paragraph (a)(2) of § 42.09-10 to read as follows:

§ 42.09-10 Stability, subdivision, and strength.

(a) * * *

(2) Additional stability, subdivision, and strength requirements are in §§ 42.09-1, 42.13-1, 42.13-5, and 42.15-1. The applicable flooded stability requirements are in §§ 42.20-3 through 42.20-13.

4. By revising paragraph (a) of § 42.15-80 to read as follows:

§ 42.15-80 Special conditions of assignment for Type "A" vessels.

(a) *Machinery casings.* Machinery casings on Type "A" vessels as defined in § 42.09-5(b) must be protected by an enclosed poop or bridge of at least standard height, or by a deckhouse of equal height and equivalent strength, except that machinery casings may be exposed if there are no openings giving direct access from the freeboard deck to the machinery space. A door complying with the requirements of § 42.15-10 is permitted in the machinery casing if it leads to a space or passageway which is as strongly constructed as the casing and is separated from the stairway to the engine room by a second weathertight door of steel or equivalent material.

§§ 42.20-1 through 42.40-10—[Removed]

5. By removing existing §§ 42.20-1 through 42.20-10 and adding new §§ 42.20-3 and 42.20-5 through 42.20-13 to read as follows:

§ 42.20-3 Freeboard assignment: Type "A" vessels.

(a) A Type "A" vessel is assigned a freeboard not less than that based on Table 42.20-15(a)(1) provided that the vessel meets the flooding standard in § 42.20-6.

(b) A vessel that meets the requirements in 33 CFR 157.21, or 46 CFR 153.20, 153.21, 153.22 or 154.210 is considered by the Coast Guard as meeting the flooding standard referenced in paragraph (a) of this section.

§ 42.20-5 Freeboard assignment: Type "B" vessels.

(a) Each Type "B" vessel is assigned a freeboard from Table 42.20-15(b)(1) that is increased or decreased by the provisions of this section.

(b) Each Type "B" vessel that has a hatchway in position 1, must have the freeboard assigned in accordance with paragraph (a) of this section increased by the amount given in Table 42.20-5(b) unless the hatch cover complies with:

- (1) Section 42.15-25(d); or
- (2) Section 42.15-30.

TABLE 42.20-5(b).—FREEBOARD INCREASE OVER TABULAR FREEBOARD FOR TYPE "B" VESSELS WITH HATCH COVERS NOT COMPLYING WITH § 42.15-25(d) OR § 42.15-30.

[Metric]

Length of ship (meters)	Freeboard increase ¹ (millimeters)
*108	50
109	52
110	55
111	57
112	59
113	62
114	64
115	68
116	70
117	73
118	76
119	80
120	84
121	87
122	91
123	95
124	99
125	103
126	106
127	112
128	116
129	121
130	126
131	131
132	136
133	142
134	147
135	153
136	159
137	164
138	170
139	175
140	181
141	186
142	191
143	196
144	201
145	206
146	210
147	215
148	219
149	224
150	228

TABLE 42.20-5(b).—FREEBOARD INCREASE OVER TABULAR FREEBOARD FOR TYPE "B" VESSELS WITH HATCH COVERS NOT COMPLYING WITH § 42.15-25(d) OR § 42.15-30.—Continued

[Metric]	
Length of ship (meters)	Freeboard increase ¹ (millimeters)
151	232
152	236
153	240
154	244
155	247
156	251
157	254
158	258
159	261
160	264
161	267
162	270
163	273
164	275
165	278
166	280
167	283
168	285
169	287
170	290
171	292
172	294
173	297
174	299
175	301
176	304
177	306
178	308
179	311
180	313
181	315
182	318
183	320
184	322
185	325
186	327
187	329
188	332
189	334
190	336
191	339
192	341
193	343
194	346
195	348
196	350
197	353
198	355
199	357
*200	358

¹ Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.

* 108 and below.

² Ships above 200 meters in length are subject to individual determination by the Commandant.

[English]

Length of ship (feet)	Freeboard increase ¹ (inches)
570	11.8
580	12.1
590	12.5
600	12.8
610	13.1
620	13.4
630	13.6
640	13.9
650	14.1
*660	14.3

¹ Freeboards at intermediate lengths of ship be obtained by linear interpolation.

* 350 and below.

² Ships above 660 feet in length are subject to individual determination by the Commandant.

(c) A Type "B" vessel that is greater than 100 meters (328 feet) in length may have its freeboard reduced from that required in paragraph (a) of this section under the provisions of paragraphs (d) and (e) of this section provided that—

(1) The measures provided for the protection of the crew are adequate;

(2) The freeing arrangements are adequate; and

(3) The hatchway covers in positions 1 and 2 comply with the provisions of § 42.15-30 and have adequate strength, special care being given to their sealing and securing arrangements.

(d) The freeboards for a Type "B" vessel which comply with paragraph (c) of this section may be reduced up to 60 percent of the total difference between the freeboards in Table 42.20-15(b)(1) and Table 42.20-15(a)(1) provided that the vessel meets the flooding standard in § 42.20-7.

(e) The freeboards for a Type "B" vessel which complies with paragraph (c) of this section may be reduced up to the total difference between the freeboard tables referenced in paragraph (d) of this section provided that the vessel meets the flooding standard in § 42.20-8 and the provisions of § 42.15-80 (a), (b) and (d) as if it were a Type "A" vessel.

§ 42.20-6 Flooding standard; Type "A" vessels.

(a) Design calculations must be submitted that demonstrate that the vessel will remain afloat in the conditions of equilibrium specified in § 42.20-12 assuming the damage specified in § 42.20-11 as applied to the following flooding standards:

(1) If the vessel is over 150 meters (492 feet) in length it must be able to withstand the flooding of any one compartment, except the machinery space.

(2) If the vessel is over 225 meters (738 feet) in length, it must be able to withstand the flooding of any one compartment, treating the machinery space as a floodable compartment.

(b) When doing the calculations required in paragraph (a) of this section, the following permeabilities must be assumed:

- (1) 0.95 in all locations except the machinery space.
- (2) 0.85 in the machinery space.

§ 42.20-7 Flooding standard; Type "B" vessel, 60 percent reduction.

(a) Design calculations must be submitted that demonstrate that the vessel will remain afloat in the conditions of equilibrium specified in § 42.20-12 assuming the damage specified in § 42.20-11 as applied to the following flooding standards:

(1) If the vessel is 225 meters (738 feet) or less in length, it must be able to withstand the flooding of any one compartment, except the machinery space.

(2) If the vessel is over 225 meters (738 feet) in length, it must be able to withstand the flooding of any one compartment, treating the machinery space as a floodable compartment.

(b) When doing the calculations required in paragraph (a) of this section, the following permeabilities must be assumed:

- (1) 0.95 in all locations except the machinery space.
- (2) 0.85 in the machinery space.

§ 42.20-8 Flooding standard; Type "B" vessel, 100 percent reduction.

(a) Design calculations must be submitted that demonstrate that the vessel will remain afloat in the conditions of equilibrium specified in § 42.20-12 assuming the damage specified in § 42.20-11 as applied to the following flooding standards:

(1) If the vessel is 225 meters (738 feet) or less in length, it must be able to withstand the flooding of any two adjacent fore and after compartments excluding the machinery space;

(2) If the vessel is over 225 meters (738 feet) in length, the flooding standard of paragraph (a)(1) of this section must be applied, treating the machinery space, taken alone, as a floodable compartment.

(b) When doing the calculations required in paragraph (a) of this section, the following permeabilities must be assumed:

- (1) 0.95 in all locations except the machinery space.
- (2) 0.85 in the machinery space.

§ 42.20-9 Initial conditions of loading.

When doing the calculations required in § 42.20-6(a), § 42.20-7(a) and § 42.20-8(a), the initial condition of loading before flooding must be assumed to be as specified in this section:

(a) The vessel is assumed to be loaded to its summer load waterline with no trim.

(b) When calculating the vertical center of gravity, the following assumptions apply:

(1) The cargo is assumed to be homogeneous.

(2) Except as specified in paragraph (b)(3) of this section, all cargo compartments are assumed to be fully loaded. This includes compartments intended to be only partially filled. In the case of liquid cargoes, fully loaded means 98 percent full.

(3) If the vessel is intended to operate at its summer load waterline with empty compartments, these empty compartments are assumed to be empty rather than fully loaded if the resulting height of the vertical center of gravity is not less than the height determined in accordance with paragraph (b)(2) of this section.

(4) Fifty percent of the total capacity of all tanks and spaces fitted to contain consumable liquids or stores must be assumed to be distributed to accomplish the following:

(i) Each tank and space fitted to contain consumable liquids or stores must be assumed either completely empty or completely filled.

(ii) The consumables must be distributed so as to produce the greatest possible height above the keel for the center of gravity.

(5) Weights are calculated using the following values for specific gravities:

Salt water—1.025
Fresh water—1.000
Oil fuel—0.950
Diesel oil—0.900
Lube oil—0.900

§ 42.20-10 Free surface.

When doing the calculations required in § 42.20-6(a), § 42.20-7(a) and § 42.20-8(a), the effect of free surface of the following liquids must be included:

(a) For each type of consumable liquid, the maximum free surface of at least one transverse pair of tanks or a single centerline tank must be included. The tank or combination of tanks must be that resulting in the greatest free surface effect.

(b) For cargo liquids, unless the compartment is assumed to be empty as required by § 42.20-9(b)(3), the free surface of those compartments containing liquids is calculated at an angle of heel of not more than 5 degrees.

§ 42.20-11 Extent of damage.

When doing the calculations required by § 42.20-6(a), § 42.20-7(a) and § 42.20-8(a), the following must be assumed:

(a) The vertical extent of damage in all cases must be assumed to be from the baseline upward without limit.

(b) The transverse extent of damage is assumed to be equal to B/5 or 11.5 meters (37.7 feet), whichever is less. The transverse extent is measured inboard from the side of the ship perpendicularly to the center line at the level of the summer load waterline.

(c) If damage of a lesser extent than that specified in paragraph (a) or (b) of this section results in a more severe condition, the lesser extent must be assumed.

(d) The following assumptions apply to the transverse damage specified in paragraph (b) of this section for a stepped or recessed bulkhead:

(1) A transverse watertight bulkhead that has a step or recess located within the transverse extent of assumed damage may be considered intact if the step or recess is not more than 3.05 meters (10 feet) in length.

(2) If a transverse watertight bulkhead has a step or recess of more than 3.05 meters (10 feet) in length, within the transverse extent of assumed damage, the two compartments adjacent to this bulkhead must be considered as flooded.

(3) If within the transverse extent of damage, a transverse bulkhead has a step or recess more than 3.05 meters (10 feet) in length that coincides with the double bottom tank top or the inner boundary of a wing tank, respectively, all adjacent compartments within the transverse extent of assumed damage must be considered to be flooded simultaneously.

(e) If a wing tank has openings into adjacent compartments, the wing tank and adjacent compartments must be considered as one compartment. This provision applies even where these openings are fitted with closing appliances except:

(1) Valves fitted in bulkheads between tanks which are controlled from above the bulkhead deck.

(2) Secured manhole covers fitted with closely spaced bolts.

(f) Only transverse watertight bulkheads that are spaced apart at least $\frac{1}{2}(L)^{2/3}$ or 14.5 meters ($0.495(L)^{2/3}$ or 47.6 feet), whichever is less, may be considered effective. If transverse bulkheads are closer together, then one or more of these bulkheads must be assumed to be non-existent in order to achieve the minimum spacing between bulkheads.

§ 42.20-12 Conditions of equilibrium.

The following conditions of equilibrium are regarded as satisfactory:

(a) *Downflooding.* The final waterline after flooding, taking into account sinkage, heel, and trim, is below the lower edge of any opening through which progressive flooding can take place. Such openings include air pipes, ventilators, and openings which are closed by means of weathertight doors (even if they comply with § 42.15-10) or covers (even if they comply with § 42.15-30 or § 42.15-45(d)) but may exclude those openings closed by means of:

(1) Manhole covers and flush scuttles which comply with § 42.15-40;

(2) Cargo hatch covers which comply with § 42.09-5(b);

(3) Hinged watertight doors in an approved position which are secured closed while at sea and so logged; and

(4) Remotely operated sliding watertight door, and side scuttles of the non-opening type which comply with § 42.15-65.

(b) *Progressive flooding.* If pipes, ducts, or tunnels are situated within the assumed extent of damage penetration as defined in § 42.20-11 (a) and (b), progressive flooding cannot extend to compartments other than those assumed to be floodable in the calculation for each case of damage.

(c) *Final angle of heel.* The angle of heel due to unsymmetrical flooding does not exceed 15 degrees. If no part of the deck is immersed, an angle of heel of up to 17 degrees may be accepted.

(d) *Metacentric height.* The metacentric height of the damaged vessel, in the upright condition, is positive.

(e) *Residual stability.* Through an angle of 20 degrees beyond its position of equilibrium, the vessel must meet the following conditions:

(1) The righting arm must be positive.

(2) The maximum righting arm must be at least 0.1 meter (4 inches).

(3) The area under the righting arm curve within the 20 degree range must not be less than 0.0175 meter-radians (0.689 inch-radians).

(4) Each submerged opening must be weathertight (e.g. a vent fitted with a ball check valve).

(f) *Intermediate stages of flooding.* The Commandant is satisfied that the stability is sufficient during intermediate stages of flooding.

§ 42.20-13 Vessels without means of propulsion.

(a) A lighter, barge, or other vessel without independent means of propulsion is assigned a freeboard in accordance with the provisions of this subpart as modified by paragraphs (b), (c), and (d) of this section.

(b) A barge that meets the requirements of § 42.09-5(b) may be assigned Type "A" freeboard if the barge does not carry deck cargo.

(c) An unmanned barge is not required to comply with § 42.15-75, § 42.15-80(b), or § 42.20-70.

(d) An unmanned barge that has only small access openings closed by watertight gasketed covers of steel or equivalent material on the freeboard deck, may be assigned a freeboard 25 percent less than that calculated in accordance with this subpart.

6. By revising § 42.20-25 to read as follows:

§ 42.20-25 Correction for block coefficient.

If the block coefficient (C_b) exceeds 0.68, the tabular freeboard specified in § 42.20-15 as modified, if applicable, by §§ 42.20-5 (b) and (d), and 42.20-20(a) must be multiplied by the factor $(C_b + 0.68)/1.38$.

7. By revising § 42.20-75(a)(1) to read as follows:

§ 42.20-75 Minimum freeboard.

(a) *Summer freeboard.* (1) The minimum freeboard in summer must be the freeboard derived from the tables in § 42.20-15 as modified by the corrections in §§ 42.20-3 and 42.20-5, as applicable, and §§ 42.20-20, 42.20-25, 42.20-30, 42.20-35, 42.20-60, 42.20-65 and, if applicable, § 42.20-70.

8. By revising paragraph (a) of § 42.25-20 as follows:

§ 42.25-20 Computation for freeboard.

(a) The minimum summer freeboards must be computed in accordance with §§ 42.20-5 (a) and (b), 42.20-13, 42.20-15, 42.20-20, 42.20-25, 42.20-30, 42.20-35, 42.20-60, and 42.20-65, except that § 42.20-60 is modified by substituting the percentages in Table 42.25-20(a) for those given in § 42.20-60.

Dated: July 27, 1983.

Clyde T. Lusk, Jr.,

Rear Admiral, U.S. Coast Guard, Chief, Office of Merchant Marine Safety.

[FR Doc. 83-23549 Filed 8-24-83; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 285

[Docket No. 30822-170]

Atlantic Tuna Fisheries

AGENCY: National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Rule-related notice; closure.

SUMMARY: NOAA issues this notice to close the fishery for giant Atlantic bluefin tuna conducted by vessels permitted in the Harpoon Boat category. Closure of this fishery is necessary because the annual catch quota will be attained by the effective date. Upon closure, vessels permitted in this category will be prohibited from fishing for or retaining any Atlantic bluefin tuna captured in the regulatory area for the remainder of 1983. The action is prescribed by regulations for the fishery.

EFFECTIVE DATE: August 23, 1983.

FOR FURTHER INFORMATION CONTACT:

William C. Jerome, Jr., 617-281-3600, extension 325, or David S. Crestin, 617-281-3600, extension 253.

SUPPLEMENTARY INFORMATION:

Regulations promulgated under the authority of the Atlantic Tunas Convention Act (16 U.S.C. 971-971h) regulating the take of Atlantic bluefin tuna by persons and vessels subject to U.S. jurisdiction were published in the Federal Register on June 17, 1983 (48 FR 27745).

Section 285.22(b) of the regulations provides for an annual quota of 60 short tons (st) of giant Atlantic bluefin tuna to be taken by vessels permitted in the Harpoon Boat category in the Regulatory Area. This quota was subsequently increased to 75 st effective August 11, 1983 (48 FR 36823, published August 15, 1983). The Assistant Administrator for Fisheries, NOAA (Assistant Administrator), is authorized under § 285.20(b)(1) to monitor the catch and landing statistics and, on the basis of these statistics, to project a date when the total catch of Atlantic bluefin tuna will equal any quota under § 285.22. The Assistant Administrator, further, is authorized under § 285.20(b)(1) to prohibit the fishing for, or retention of, Atlantic bluefin tuna by the type of vessels subject to the quotas. The Assistant Administrator has determined, based on the reported catch of giant Atlantic bluefin tuna of 67 st, and the recent catch rate, that the annual quota of giant Atlantic bluefin tuna allocated to vessels permitted in the Harpoon Boat category will be attained by the effective date. Fishing for, and retention of, any Atlantic bluefin tuna by these vessels must cease at 0001 EDT on August 23, 1983.

Notice of this action has been mailed to all Atlantic bluefin tuna dealers and vessel owners holding a valid vessel permit for this fishery. This action is taken under the authority of 50 CFR 285.20, and is taken in compliance with Executive Order 12291.

(Atlantic Tunas Convention Act of 1975, 16 U.S.C. 971-971h)

Dated: August 22, 1983.

Carmen J. Blondin,

Deputy Assistant Administrator for Fisheries Resource Management, National Marine Fisheries Service.

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Proposed Rules

Federal Register

Vol. 48, No. 166

Thursday, August 25, 1983

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 271

[Docket No. RM79-76-205; Louisiana—2 Addition II]

High-Cost Gas Produced From Tight Formations; Louisiana

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Federal Energy Regulatory Commission is authorized by section 107(c)(5) of the Natural Gas Policy Act of 1978, 15 U.S.C. 3301-3432 (Supp. V. 1982), to designate certain types of natural gas as high-cost gas where the Commission determines that the gas is produced under conditions which present extraordinary risks or costs. Under section 107(c)(5), the Commission issued a final regulation designating natural gas produced from tight formations as high-cost gas which may receive an incentive price (18 CFR 271.703 (1982)). This rule established procedures for jurisdictional agencies to submit to the Commission recommendations of areas for designation as tight formations. This Notice of Proposed Rulemaking by the Director of the Office of Pipeline and Producer Regulation contains the recommendation of the State of Louisiana Office of Conservation that the Haynesville Formation, Reservoir B be designated as a tight formation under § 271.703(d).

DATE: Comments on the proposed rule are due on October 6, 1983; Public hearing: No public hearing is scheduled in this docket as yet. Written requests for a public hearing are due on September 8, 1983.

ADDRESS: Comments and requests for hearing must be filed with the Office of the Secretary, 825 North Capitol Street, NE., Washington, D.C. 20426.

FOR FURTHER INFORMATION CONTACT:

Leslie Lawner, (202) 357-8511, or Walter W. Lawson, (202) 357-8556.

Issued: August 22, 1983.

I. Background

On May 25, 1983, the State of Louisiana Office of Conservation (Louisiana) submitted to the Commission a recommendation, in accordance with § 271.703 of the Commission's regulations (18 CFR § 271.703 (1982)), that the Haynesville Formation, Reservoir B, in Claiborne Parish, Louisiana be designated as a tight formation in the Commission's regulations. On April 29, 1981 and January 28, 1982, the Commission issued Order Nos. 141 and 207, respectively, in Docket No. RM79-76 (Louisiana—2) in which the Commission designated portions of the Haynesville Formation in Bossier Parish as a tight formation under § 271.703 of the regulations. Pursuant to § 271.703(c)(4) of the regulations, this Notice of Proposed Rulemaking is hereby issued to determine whether Louisiana's recommendation that the Haynesville Formation, Reservoir B be designated a tight formation should be adopted. Louisiana's recommendation and supporting data are on file with the Commission and are available for public inspection.

II. Description of Recommendation

Louisiana recommends that the Haynesville Formation, Reservoir B, underlying parts of the Colquitt Field in northern Claiborne Parish, Louisiana, be designated as a tight formation. The recommended area consists of the south half of the southwest quarter of section 27, the south half of section 28, the south half and south half of the northwest quarter of section 29, the south half and northwest quarter and the south half of the northeast quarter of section 30, and the north half of section 34, Township 23 North, Range 6 West, the west half of section 24, and the north half and southeast quarter of section 25, Township 23 North, Range 7 West. The Haynesville Formation, Reservoir B is defined as that gas and condensate bearing formation occurring between the depths of 9,510 feet and 10,730 feet (electric log measurement) in the Cities Service Company Hatter A No. 1 well located in section 29, Township 23 North, Range 6 West.

III. Discussion of Recommendation

Louisiana claims in its submission that evidence gathered through information and testimony presented at a public hearing in support of this recommendation demonstrates that:

(1) The average *in situ* gas permeability throughout the pay section of the proposed area is not expected to exceed 0.1 millidarcy;

(2) The stabilized production rate, against atmospheric pressure, of wells completed for production from the recommended formation, without stimulation, is not expected to exceed the maximum allowable production rate set out in § 271.703(c)(2)(i)(B); and

(3) No well drilled into the recommended formation is expected to produce more than five (5) barrels of oil per day.

Louisiana further asserts that existing Statewide Order No. 29-B will assure that development of the recommended area will not adversely affect any fresh water aquifers that are or are expected to be used as a domestic or agricultural water supply.

Accordingly, pursuant to the authority delegated to the Director of the Office of Pipeline and Producer Regulation by Commission Order No. 97, [Reg. Preambles 1977-1981] FERC Stat. and Reg. ¶ 30,180 (1980), notice is hereby given of the proposal submitted by Louisiana that the Haynesville Formation, Reservoir B as described and delineated in Louisiana recommendation as filed with the Commission, be designated as a tight formation pursuant to § 271.703.

IV. Public Comment Procedures

Interested persons may comment on this proposed rulemaking by submitting written data, views or arguments to the Office of the Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, on or before October 6, 1983. Each person submitting a comment should indicate that the comment is being submitted in Docket No. RM79-76-205 (Louisiana—2 Addition II) and should give reasons including supporting data for any recommendation. Comments should include the name, title, mailing address, and telephone number of one person to whom communications concerning the proposal may be addressed. An original and 14

conformed copies should be filed with the Secretary of the Commission. Written comments will be available for public inspection at the Commission's Office of Public Information, Room 1000, 825 North Capitol Street, NE., Washington, D.C., during business hours.

Any person wishing to present testimony, views, data, or otherwise participate at a public hearing should notify the Commission in writing of a desire to make an oral presentation and therefore request a public hearing. Such request shall specify the amount of time requested at the hearing. Requests should be filed with the Secretary of the Commission no later than September 6, 1983.

List of Subjects in 18 CFR Part 271

Natural gas, Incentive price, Tight formations.

(Natural Gas Policy Act of 1978, 15 U.S.C. 3301-3432)

Accordingly, the Commission proposes to amend the regulations in Part 271, Subchapter H, Chapter I, Title 18, *Code of Federal Regulations*, as set forth below, in the event Louisiana's recommendation is adopted.

Kenneth A. Williams,

Director, Office of Pipeline and Producer Regulation.

PART 271—[AMENDED]

Section 271.703 is amended by revising paragraph (d)(22) to read as follows:

§ 271.703 Tight formations.

(d) Designated tight formations.

(22) *Haynesville Formation in Louisiana, RM79-76 (Louisiana-2)—(i) Arkana Field, Bossier Parish. (A) Delineation of formation.* The Haynesville Formation is found in the northern portion of Bossier Parish, Louisiana, on the Arkansas border and consists of the following: Township 23 North, Range 12 West, Section 5 through 8, and 17 through 19; Township 23 North, Range 13 West, Sections 1 through 24; Township 23 North, Range 14 West, Sections 1, 2, 6 through 24 and 27 through 34; and Township 23 North, Range 15 West, Sections 1 through 3, 10 through 15, 22 through 27 and 34 through 36.

(B) *Depth.* The top of the Haynesville Formation is located at a measured depth of 10,360 feet, with the base located at 10,845 feet on the induction electrical log of the Crystal Oil Company Hall No. 1 Well. In the Arkana Field, the Haynesville Formation

consists of three members: the upper member varies in thickness from 120 and 220 feet thick; the middle member, the Haynesville Sand, ranges between 120 and 220 feet thick; and the lowest member, the Buckner, is between 200 and 400 feet thick.

(ii) *Colquitt Field, Claiborne Parish—(A) Delineation of formation.* The Haynesville Formation, Reservoir B is found in the northern portion of Claiborne Parish and consists of the following: the S½ SW¼ Section 27, S½ Section 28, S½ and S½ NW¼ Section 29, NW¼ and S½ and S½ NE¼ Section 30, and N½ Section 34 in Township 23 North, Range 6 West; the W½ Section, 24, N½ and SE¼ Section 25 in Township 23 North, Range 7 West.

(B) *Depth.* The Haynesville Formation, Reservoir B in the Colquitt Field is defined as the interval occurring between the measured depths of 9,510 feet and 10,730 feet on the electric log of the Cities Service Company Hatter A No. 1 well.

[FR Doc. 83-23355 Filed 8-24-83; 8:45 am]

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DEPARTMENT OF TRANSPORTATION Coast Guard

33 CFR Part 110

[CCGD1-83-2-R]

Establishment of a Special Anchorage Area in Mattapoisett Harbor; Mattapoisett, Massachusetts

AGENCY: Coast Guard, Department of Transportation.

ACTION: Proposed rule.

SUMMARY: The Coast Guard is proposing to establish a Special Anchorage Area in the east and west sides of Mattapoisett Harbor, Mattapoisett, Massachusetts at the request of the town of Mattapoisett.

This proposal is necessary to insure that mariners are aware that small craft may be moored or anchored in this area and would relieve the anchored craft of the requirement to carry and display anchor lights while utilizing this Special Anchorage.

DATE: Written comments should be submitted on or before October 11, 1983.

ADDRESS: Written comments should be submitted to and are available for examination at the office of the Captain of the Port of Providence, U.S. Coast Guard Marine Safety Office, John O. Pastore Federal Building, Providence, Rhode Island 02903. A Public Hearing is not planned.

FOR FURTHER INFORMATION CONTACT: LTJG Chris Oelschlegel, U.S. Coast

Guard Marine Safety Office, John O. Pastore Federal Building, Providence, Rhode Island 02903, (401) 528-4335.

SUPPLEMENTARY INFORMATION:

Interested persons are invited to participate in the proposed rulemaking by submitting written views, data or arguments. Each person submitting a comment should include their name and address, identify this notice, the specific section of the proposal to which their comments apply, and give reason for the comment. Persons desiring acknowledgement that their comment has been received should enclose a stamped self-addressed postcard or envelope. All comments received before the expiration of the comment period will be considered before final action is taken on this proposal.

Drafting Information

The principal persons involved in drafting this proposal are LTJG Chris Oelschlegel, U.S. Coast Guard Marine Safety Office, Providence, Rhode Island and LT William O'Leary, Project Attorney, Commander (dl), First Coast Guard District, 150 Causeway Street, Boston, Massachusetts.

Discussion of Proposed Regulation

The Coast Guard, at the request of the town of Mattapoisett, Massachusetts is proposing to amend the Anchorage Regulations by establishing a Special Anchorage Area in Mattapoisett Harbor, Mattapoisett, Massachusetts. This anchorage area will be for the use of the general public. The number of small commercial shellfishing and pleasure craft utilizing Mattapoisett Harbor warrants the establishment of this Special Anchorage Area. In Special Anchorage Areas, vessels of not more than 65 feet in length, when at anchor, are not required to carry or display anchor lights. The shoreline is bounded by town property controlled by the Mattapoisett Harbor Development Committee and the remainder is privately owned. A Town Meeting was held on 03 February 1983 exclusively to discuss the proposed Special Anchorage. No adverse comments were received.

The designation of this special anchorage area will have no significant impact on the quality of the human environment. This action is consistent to the maximum extent practicable with the Massachusetts Coastal Zone Management Plan. Environmental information can be obtained from Mr. P. V. Kaselis, Environmental Specialist, First Coast Guard District, 150 Causeway Street, Boston, MA 02114.