

(m)(1) Boston Inner Harbor A. The waters of the western side of Boston Inner Harbor north of the entrance to the Fort Point Channel bounded by a line beginning at a point due east of the New England Aquarium, Latitude 42°21'31.62" North, Longitude 71°02'52.37" West. Thence ENE toward the Main Ship Channel to a point, Latitude 42°21'32.6" North, Longitude 71°02'47.3" West. Thence SE to a point due east of Harbor Towers, Latitude 42°21'26.4" North, Longitude 71°02'40.66" West. Thence W toward the Boston Shore to a point, Latitude 42°21'26.4" North, Longitude 71°02'56.31" West. Thence NE to the original point.

Note.—Administration of Special Anchorage areas is exercised by the Harbormaster, City of Boston pursuant to local ordinances. The City of Boston will install and maintain suitable navigational aids to mark the limits of Special Anchorage areas.

Dated: April 1, 1986.

R.L. Johanson,

Rear Admiral (Lower Half), U.S. Coast Guard,
Commander, First Coast Guard District.

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33 CFR Parts 110 and 162

[CGD12 84-07]

Anchorage Regulations; San Francisco Bay

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is amending its Anchorage Regulations by requiring a manned radio watch on all vessels greater than 300 gross tons anchored in San Francisco Bay when winds exceed 25 knots. Vessels anchored in San Francisco Bay frequently experience periods of strong winds which can cause them to drag anchor, often without their crew's knowledge. This rule will minimize the hazard in these situations by requiring a manned radio watch during periods of heavy winds to receive position fixing information from Vessel Traffic Service (VTS), San Francisco.

The Coast Guard is also making editorial changes to 33 CFR 110.224 to make the regulations easier to read and understand.

EFFECTIVE DATE: May 12, 1986.

FOR FURTHER INFORMATION CONTACT: LCDR William A. Dickerson (415) 437-3465.

SUPPLEMENTARY INFORMATION: On 10 September, 1984 the Coast Guard published a notice of proposed rule

making in the Federal Register for these regulations (49 FR 35523).

Interested persons were requested to submit comments and 7 comments were received.

A summary of the significant changes follows:

a. The format has been revised so that general rules applicable to all anchorages appear at the beginning rather than at the very end. Nonsubstantive grammatical changes have been made to some rules.

b. The general rules are followed by rules applicable to naval anchorages and to explosives anchorages.

c. Individual anchorages and specific rules applicable to them are shown in a tabular format.

d. The technical boundary descriptions of these anchorages are relegated to the very end of the regulations. They remain unchanged except that names of aids to navigation have been corrected.

e. The general prohibition against anchoring outside anchorage areas has been extended to include the Sacramento Deep Water Ship Channel and turning basin. This is already prohibited by 33 CFR 162.205(c)(3)(ii) but is not found in the anchorage regulations, presumably because the Sacramento Channel did not exist when the anchorage regulations were written.

f. The prohibition of anchoring outside anchorage areas "except when unforeseen circumstances create conditions of imminent peril" has been relaxed to "except when required for safety."

g. The operation of explosive anchorages has been standardized to provide maximum availability for other uses when not required for explosives use. Currently there are four different sets of rules for the explosives anchorages.

h. Existing regulations that prohibit other vessels from using an explosives anchorage are clarified to prohibit "entry" rather than "use".

i. The use of naval anchorages by other vessels is authorized when not required for public vessels. This legitimizes existing practice in Anchorage 21; it is already authorized in Anchorage 10.

j. The regulations acknowledge that reports made to VTS are considered to have been made to the Captain of the Port (COTP).

k. The regulations for Decker Island Restricted Anchorage found in 33 CFR 110.224(f) are relocated without change and redesignated as 33 CFR 162.205(d). This item is more properly a navigation regulation than an anchorage regulation.

Drafting Information

The drafters of these regulations are LCDR William A. Dickerson, project officer, Twelfth Coast Guard District Marine Safety Division, and CDR William Bissell, project attorney, Twelfth Coast Guard District Legal Office.

Discussion of Comments

Of the seven comments received, one supported the proposed regulation with no additional comment.

One shipping company indicated that company policy required licensed deck officers on the bridge when their vessels were at anchor. These officers were required to monitor the vessel's position and weather, and maintain a VHF bridge watch of Channels 13 and 16. As such, these regulations would not be any change from normal practice. However, they questioned the need for a Radio Officer to be on watch in addition to a licensed deck officer. They felt a licensed deck officer was qualified and could maintain an efficient radio watch. It was not the intent of the regulation to specify company policy, how many persons were required to be on watch at one time while the vessel was at anchor, or that the vessel's radio officer be the one to monitor the radio. The intent was for the vessel to have a radio watch maintained when winds exceeded 25 knots by someone who fluently speaks the English language, not to dictate who that person might be.

One commenter suggested that a radio watch should be maintained by vessels at anchor at all times, no matter what the weather conditions. Although this may be common practice, the regulations are not intended to prescribe vessel operating procedures except when weather conditions require increased vigilance. They also questioned the awkwardness of monitoring the wind to determine when to monitor the radio. The concept of using wind speed to determine when to monitor the vessel's radio is based on the application of a single environmental factor common to all vessels. It is these winds which contribute the most to causing vessels to drag their anchor. Higher winds exert a greater force on the vessel and create greater potential for vessels to drag anchor. Water depth, scope of chain used, or the sail area of the vessel are factors that change for every vessel and vary according to each anchorage. The wind speed is one factor which is applicable to all vessels equally. Although the effect of the same wind speed may differ on vessels, this is one

means of applying a common factor to all vessels alike.

One commenter suggested that the rule be strengthened by requiring the watch person speak 'and understand' English fluently. They also suggested that the vessel's position be fixed hourly during periods of adverse weather. They stated the fact that someone is merely on the bridge would not achieve the margin of safety intended unless it is also required that the ship's position be fixed frequently. The Coast Guard believes that fluency in the English language carries with it sufficient understanding for the purposes of these regulations. Plotting the vessel's position hourly may increase the margin of safety during high winds; however, control of vessel operations remains the responsibility of the vessel. It is incumbent upon vessel personnel to determine how frequently they plot their position to see if they may have dragged anchor. Vessel Traffic Service San Francisco maintains a continuous radar watch of vessels at anchor from a fixed position. While not relieving vessel personnel of their responsibility for the safe anchorage of their own vessels, the intent of this regulation is not to dictate vessel bridge operations.

Two commenters offered no specific approval but recommended corrections to several anchorage boundary descriptions. These changes correct Latitude/Longitude errors in the proposed regulation, and correct references to certain navigational aids used in describing anchorage boundaries. No changes to existing anchorage boundaries are being made in this regulation or result from these corrections.

One commenter questioned the authority of the COTP to approve permanent yacht moorings in Anchorage 10. Although the COTP retains an interest in the placement of permanent moorings in an anchorage, approval for permanent moorings rests with the Army Corps of Engineers and other local government agencies. Accordingly, this statement has been removed from the specific regulations applicable to Anchorage 10.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979). The economic impact of these regulations has been found to be so minimal that a full regulatory evaluation is unnecessary. The only economic impact will be a slight increase in radio

operator salary costs to the individual shipping companies which pales by comparison to the enormous costs of the threatened hazard. In addition, the affected vessels normally spend a minimum amount of time at anchor and the National Weather Service advises that winds in San Francisco Bay exceed 25 knots only 38 days each year.

Since the impact of these regulations is expected to be minimal the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects

33 CFR Part 110

Anchorage grounds.

33 CFR Part 162

"Navigation (Water), Waterways."

Final Regulations

PART 110—ANCHORAGE REGULATIONS

In consideration of the foregoing, Part 110 of Title 33, Code of Federal Regulations, is amended as follows:

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

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05-1(g). Section 110.1a and each section listed in 110.1a are also issued under 33 U.S.C. 1231.

2. Section 110.224 is revised to read as follows:

§ 110.224 San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, San Joaquin River, and connecting waters, Calif.

(a) General Regulations.

(1) Within the navigable waters of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, New York Slough, San Joaquin River Deep Water Channel, the Stockton Turning Basin, the Sacramento River Deep Water Ship Channel between Suisun Bay and the east end of the West Sacramento Turning Basin, and connecting waters, anchoring is prohibited outside of designated anchorages except when required for safety or with the written permission of the Captain of the Port. Each vessel anchoring outside an established anchorage area shall immediately notify the Captain of the Port of her position and reason for anchoring.

(2) No vessel may permanently moor in areas adjacent to the San Joaquin River Deep Water Channel except with the written permission of the Captain of the Port.

(3) Each vessel anchoring for safety reasons in the San Joaquin River Deep

Water Channel, the Sacramento River Deep Water Ship Channel, or the Stockton or West Sacramento Turning Basins shall be positioned as near to the edge of the channel or turning basin as possible so as not to interfere with navigation, or obstruct the approach to any pier, wharf, slip, or boat harbor and shall move as soon as the reason for anchoring no longer exists or when notified to move by the Captain of the Port.

(4) No vessel may anchor within a tunnel, cable, or pipeline area shown on a Government chart.

(5) No vessel may moor, anchor, or tie up to any pier, wharf, or other vessel in such a manner as to extend into an adjacent channel or fairway.

(6) No vessel in such a condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels may occupy an anchorage, except when unforeseen circumstances create conditions of imminent peril to personnel and then only for such period as may be authorized by the Captain of the Port.

(7) Each vessel carrying explosives shall only anchor in an explosives anchorage except as authorized by paragraph (a)(1) or (a)(17) of this section.

(8) No vessel other than a vessel under Federal supervision may go alongside or in any manner moor to any Government-owned vessel, mooring buoy, or pontoon boom, their anchor cables, or any of their appendages. No vessel other than a vessel under Federal supervision may obstruct or interfere in any manner with the mooring, unmooring, or servicing of vessels owned by the United States.

(9) The Captain of the Port may require any vessel in a designated anchorage area to moor with two or more anchors.

(10) Each vessel that will not have sufficient personnel on board to weigh anchor at any time shall anchor with two anchors with mooring swivel, unless otherwise authorized by the Captain of the Port.

(11) Deep-draft vessels shall take precedence over vessels of lighter draft in the deeper portions of all anchorages. Light-draft barges and vessels shall anchor away from the deeper portions of the anchorage so as not to interfere with the anchoring of deep-draft vessels. Should circumstances warrant, the Captain of the Port may require lighter draft vessels to move to provide safe anchorage, particularly in Anchorages 7 and 9, for deep-draft vessels.

(12) Barges towed in tandem to any anchorage shall nest together when anchoring.

(13) Each vessel that is notified by the Captain of the Port or his authorized representative to shift her position shall promptly shift her position.

(14) No person may use these anchorages for any purpose other than the purpose stated in these anchorage regulations.

(15) Where these regulations require that a vessel notify the Captain of the Port, the operator of the vessel shall transmit such report to the San Francisco Vessel Traffic Service.

Note.—Vessel Traffic Service guards VHF-FM Channel 13 (156.65 MHz) and Channel 16 (156.8 MHz).

(16) Nothing in this section may be construed as relieving any vessel or the owner or person in charge of any vessel from the penalties of law for obstructing or interfering with range lights or for not complying with the laws relating to lights, day signals, and fog signals and other navigation laws and regulations.

(17) The District Engineer, Corps of Engineers, may issue written permission for anchoring a single barge carrying explosives in quantities considered by the District Engineer as safe and necessary in the vicinity of work being done directly under the District Engineer supervision or under a Department of the Army permit. When issuing such a permit, the District Engineer shall prescribe the conditions under which the explosives must be stored and handled and shall furnish a copy of the permit and a copy of the rules and regulations for storing and handling to the Captain of the Port.

(b) *Naval Anchorages.* In addition to the General Regulations in paragraph (a) of this section, the following regulations apply to each naval anchorage described in this section.

(1) Naval anchorages are intended for public vessels of the United States, but may be used by other vessels when not required for use by public vessels.

(2) Other vessels using a naval anchorage shall promptly notify the Captain of the Port upon anchoring and upon departure and shall be prepared to move within one hour upon notice should the anchorage be required for public vessels.

(c) *Explosive Anchorages.* In addition to the General Regulations in paragraph (a) of this section, the following regulations apply to each explosives anchorage described in this section.

(1) Explosives anchorages and, where established, surrounding forbidden anchorage zones, are temporarily activated as needed by the Captain of

the Port. When not activated, explosives anchorages and surrounding forbidden anchorage zones become part of the general anchorage which encompasses them or, if not located within the boundaries of a general anchorage, become available for general navigation.

(2) Notice of activation and deactivation of explosives anchorages will be disseminated by Coast Guard Broadcast Notice to Mariners.

(3) Each vessel which anchors in an explosives anchorage or surrounding forbidden anchorage zone while such anchorage is not activated shall be prepared to move within one hour if the anchorage is activated.

(4) Unless otherwise authorized by the Captain of the Port:

(i) No vessel may anchor in an activated explosives anchorage except vessels loaded with, loading, or unloading explosives.

(ii) No vessel may enter or remain in an activated explosives anchorage except (A) vessels loaded with, loading or unloading explosives, (B) lighters or barges delivering cargo to or from such vessels, or (C) a tug authorized by paragraph (c)(7)(iii) of this section.

(iii) No vessel carrying explosives or on which explosives are to be loaded may enter or remain in an activated explosives anchorage without written permission from the Captain of the Port. Such a permit must be obtained before entering the anchorage and may be revoked at any time.

(iv) No vessel may anchor in the forbidden anchorage zone surrounding an activated explosives anchorage.

(5) Each vessel loaded with, loading, or unloading explosives, while within an explosives anchorage, shall display by day at her masthead, or at least 10 feet above the upper deck if the vessel has no mast, a red flag at least 16 square feet in area.

(6) Each passing vessel shall reduce speed as necessary so as to insure that its wake does not interfere with cargo transfer operations aboard any vessel displaying a red flag in an explosives anchorage.

(7) The Captain of the Port may:

(i) Issue permission to any vessel carrying flammable solids, oxidizing materials, corrosive liquids, flammable liquids, compressed gases, or poisonous substances to occupy a berth in an activated explosives anchorage. Such a permit must be obtained before entering the anchorage and may be revoked at any time.

(ii) Require any person having business on board a vessel which is loaded with, loading, or unloading explosives to have a document that is acceptable to the Coast Guard for

identification purposes and to show that document to the Captain of the Port.

(iii) Require a non-self-propelled vessel, or a self-propelled vessel that is unable to maneuver under its own power, that occupies an activated explosives anchorage to be attended by a tug.

(d) *Anchorage Grounds.*

(1) Table 110.224(d)(1) lists anchorage grounds, identifies the purpose of each anchorage, and contains specific regulations applicable to certain anchorages.

(2) The geographic boundaries of each anchorage are contained in paragraph (e) of this section.

TABLE 110.224(d)(1)

Anchorage No.	General location	Purpose	Specific regulations
3.....	San Francisco Bay	General.....	Note a.
4.....	do.....	do.....	Notes a,b.
5.....	do.....	do.....	Do.
6.....	do.....	do.....	Note a.
7.....	do.....	do.....	Notes
8.....	do.....	do.....	a,b,c,d,e.
9.....	do.....	do.....	Notes a,b.
10.....	do.....	Naval.....	Do.
12.....	do.....	Explosives.....	Note a.
13.....	do.....	do.....	Notes a,g.
14.....	do.....	do.....	Notes a,h.
18.....	San Pablo Bay.....	General.....	
19.....	do.....	do.....	Notes b,i.
20.....	do.....	do.....	
21.....	do.....	Naval.....	
24.....	Carquinez Strait.....	General.....	Note j.
25.....	do.....	do.....	Note j.
26.....	Suisun Bay.....	do.....	Note k.
27.....	do.....	do.....	
28.....	San Joaquin River.....	do.....	
30.....	do.....	Explosives.....	

NOTES.—a. When sustained winds are in excess of 25 knots each vessel greater than 300 gross tons using this anchorage shall maintain a continuous radio watch on VHF channel 13 (156.65 MHz) or, if unavailable, VHF channel 16 (156.80 MHz). This radio watch must be maintained by a person who fluently speaks the English language.

b. Each vessel using this anchorage may not project into adjacent channels or fairways.

c. This anchorage is primarily for use by vessels requiring a temporary anchorage waiting to proceed to pier facilities or other anchorage grounds. This anchorage may not be used by vessels for the purpose of loading any dangerous cargoes or combustible liquids unless authorized by the Captain of the Port.

d. Each vessel using this anchorage may not remain for more than 12 hours unless authorized by the Captain of the Port.

e. Each vessel using this anchorage shall be prepared to move within 1 hour upon notification by the Captain of the Port.

f. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 3,000 tons.

g. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 50 tons except that, with the written permission of the Captain of the Port, each vessel in transit, loaded with explosives in excess of 50 tons, may anchor temporarily in this anchorage provided that the hatches to the holds containing explosives are not opened.

h. Each vessel using this anchorage will be assigned a berth by the Captain of the Port on the basis of the maximum quantity of explosives that will be on board the vessel.

i. See § 204.215 of this title establishing a target practice area in San Pablo Bay adjacent to the westerly shore of Mare Island for use of the Mare Island Navy Yard.

j. Each vessel using this anchorage shall promptly notify the Captain of the Port upon anchoring and upon departure.

k. See § 162.270 of this title establishing restricted areas in the vicinity of the Maritime Administration Reserve Fleet.

(e) *Boundaries.*

(1) *Anchorage No. 3.* That portion of Belvedere Cove bounded by the shore

and a line beginning at latitude 37°52'20" N., longitude 122°27'02" W.; thence southwesterly to latitude 37°51'43" N., and longitude 122°27'25" W.

(2) *Anchorage No. 4.* Bounded by the west shore of San Francisco Bay and the following lines: Beginning on the shore southwest of Point San Quentin at latitude 37°56'28" N., longitude 122°28'54" W.; thence east-southeasterly to latitude 37°55'55" N., longitude 122°26'49" W.; thence southwesterly to latitude 37°54'13" N., longitude 122°27'24" W.; thence southeasterly to the shore of Tiburon Peninsula at Point Chauncey at latitude 37°53'40.5" N., longitude 122°26'55" W. When Explosives Anchorage No. 13 is activated by the Captain of the Port, it and the forbidden anchorage zone surrounding it are excluded from Anchorage No. 4.

(3) *Anchorage No. 5.* In San Francisco Bay beginning on the northwest shore of Red Rock at latitude 37°55'48" N., longitude 122°25'52" W.; thence westerly to San Francisco Bay North Channel Lighted Buoy 14 at latitude 37°55'50" N., longitude 122°26'32.4" W.; thence southerly to San Francisco Bay North Channel Lighted Buoy 12 at latitude 37°54'49" N., longitude 122°26'39" W.; thence southeasterly to latitude 37°53'23" N., longitude 122°25'09" W.; thence northerly to Southampton Shoal Channel Lighted Buoy 5 at latitude 37°55'19" N., longitude 122°25'33" W.; thence to the southeast shore of Red Rock at latitude 37°55'42" N., longitude 122°25'45" W.; thence along the shoreline to the point of beginning.

(4) *Anchorage No. 6.* Bounded by the east shore of San Francisco Bay and the following lines: Beginning at the shore of the southernmost extremity of Point Isabel at latitude 37°53'46" N., longitude 122°19'19" W.; thence westerly along the north shore of Brooks Island to the jetty extending westerly therefrom; thence westerly along the jetty to its bayward end at latitude 37°54'13" N., longitude 122°23'27" W.; thence south-southeasterly to latitude 37°49'53" N.; longitude 122°21'39" W.; thence southeasterly to latitude 37°49'32.5" N., longitude 122°21'20.5" W.; thence easterly to latitude 37°49'34" N., longitude 122°20'13" W.; thence east-southeasterly to latitude 37°49'30" N., longitude 122°19'45.5" W.; thence east-northeasterly to the shore at Emeryville at latitude 37°50'04" N., longitude 122°17'41" W.; excluding from this area, however, the channel to Berkeley Marina delineated by lines joining the following points:

37°52'03" N.,	122°19'17.5" W.
37°52'00" N.,	122°19'15.5" W.
37°51'01" N.,	122°22'07" W.
37°50'43" N.,	122°22'00" W.
37°50'53" N.,	122°21'32" W.
37°51'47" N.,	122°18'59" W.

(5) *Anchorage No. 7.* In San Francisco Bay bounded by the west shore of Treasure Island and the following lines: Beginning at the westernmost point of Treasure Island at latitude 37°49'36" N., longitude 122°22'40" W.; thence northwesterly to latitude 37°50'00" N., longitude 122°22'57" W.; thence westerly to San Francisco Bay North Channel Lighted Buoy 2 at latitude 37°50'00" N., longitude 122°23'44" W.; thence southerly to latitude 37°49'22.5" N., longitude 122°23'44" W.; thence southeasterly to latitude 37°48'40.5" N., longitude 122°22'38" W.; thence to the shore of Treasure Island at latitude 37°48'51.1" N., longitude 122°22'13" W.

(6) *Anchorage No. 8.* In San Francisco Bay bounded by the west shore of the Naval Air Station, Alameda, and the following lines: Beginning at Oakland Inner Harbor Light 2 at latitude 37°47'52" N., longitude 122°19'54" W.; thence west-northwesterly to latitude 37°48'03" N., longitude 122°20'57.5" W.; thence south-southwesterly to latitude 37°47'56" N., longitude 122°21'22.5" W.; thence southwesterly to latitude 37°47'26" N., longitude 122°21'41" W.; thence south-southeasterly to latitude 37°47'00" N., longitude 122°21'30" W.; thence southeasterly to Alameda Naval Air Station Channel Entrance Lighted Bell Buoy 1 at latitude 37°46'38" N., longitude 122°20'24" W.; thence easterly to latitude 37°46'37" N., longitude 122°19'56" W.; thence northerly to the shore of the Naval Air Station, Alameda, at latitude 37°46'57" N., longitude 122°19'52.5" W.

(7) *Anchorage No. 9.* In San Francisco Bay bounded on the north by the shore, the breakwater and turning basin at the Alameda Naval Air Station and a line beginning at the Alameda Naval Air Station Channel Light 6 at latitude 37°46'23" N., longitude 122°19'02" W.; thence westerly to the Alameda Naval Air Station Channel Entrance Lighted Buoy 2 at latitude 37°46'27" N., longitude 122°20'24.5" W.; thence west-southwesterly to the San Francisco Bay South Channel Lighted Buoy 1 at latitude 37°46'08" N., longitude 122°21'45" W.; thence south-southeasterly to San Bruno Shoal Channel Light 1 at latitude 37°41'44" N., longitude 122°20'17.5" W.; thence south-southeasterly to San Bruno Shoal Channel Light 5 at latitude 37°38'37" N., longitude 122°18'43" W.; thence southeasterly to latitude 37°36'05" N., longitude 122°14'13.5" W.; thence east-northeasterly to the shore at latitude

37°37'38.5" N., longitude 122°09'02" W., and bounded on the east by the shore; including all of San Leandro Bay excluding the pipeline areas therein. When Explosives Anchorage No. 12 or No. 14 is activated by the Captain of the Port, that anchorage and the forbidden anchorage zone surrounding it are excluded from Anchorage No. 9.

(8) *Anchorage No. 10.* In San Francisco Bay bounded by the east shore of Sausalito and the following lines: Beginning on the shore of Sausalito at latitude 37°51'20" N., longitude 122°28'38" W.; thence southeasterly to latitude 37°50'57.5" N., longitude 122°27'57" W.; thence southwesterly to the shore of Sausalito at latitude 37°50'36" N., longitude 122°28'34" W.

(9) *Anchorage No. 12.* In San Francisco Bay east of the city of San Francisco a circular area having a radius of 500 yards centered at latitude 37°44'32.5" N., longitude 122°20'27.5" W. A 667-yard-wide forbidden anchorage zone surrounds this anchorage.

(10) *Anchorage No. 13.* In San Francisco Bay east of the Tiburon Peninsula a circular area having a radius of 333 yards centered at latitude 37°55'26" N., longitude 122°27'27" W. A 667-yard-wide forbidden anchorage zone surrounds this anchorage except where such zone would extend beyond the limits of Anchorage No. 4.

Note: See § 110.224(e)(2) for a description of Anchorage No. 4.

(11) *Anchorage No. 14.* In San Francisco Bay east of Hunters Point an area 1,000 yards wide and 2,760 yards long, the end boundaries of which are semicircles, with radii of 500 yards and center, respectively at latitude 37°42'52" N., longitude 122°19'32.5" W., and latitude 37°42'14" N., longitude 122°18'47" W.; and the side boundaries of which are parallel tangents joining the semicircles. A 667-yard-wide forbidden anchorage zone surrounds this anchorage.

(12) *Anchorage No. 18.* In San Pablo Bay bounded by the west shore of San Pablo Bay and the following lines: Beginning at the shore at Point San Pedro at latitude 37°59'16" N., longitude 122°26'47" W.; thence easterly to latitude 37°59'16" N., longitude 122°26'26" W.; thence northerly to latitude 38°03'46" N., longitude 122°25'52.5" W.; thence northwesterly to the shore south of the entrance to Novato Creek at latitude 38°05'13.5" N., longitude 122°29'04" W.; excluding from this area, however, the channel to Hamilton Field and the extension of this channel easterly to the boundary of the

Latitude	Longitude
37°52'08" N.,	122°19'07" W.

anchorage, and the pipeline area therein.

(13) *Anchorage No. 19.* In San Pablo Bay bounded by the northeast shore of San Pablo Bay and the following lines: Beginning at the shore of Tubbs Island at latitude 38°07'39" N., longitude 122°25'18" W.; thence southerly to latitude 38°00'36" N., longitude 122°25'20" W.; thence northeasterly to latitude 38°03'13" N., longitude 122°19'46" W.; thence east-northeasterly to latitude 38°03'37" N., longitude 122°17'13" W.; thence northerly to the long dike extending southwesterly from Mare Island at latitude 38°03'52.5" N., longitude 122°17'10" W.; thence along the long dike to the shore at Mare Island.

(14) *Anchorage No. 20.* In San Pablo Bay bounded by the southeast shore of San Pablo Bay and the following lines: Beginning at the northeast corner of Parr Terminal No. 4 at Point San Pablo at latitude 37°57'59" N., longitude 122°25'35" W.; thence northeasterly to latitude 38°01'27.5" N., longitude 122°21'33" W.; thence east-northeasterly to the Union Oil Co. pier at Oleum at latitude 38°03'18" N., longitude 122°15'37" W.; and thence along this pier to the shore.

(15) *Anchorage No. 21.* In San Pablo Bay south of Mare Island a rectangular area beginning at latitude 38°03'56" N., longitude 122°15'56" W.; thence easterly to latitude 38°04'02" N., longitude 122°15'20" W.; thence southerly to latitude 38°03'48" N., longitude 122°15'16" W.; thence westerly to latitude 38°03'42" N., longitude 122°15'52" W.; thence northerly to the point of beginning.

(16) *Anchorage No. 24.* Bounded by the north shore of Carquinez Strait and the following lines: Beginning on the shore at Dillon Point at latitude 38°03'44" N., longitude 122°11'29" W.; thence southeasterly to latitude 38°03'34" N., longitude 122°11'10" W.; thence south-southeasterly to latitude 38°03'17" N., longitude 122°11'04" W.; thence southeasterly to the shore of Benicia at latitude 38°02'37.5" N., longitude 122°09'55" W.

(17) *Anchorage N. 25.* Bounded by the south shore of Carquinez Strait and the following lines: Beginning on the shore at Point Carquinez at latitude 38°02'09" N., longitude 122°10'22" W.; thence east-southeasterly to latitude 38°01'47" N., longitude 122°08'57" W.; thence southeasterly to the shore of Martinez at latitude 38°01'20" N., longitude 122°08'42" W.

(18) *Anchorage N. 26.* On the west side of Suisun Bay, adjacent to and northeast of the city of Benicia within the following boundaries: Beginning on

the shore northeast of Army Point at latitude 38°02'54" N., longitude 122°07'37" W.; thence south-southeasterly along the Southern Pacific bridge to latitude 38°02'38" N., longitude 122°07'24" W.; thence easterly to latitude 38°02'42" N., longitude 122°07'07.5" W.; thence northeasterly to latitude 38°05'42" N., longitude 122°04'06" W.; thence northwesterly to the shore at latitude 38°05'58" N., longitude 122°04'28" W.; thence along the shore to the point of beginning.

(19) *Anchorage No. 27.* In the northeast portion of Suisun Bay bounded by the north shore and the following lines: Beginning on the shore of Grizzly Island at latitude 38°08'13" N., longitude 122°02'42.5" W.; thence southerly to tripod at Preston Point on Roe Island at latitude 38°04'16" N., longitude 122°02'42" W.; thence along the south shore of Roe Island to latitude 38°04'05" N., longitude 122°01'35" W.; thence east-southeasterly to latitude 38°03'42.5" N., longitude 121°58'54" W.; thence easterly to the shore of Chipps Island at latitude 38°03'42.5" N., longitude 122°55'05" W.

(20) *Anchorage No. 28.* The area bounded on the east by the shore of Lower Sherman Island and the following lines: Beginning at Point Sacramento on Lower Sherman Island at latitude 38°03'45" N., longitude 121°50'17.5" W.; thence southwesterly to latitude 38°03'37.5" N., longitude 121°50'31" W.; thence south-southeasterly to latitude 38°02'11" N., longitude 121°49'58" W.; thence to the shore of Lower Sherman Island at latitude 38°02'23" N., longitude 121°49'49" W.

(21) *Anchorage No. 30.* The portion of the Old San Joaquin River Channel bounded on the west by the shore of Mandeville Point and the following lines: Beginning on the shore of Mandeville Point at latitude 38°04'01" N., longitude 121°32'05" W.; thence northeasterly to latitude 38°04'07.5" N., longitude 121°31'58" W.; thence southeasterly to latitude 38°03'47" N., longitude 121°31'42.5" W.; thence westerly to the shore of Mandeville Point at latitude 38°03'47.5" N., longitude 121°31'56" W.

PART 162—INLAND WATERWAYS NAVIGATION REGULATIONS

In consideration of the foregoing, part 162 of Title 33, Code of Federal Regulations, is amended as follows:

3. The authority citation for Part 162 is revised to read as follows:

Authority: (33 U.S.C. 1231); 49 CFR 1.46(n)(4).

4. Paragraph (d) is added to § 162.205 to read as follows:

§ 162.205 San Pablo Bay, Carquinez Strait, Suisun Bay, San Joaquin River, Sacramento River and connecting Waters, Calif.

(d) Sacramento River, Decker Island Restricted Anchorage for Vessels of the U.S. Government—(1) The anchorage ground. An elongated area in the Sacramento River bounded on the west by the shore of Decker Island and the following lines: Beginning on the shore at Decker Island North End Light at latitude 38°06'16" N., longitude 121°42'32.5" W.; thence easterly to latitude 38°06'15" N., longitude 121°42'27" W.; thence southerly to latitude 38°05'22" N., longitude 121°42'30" W.; thence southwesterly to latitude 38°05'08" N., longitude 121°42'40" W.; thence west southwesterly to latitude 38°05'02" N., longitude 121°42'50" W.; thence northwesterly to the shore of Decker Island at latitude 38°05'04" N., longitude 121°42'52.5" W. (2) Special Regulation. No Vessel or other craft except those owned by or operating under contract with the United States may navigate or anchor within 50 feet of any moored Government vessel in the area. Commercial and pleasure craft shall not moor to buoys or chains of Government vessels, nor may they, while moored or underway, obstruct the passage of Government or other vessels through the area.

Dated: March 21, 1986.

John D. Costello,
Vice Admiral, U.S. Coast Guard, Commander,
Twelfth Coast Guard District.

[FR Doc. 86-8016 Filed 4-9-86; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 117

[CGD 75-50]

Drawbridge Operation Regulations; Okeechobee Waterway, FL

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of Lee County the Coast Guard is changing the regulations governing the Sanibel Causeway drawbridge by permitting the number of openings to be limited during certain periods. This change is being made because vehicular traffic has increased. This action will accommodate the needs of vehicular traffic yet still provide for the reasonable needs of navigation. Editorial changes in the regulations governing other Okeechobee Waterway drawbridges are also included in this rule.

EFFECTIVE DATE: These regulations become effective on May 12, 1986.

FOR FURTHER INFORMATION CONTACT: Mr. Walt Paskowsky, (305) 536-4103.

SUPPLEMENTARY INFORMATION: On November 12, 1985 the Coast Guard published (50 FR 46674) a proposal to revise these regulations. The proposed regulations were also published in a public notice issued by Commander, Seventh Coast Guard District on November 26, 1985. In each notice interested persons were given until December 27, 1985 to submit comments.

Drafting Information

The drafters of these regulations are Mr. Walt Paskowsky, Bridge Administration Specialist, project officer, and Lieutenant Commander Ken Gray, project attorney.

Discussion of Comments

Four letters were received in response to the proposal. One suggested that neither water nor land traffic were of sufficient volume to justify year-round regulations. Another suggested use of a countdown clock to space draw openings. Both Lee County and the city of Sanibel supported the proposed rule but requested that it be applicable seven days a week. Weekend regulations are beyond the scope of the proposed rulemaking but may be the subject of future rulemaking.

Editorial Changes

The final rule also incorporates minor editorial changes in the regulations governing Okeechobee Waterway drawbridges. These nonsubstantive changes are intended to improve readability. Certain draws are now required to open at all times for "vessels in distress." The written rule requires their opening for "vessels in a situation where a delay would endanger life or property," a term that more accurately describes the intent of the existing rule. The mileage identification at certain bridges has been changed slightly to agree with Corps of Engineers practice. These editorial changes were not preceded by a notice of proposed rulemaking because the Coast Guard has found that, since the changes merely clarify the existing rule, notice and public procedure thereon are unnecessary.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979).

The economic impact of these regulations is expected to be so minimal that a full regulatory evaluation is unnecessary. We conclude this because the regulations exempt tugs with tows.

Since the economic impact of these regulations is expected to be minimal, the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations, is amended as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46 and 33 CFR 1.05-1(g).

2. Section 117.317 is revised to read as follows:

§ 117.317 Okeechobee Waterway.

(a) *Exempt Vessels.* This term means public vessels of the United States, tugs with tows, and vessels in a situation where a delay would endanger life or property.

(b) *Evans Crary (SR AIA) bridge, mile 3.4 at Stuart.* The draw shall open on signal; except that, from November 1 to May 1 from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m., Monday through Friday, except federal holidays, the draw need open only on the quarter-hour and three-quarter hour. On Saturdays, Sundays and federal holidays November 1 to May 1 from 8 a.m. to 6 p.m. the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. Exempt vessels shall be passed at any time.

(c) *Florida East Coast Railroad bridge, mile 7.4 at Stuart.* The draw shall operate as follows:

(1) The bridge is not constantly tended.

(2) The draw is normally in the fully open position, displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, the navigation lights go to flashing red and a horn sounds four blasts, pauses, and then repeats four blasts. After an eight minute delay, the draw lowers and locks, providing the scanning equipment reveals nothing under the draw. The draw remains down for a period of eight minutes or while the approach track circuit is occupied.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(d) *Roosevelt (US 1) bridge, mile 7.4 at Stuart.* The draw shall open on signal; except that, from 7 a.m. to 9 a.m., 11 a.m. to 1 p.m., and 4 p.m. to 7 p.m., Monday through Friday except federal holidays, the draw need open only on the hour and half-hour. On Saturdays, Sundays and federal holidays from 8 a.m. to 6 p.m. the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. When the adjacent Florida East Coast Railway bridge is in the closed position at the time of a scheduled opening the draw need not open for eastbound vessels but must open on signal immediately upon the opening of the Railroad bridge to pass all accumulated vessels. Exempt vessels shall be passed at any time.

(e) *Seaboard System Railroad bridge, mile 28.2 at Indiantown.* The draw shall open on signal; except that, from 10 p.m. to 6 a.m. the draw shall open on signal if at least three hours notice is given.

(f) *Florida East Coast Railroad bridge, mile 38.0 at Port Mayaca.* The draw shall operate as follows:

(1) The bridge is not constantly tended.

(2) The draw is normally in the fully open position, displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, the navigation lights go to flashing red and a horn sounds four blasts, pauses, and then repeats four blasts. After an eight minute delay, the draw lowers and locks, providing the scanning equipment reveals nothing under the draw. The draw remains down for a period of eight minutes or while the approach track circuit is occupied.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(g) *Belle Glade Dike (SR 71) bridge, mile 60.7 between Torry Island and Lake Shore.* The draw shall open on signal from 7 a.m. to 6 p.m. Monday through Thursday, and from 7 a.m. to 7 p.m. Friday through Sunday. At all other times, the draw need not be opened for the passage of vessels.

(h) *Seaboard System Railroad bridge, mile 78.3 at Moore Haven.* The draw shall open on signal; except that, from 10 p.m. to 6 a.m. the draw need not be opened for the passage of vessels.

(i) *Highway bridges at Moore Haven (mile 78.4) La Belle (mile 103.0), Denaud (mile 108.2), Alva (mile 116.0), and Olga (mile 126.3).* The draws shall open on signal; except that, from 10 p.m. to 6 a.m.

the draws shall open on signal if at least three hours notice is given.

(j) *Edison Memorial (US 41) bridge, mile 134.5 at Fort Myers.* The draw shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and from 5 p.m. to 6 p.m. Monday through Friday except federal holidays the draw need not be opened for the passage of vessels. Exempt vessels shall be passed at any time.

(k) *Sanibel Causeway bridge, mile 151 at Punta Rassa.* The draw shall open on signal; except that, from 3:45 p.m. to 4:45 p.m. Monday through Friday except federal holidays the draw need open only at 4:15 p.m. Exempt vessels shall be passed at any time.

Dated: March 27, 1986.

R.P. Cueroni,

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

[FR Doc. 86-8018 Filed 4-9-86; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 117

[CGD7 85-55]

Drawbridge Operation Regulations; Atlantic Intracoastal Waterway, SC

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the South Carolina Department of Highways and Public Transportation the Coast Guard is changing the regulations governing the Limehouse Bridge, mile 479 at Johns Island, by permitting the number of openings to be limited during certain periods. This change is being made because of complaints of delays to vehicular traffic. This action will accommodate the needs of vehicular traffic yet still provide for the reasonable needs of navigation.

EFFECTIVE DATE: These regulations become effective on May 12, 1986.

FOR FURTHER INFORMATION CONTACT:

Mr. Walt Paskowsky, (305) 536-4103.

SUPPLEMENTARY INFORMATION: On January 6, 1986 the Coast Guard published (51 FR 402) a proposal to revise these regulations. The proposed regulations were also published in a public notice issued by Commander, Seventh Coast Guard District on January 21, 1986. In each notice interested persons were given until February 20, 1986 to submit comments.

Drafting Information

The drafters of these regulations are Mr. Walt Paskowsky, Bridge Administration Specialist, project officer, and Lieutenant Commander Ken Gray, project attorney.

Discussion of Comments

Four letters were received in response to the proposal. Three cited the rapid development of the area in their support of the proposal. One supported two openings per hour on the quarter and three quarter hour. This is considered unduly restrictive to navigation during peak vessel traffic periods. The same writer suggested that signs be placed in the waterway advising boaters of the opening times. This matter is addressed in 33 CFR 117.55. One also supported unrestricted vehicular access for the nearby Maybank Highway bridge over the Stono River. The operation of that drawbridge was the subject of a prior review.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979).

The economic impact of these regulations is expected to be so minimal that a full regulatory evaluation is unnecessary. We conclude this because the regulations exempt tugs with tows. Since the economic impact of these regulations is expected to be minimal, the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations, is amended as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46 and 33 CFR 1.05-1(g).

2. Section 117.911 is amended by revising paragraph (e) to read as follows:

§ 117.911 Atlantic Intracoastal Waterway, Little River to Savannah River.

(e) *John Limehouse bridge across the Stono River, mile 479.3 at Johns Island.* The draw shall open on signal; except that, from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Monday through Friday except federal holidays, the draw need open

only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

* * * * *

Dated: March 31, 1986.

R. P. Cueroni,

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

[FR Doc. 86-8015 Filed 4-9-86; 8:45 am]

BILLING CODE 1910-14-M

33 CFR Part 117

[CGD7-85-57]

Drawbridge Operation Regulations; Back River, GA

AGENCY: Coast Guard, DOT.

ACTION: Final rule revocation.

SUMMARY: This amendment revokes the regulations for the St. Simons Island Causeway drawbridge across Back River because the bridge has been replaced by a fixed bridge.

EFFECTIVE DATE: This revocation is effective on April 10, 1986.

FOR FURTHER INFORMATION CONTACT: Mr. Walt Paskowsky, (305) 536-4103.

SUPPLEMENTARY INFORMATION: This rule was not preceded by a notice of proposed rulemaking because it deletes a provision that is of no force. Therefore notice and public procedure thereon are unnecessary.

Drafting Information

The drafters of these regulations are Mr. Walt Paskowsky, Bridge Administration Specialist, project officer, and Lieutenant Commander Ken Gray, project attorney.

Economic Assessment and Certification

This rule is considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979).

The economic impact of this rule is expected to be so minimal that further evaluation is unnecessary. We conclude this because the rule merely deletes an inoperative provision from the regulations. Accordingly, the Coast Guard certifies that this action will not have a significant impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations, is amended as follows: