

containing diphenhydramine, including one applied topically."

\* \* \* \* \*

#### **PART 348—EXTERNAL ANALGESIC DRUG PRODUCTS FOR OVER-THE-COUNTER HUMAN USE**

8. The authority citation for 21 CFR part 348 continues to read as follows:

**Authority:** Secs. 201, 501, 502, 503, 505, 510, 701 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321, 351, 352, 353, 355, 360, 371).

9. Section 348.50 (as proposed at 48 FR 5852, February 8, 1983) is amended by adding new paragraph (c)(10) to read as follows:

#### **§ 348.50 Labeling of external analgesic drug products.**

\* \* \* \* \*

(c) \* \* \*

(10) *For products containing diphenhydramine hydrochloride identified in § 348.10(c)(1).* The following statement shall appear as the first warning statement under the heading "Warnings;" "Do Not Use;" (these three words in bold print) "on chicken pox, poison ivy, sunburn, large areas of the body, broken, blistered, or oozing skin, more often than directed, or with any other product containing diphenhydramine, even one taken by mouth."

\* \* \* \* \*

Dated: August 22, 1997.

**William B. Schultz,**

*Deputy Commissioner for Policy.*

[FR Doc. 97-22983 Filed 8-28-97; 8:45 am]

BILLING CODE 4160-01-F

#### **DEPARTMENT OF JUSTICE**

##### **Civil Division; Radiation Exposure Compensation Act: Evidentiary Requirements; Definitions and Number of Claims Filed**

##### **28 CFR Part 79**

[A.G. Order No. 2111-97]

**RIN 1105-AA49**

**AGENCY:** Civil Division, Department of Justice.

**ACTION:** Notice of reopening of comment period for proposed rule.

**SUMMARY:** On May 23, 1997, the United States Department of Justice (DOJ) published a proposed rule amending the existing regulations implementing the Radiation Exposure Compensation Act. This proposed rule may be found at 62 FR 28393, May 23, 1997. The original 60

day comment period expired on July 22, 1997.

Several individuals have requested additional time to submit comments regarding the proposed changes. To ensure that the public has ample opportunity to fully review and comment on the proposed amendments, we are now extending the comment period and will accept comments for an additional 30 days after publication of this notice.

**DATES:** Written comments must be submitted on or before September 29, 1997.

**ADDRESSES:** Please submit written comments to Gerard W. Fischer, Assistant Director, U.S. Department of Justice, Civil Division, P.O. Box 146, Ben Franklin Station, Washington, D.C. 20044-0146.

**FOR FURTHER INFORMATION CONTACT:** Gerard W. Fischer (Assistant Director), (202) 616-4090 and Lori Beg (Attorney), (202) 616-4377.

Dated: August 25, 1997.

**Janet Reno,**

*Attorney General.*

[FR Doc. 97-23015 Filed 8-28-97; 8:45 am]

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#### **DEPARTMENT OF TRANSPORTATION**

##### **Coast Guard**

##### **33 CFR Parts 148-150**

[CGD 97-050]

##### **Deepwater Ports**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Advanced notice of proposed rulemaking; request for comments.

**SUMMARY:** The Coast Guard, in an effort to continually update its regulations and in response to recent legislation, plans to revise the Deepwater Port regulations. The Coast Guard solicits comments from the public and industry on the questions listed in this request.

**DATES:** Comments must reach the Coast Guard on or before October 14, 1997.

**ADDRESSES:** You may mail comments to the Executive Secretary, Marine Safety Council (G-LRA) (CGD 97-050), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001, or deliver them to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Executive Secretary maintains the public docket for this rulemaking. Comments and documents as indicated

in this preamble, will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** LT Diane Foster, Office of Operating and Environmental Standards (G-MSO-2), Room 1210, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593, telephone (202) 267-1181.

#### **SUPPLEMENTARY INFORMATION:**

##### **Request for Information**

The Coast Guard encourages interested persons to participate in this request by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this notice (CGD 97-050) and the specific section or question of this document to which each comment or question applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose stamped, self-addressed postcards or envelopes. The Coast Guard will consider all comments received during the comment period.

The Coast Guard plans no public meeting. Persons may request a public meeting by writing to the Marine Safety Council at the address under **ADDRESSES**. The request should include the reasons why a meeting would be beneficial. If it is determined that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public meeting at a time and place announced by a later notice in the **Federal Register**.

##### **Background and Purpose**

The Coast Guard Authorization Act of 1996 prescribes changes to the regulations developed in accordance with the Deepwater Port Act of 1974, and contained in 33 CFR Parts 148 to 150. The changes include:

1. Removing from the regulations and placing in the license conditions, those requirements necessary to carry out the provisions of the Deepwater Port Act;

2. Removing from the regulations and license conditions, those things which can be stated in an approved operations manual. Basic standards and conditions, however, will continue to be addressed in the regulations.

The Deepwater Port regulations were written in the 1970's when there were

no Deepwater Ports in the United States. While revising the regulations as discussed above, the Coast Guard is also considering revising the regulations to reflect technological advancements which have occurred, and operational knowledge which has been gained over the past twenty years.

### Questions

Public response to the following questions will help the Coast Guard develop a more complete and carefully considered rulemaking. The questions are not all-inclusive, and any supplemental information is welcome. In responding to each question please explain the reasons for each answer.

1. What provisions of the regulations addressed can be moved from the regulations and placed in the license conditions?
2. What provisions of the regulations can be moved from the regulations and placed in the operations manual?
3. What regulations are obsolete, unnecessary, redundant, or restrictive?
4. Should the Outer Continental Shelf Activities regulations (33 CFR Subchapter N) be applied to Deepwater Ports?
5. Should the Regulations for Facilities Transferring Oil or Hazardous Material in Bulk (33 CFR 154) be applied to Deepwater Ports?
6. Should the environmental monitoring program be revised?
7. What other regulations, if any, should the Deepwater Port regulations be designed like?

Dated: August 22, 1997.

**R.C. North,**

*Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.*

[FR Doc. 97-23074 Filed 8-28-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 165

[CCGD08-97-020]

RIN 2115-AE84

### Regulated Navigation Area Regulations; Mississippi River, LA—Regulated Navigation Area

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to revise the Regulated Navigation Area (RNA) established under 33 CFR 165.810 by incorporating portions of the

temporary RNA that affects vessels of 1,600 gross tons or greater operating on the Mississippi River. This revision requires enhanced safety procedures for vessels of 1,600 gross tons or greater operating on the Mississippi River. The Coast Guard is also proposing to require moored or anchored passenger vessels with embarked passengers to maintain a manned pilothouse watch for the safety of the vessel, crew and passengers.

**DATES:** Comments must be received on or before October 14, 1997.

**ADDRESSES:** Comments should be mailed to Commander, Eighth Coast Guard District (mov-1), Room 1341, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396. The comments and other materials referenced in this notice will be available for inspection and copying at the Eighth Coast Guard District Marine Safety Division Office, New Orleans, LA during normal office hours between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays. Comments may also be hand delivered to this address.

#### FOR FURTHER INFORMATION CONTACT:

Mr. M.M. Ledet, Vessel Traffic Management Specialist, at the Eighth Coast Guard District Marine Safety Division, New Orleans, LA or by telephone at (504) 589-4686.

#### SUPPLEMENTARY INFORMATION:

#### Request for Comments

Interested persons are invited to participate in this rulemaking by submitting written views, data or arguments. Receipt of comments will be acknowledged if a stamped self-addressed postcard is enclosed. Persons submitting comments should include their names and addresses, identify this notice (CGD 08-97-20) and the specific section of the proposal that the comments apply, and give reasons for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. The Coast Guard will consider all comments received during the comment period and may change this proposed rule in view of the comments.

The Coast Guard plans no public hearings. Persons may request a public hearing by writing to the Marine Safety Division at the address under **ADDRESSES**. The request should include the reasons why a hearing would be beneficial. 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**.

#### Regulatory History

On December 14, 1996 the 36,000 gross ton M/V BRIGHT FIELD allided with the Riverwalk store complex causing extensive damage and numerous injuries. This marine casualty prompted the Captain of the Port New Orleans to issue Captain of the Port Orders to moored or anchored high capacity passenger vessels operating on the Mississippi River. These orders required those vessels to maintain a manned pilothouse watch in order to monitor river activity, and to be immediately available to activate emergency procedures to protect the vessel, crew and passengers in the event of an emergency radio broadcast, danger signal or other visual indication of a problem. The initial intent of this order was to establish an interim measure to prevent future allisions and collisions.

On March 18, 1997, (62 FR 14637, March 27, 1997) the Coast Guard established a temporary regulated navigation area affecting the operation of downbound tows in the Lower Mississippi River from mile 437 at Vicksburg, MS to mile 88 above Head of Passes. These regulations were subsequently amended on March 21 (62 FR 15398, April 1, 1997), March 29 (62 FR 16081, April 4, 1997), April 4 (62 FR 17704, April 11, 1997), April 20 (62 FR 23358, April 30, 1997). The amendments added additional operating requirements for vessels of 1,600 gross tons or greater, increased the operating limitations on tank barges and ships carrying hazardous chemicals and gasses, and extended the RNA to the boundary of the territorial sea at the approaches to Southwest Pass.

This RNA and its subsequent amendments was also prompted by unprecedented high waters on the Mississippi River. Conditions on the Lower Mississippi River became so severe that it necessitated the opening of the Bonnet Carre Spillway by the Army Corps of Engineers in order to ease high water conditions and partially combat very strong river currents. The high-water conditions contributed to numerous barge breakaways and a marked increase in vessel accidents. The additional operating requirements were designed to provide a greater margin of safety for vessels of 1,600 gross tons or greater operating on this waterway.

On April 20 (62 FR 23358, April 30, 1997), the towboat and barge limitations and the chemical and gas ship operating restrictions expired. The regulations affecting self-propelled vessels of 1,600