

hundred (200) spectator craft. The race boats will be competing at high speeds with numerous spectator crafts in the area, creating an extra or unusual hazard in the navigable waterways. These regulations will create a regulated area offshore Deerfield Beach that will only allow participant vessels to enter, and a spectator craft area.

In accordance with 5 U.S.C. 553, good cause exists for making this regulation effective in less than 30 days after **Federal Register** publication. Delaying its effective date would be contrary to national safety interests since immediate action is needed to minimize potential danger to the public, as the sponsors only recently determined that the event would be held on the third Sunday of July each year and there was not sufficient time remaining for a full comment period and delayed effective date.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Entry into the regulated area is prohibited for only 4.5 hours on the day of the event year.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, non-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under U.S.C. 605(b) that this rule would not have a significant economic impact on a substantial number of small entities, as the regulations would only be in effect in a limited area offshore Deerfield Beach for approximately 4.5 hours one day each year.

Collection of Information

These regulations contain no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*)

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to Figure 2-1, paragraph 34(h) of Commandant Instruction M16475.1C, that this rule is categorically excluded from further environmental documentation. A Categorical Exclusion Determination has been prepared and is available in the docket for inspection or copying.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

Final Regulations

In consideration of the foregoing, the Coast Guard amends Part 100 of Title 33, Code of Federal Regulations, as follows:

PART 100—[AMENDED]

1. The authority citation for Part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, 49 CFR 1.46 and 33 CFR 100.35.

2. Add section 100.733 to read as follows:

§ 100.733 Annual Deerfield Beach Super Boat Race; Deerfield Beach, Florida.

(a) *Regulated Areas.* (1) A regulated area is established by a line joining the following points:

Corner point 1: 26 17.7°N-080 04.4°W
Corner point 2: 26 19.7°N-080 03.9°W
Corner point 3: 26 15.7°N-080 04.4°W
Corner point 4: 26 15.7°N-080 04.9°W. All coordinates reference Datum NAD: 83.

(2) A spectator area is established in the vicinity of the regulated area for spectator traffic and is defined by a line joining the following points:

Corner point 1: 26 15.7°N-080 03.9°W
Corner point 2: 26 15.7°N-080 04.1°W
Corner point 3: 26 19.7°N-080 03.7°W
Corner point 4: 26 19.7°N-080 03.5°W. All coordinates reference Datum NAD: 83.

(3) A buffer zone of 406 yards separates the racecourse and the spectator fleet.

(b) *Special local regulations.* (1) Entry into the regulated area by other than event participants is prohibited unless otherwise authorized by the Patrol Commander. After the completion of scheduled races and the departure of participants from the regulated area, traffic may resume normal operations. At the discretion of the Patrol Commander, traffic may be permitted to resume normal operations between scheduled racing events.

(2) A succession of not fewer than 5 short whistle or horn blasts from a patrol vessel will be the signal for any and all vessels to take immediate steps to avoid collision. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

(3) Spectators are required to maintain a safe distance from the racecourse at all times.

(c) *Effective Date.* This section becomes effective annually on the third Sunday of July at 12 p.m. and terminates at 4:30 p.m. EDT.

Dated: June 17, 1998.

R.C. Olsen, Jr.,

Captain U.S. Coast Guard, Acting Commander, Seventh Coast Guard District.
[FR Doc. 98-17071 Filed 6-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 110

[CGD01-97-014]

RIN 2115-AA98

Special Anchorage Area: Groton, CT

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

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

DATES: This final rule is effective July 27, 1998.

ADDRESSES: Documents as indicated in this preamble are available for inspection or copying at the office of the First Coast Guard District (oan), 408 Atlantic Avenue, Boston, Massachusetts, 02110-3350, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is 617-223-8337.

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

SUPPLEMENTARY INFORMATION:

Regulatory History

On February 6, 1998, the Coast Guard published a notice of proposed rulemaking entitled "Special Anchorage Area: Groton, CT" in the **Federal Register** (63 FR 6141). The Coast Guard received no letters commenting on the proposed rulemaking. No public hearing was requested, and none was held.

Background and Purpose

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

Regulatory Evaluation

This final rule is not a significant regulatory action under section 3(f) of Executive Order 12866, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. It has not been reviewed by the Office of Management and Budget under that Order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979).

The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. No person will be required to spend any money in order to comply with this regulation. The regulation will exempt persons operating in the expanded area from

complying with the more stringent vessel lighting regulations they would ordinarily be obliged to follow.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. For the reasons discussed in the Regulatory Evaluation section above, the Coast Guard expects that this rule will not have a significant impact on a substantial number of small entities. Therefore, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this final rule will not have a significant economic impact on a substantial number of small entities.

Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), the Coast Guard offered to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process.

Collection of Information

This rule does not provide for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Federalism

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

Environment

The Coast Guard has considered the environmental impact of this rule and concluded that under Figure 2-1, paragraph 34(f) Coast Guard Commandant Instruction M16475.1C that this rule is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" and Environmental Analysis Checklist are available in the docket for inspection and copying where indicated under **ADDRESSES** in this final rule.

List of Subjects in 33 CFR Part 110

Anchorage grounds.

Final Regulation

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 110 as follows:

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

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

2. Revise § 110.51 to read as follows:

§ 110.51 Groton, Conn.

The waters between an unnamed cove and Pine Island.

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

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

Note: The areas designated by (a) and (b) are principally for the use of recreational vessels. Vessels shall be anchored so that part of the vessel obstructs the 135 foot wide channel. Temporary floats or buoys for marking the location of the anchor of a vessel at anchor may be used. Fixed mooring pilings or stakes are prohibited.

Dated: June 11, 1998.

R.M. Larrabee,

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

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DEPARTMENT OF EDUCATION

34 CFR Part 685

RIN 1840-AC45

William D. Ford Federal Direct Loan Program

AGENCY: Department of Education.

ACTION: Final regulations.