

organizations that are not dominant in their fields and governmental jurisdictions with populations less than 50,000.

Because it expects the impact of this rule to be so minimal, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a substantial impact on a significant number of small entities.

Collection of Information

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

Federalism

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

Environment

The Coast Guard has considered the environmental impact of this regulation and concluded that under paragraph 2.B.2 of Commandant Instruction M16475.1c, Figure 2-1, paragraph (34)(g), it will have no significant environmental impact and it is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist are included in the docket maintained at the address listed in ADDRESSES.

Unfunded Mandates

Under the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4), the Coast Guard must consider whether this rule will result in an annual expenditure by state, local, and tribal governments, in the aggregate of \$100 million (adjusted annually for inflation). If so, the Act requires that a reasonable number of regulatory alternatives be considered, and that from those alternatives, the least costly, most cost-effective, or least burdensome alternative that achieves the objective of the rule be selected.

No state, local, or tribal government entities will be effected by this rule, so this rule will not result in annual or aggregate costs of \$100 million or more. Therefore, the Coast Guard is exempt from any further regulatory requirements under the Unfunded Mandates Act.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping

requirements, Security measure, Waterways.

Regulation

For the reasons set out in the preamble, the Coast Guard amends 33 CFR Part 165, as follows:

PART 165—[AMENDED]

1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. A new section 165.1115 is added to read as follows:

§ 165.1115 Copper Canyon, Lake Havasu, Colorado River—Regulated Navigation Area.

(a) *Location.* The following is a regulated navigation area:

(1) In the water area of Copper Canyon, Lake Havasu, Colorado River, beginning at the approximate center of the mouth of Copper Canyon and drawing a line down the approximate center of the canyon extending shoreward to the end of the navigable waters of the canyon, and comprising a semi-rectangular area extending 30 feet on each side of the line, for a total semi-rectangular width of 60 feet.

(2) This line is more precisely described as: beginning at latitude 34°25'67.6"N, longitude 114°18'38.5"W, thence southwesterly to latitude 34°25'64"N, longitude 114°18'45.7"W, thence northwesterly to latitude 34°25'65.6"N, longitude 114°18'46.7"W, thence southeasterly to latitude 34°25'60.7"N, longitude 114°18'42.7"W, thence southwesterly to longitude 34°25'51.4"N, latitude 114°18'46.2"W, thence southeasterly to latitude 34°25'47.1"N, longitude 114°18'49.4"W, thence to the end of the navigable waters of the canyon.

(b) *Definitions.* For the purposes of this section:

(1) *Vessel:* Every description of watercraft, used or capable of being used as a means of transportation on the water, and regardless of mode of power.

(2) *Patrol Vessel:* Vessels designated by the Captain of the Port, San Diego, to enforce or assist in enforcing these regulations, including Coast Guard, Coast Guard Auxiliary, and San Bernardino County Sheriff's Department Vessels.

(c) *Regulations.*

(1) Vessels, with the exception of patrol vessels, shall not anchor, moor, loiter in, or otherwise impede the transit of any other vessel within the regulated navigation area. Furthermore, all vessels, with the exception of patrol

vessels, shall expeditiously and continuously transit the regulated navigation area via the most direct route consistent with navigational safety.

(2) During periods of vessels congestion within the Copper Canyon area, as determined by the Captain of the Port or his or her designated on-scene representative, the regulated navigation area will be closed to all vessels, with the exception of patrol vessels. During designated closure periods, no vessel may enter, remain in, or transit through the regulated navigation area, with the exception of patrol vessels. Designation of periods of vessel congestion and announcement of the closure of the regulated navigation area will be conducted by broadcast notices to mariners on VHF-FM Channel 16 no less frequently than every hour for the duration of the closure period.

(3) Each person in the regulated navigation area shall comply with the directions of the Captain of the Port or his or her designated on-scene representative regarding vessel operation.

Dated: June 25, 1998.

R.D. Sirois,

Captain, U.S. Coast Guard Commander, Eleventh Coast Guard District Acting.

J.C. Card,

Vice Admiral, U.S. Coast Guard Commander, Eleventh Coast Guard District.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD11-98-009]

RIN 2115-AE46

Special Local Regulations; World Series of Power Boat Racing on Mission Bay (Formerly Known as Thunderboat Regatta)

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

SUMMARY: This notice implements 33 CFR 100.1101, Southern California Annual marine events, for the World Series of Power Boat Racing on Mission Bay. This event, formerly known as the Thunderboat Regatta, consists of racing using high-speed powerboats with a maximum length of 27 feet. Neither the sponsor, nor the date, nor the location of the event has changed since this event was listed as the "Thunderboat Regatta" in Table 1 of 33 CFR 100.1101.

These regulations will be effective on that portion of Fiesta Bay and Mission Bay, San Diego, California, that is described in Table 1 of 33 CFR 100.1101. Implementation of 33 CFR 100.1101 is necessary to control vessel traffic in the regulated area during the event to ensure the safety of participants and spectators.

Pursuant to 33 CFR 100.1101(a), Commander, Coast Guard Activities San Diego, is designated Patrol Commander for this event; he has the authority to delegate this responsibility to any commissioned, warrant, or petty officer of the Coast Guard.

DATES: This section is effective from 7:30 a.m. PDT until 6 p.m. PDT, September 18, 1998, and continues to be effective from 7:30 a.m. PDT until 6 p.m. PDT every day through, and including, September 20, 1998. If the event concludes prior to the scheduled termination date and/or time, the Coast Guard will cease enforcement of this section and will announce that fact via Broadcast Notice To Mariners.

FOR FURTHER INFORMATION CONTACT: QMC Michael C. Claeys, U.S. Coast Guard Activities San Diego, California; Tel: (619) 683-6309.

SUPPLEMENTARY INFORMATION:

Discussion of Implementation

The World Series of Power Boat Racing on Mission Bay is scheduled to occur on September 18 and continues daily through, and including, September 20, 1998. This event, formerly known as the Thunderboat Regatta, consists of racing using high-speed powerboats with a maximum length of 27 feet. Neither the sponsor, nor the date, nor the location of the event has changed since this event was listed as the "Thunderboat Regatta" in Table 1 of 33 CFR 100.1101.

These Special Local Regulations permit Coast Guard control of vessel traffic in order to ensure the safety of spectator and participant vessels. In accordance with the regulations in 33 CFR 100.1101, no persons or vessels shall block, anchor, or loiter in the regulated area; nor shall any person or vessel transit through the regulated area, or otherwise impede the transit of participant or official patrol vessels in the regulated area, unless cleared for such entry by or through an official patrol vessel acting on behalf of the Patrol Commander.

Dated: June 25, 1998.

J.C. Card,

Vice Admiral, U.S. Coast Guard, Commander, Eleventh Coast Guard District.

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POSTAL SERVICE

39 CFR Part 111

Use and Determination of Postage Value of Breast Cancer Research Semi-postal Stamp

AGENCY: Postal Service.

ACTION: Final rule; request for comments.

SUMMARY: This rule amends the Domestic Mail Manual to establish the terms and conditions for use and determination of value of the Breast Cancer Research Semi-postal Stamp.

DATES: Effective July 29, 1998.

Comments must be received on or before August 17, 1998.

ADDRESSES: Mail or deliver written comments to the Manager, Mail Preparation and Standards, 475 L'Enfant Plaza, SW, Room 6800, Washington, DC, 20260-2405. Copies of all written comments will be available for inspection and photocopying between 9 a.m. and 4 p.m., Monday through Friday at USPS Headquarters Library, 475 L'Enfant Plaza SW, 11th Floor N, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Anne Emmerth, (202) 268-2363.

SUPPLEMENTARY INFORMATION: The Stamp Out Breast Cancer Act, Pub. L. No. 105-41, 111 Stat. 1119 (1997), directs the Postal Service to make available a Breast Cancer Research Semi-postal Stamp at a special price to enable the public to make contributions to fund breast cancer research. The Act specifies that the price of the special postage stamp is the First-Class Mail single-piece first-ounce letter rate plus a differential not to exceed 25 percent of that rate category. The Act empowers the Governors of the United States Postal Service to establish the price for the stamp. Pursuant to the Act, the Governors have established a price of 40 cents for each Breast Cancer Research Semi-postal Stamp.

Mailers may use the Breast Cancer Research Semi-postal Stamp in place of First-Class Mail single-piece first-ounce letter rate stamps on their mail, if they so choose, in order to make a contribution. The difference between the purchase price of the stamp (40 cents) and the First-Class Mail single-piece first-ounce letter rate (currently 32 cents) less associated costs will be used to fund breast cancer research. Pursuant to the Act, the Postal Service is directed to pay, after deduction for its reasonable costs, 70 percent of the revenue from the differential to the National Institutes of Health, and the remainder to the Department of Defense.

The stamp's dual purposes, namely, as a means of payment of postage and as a device for raising funds for breast cancer research, require that special terms and conditions apply to the use of the stamp. In particular, because the stamp must be made available for a two-year period, and given that the Act does not require that the stamp's price be changed in the event that a change in the First-Class Mail single-piece rate is implemented during the two-year period, the Postal Service has determined that the stamp will be non-denominated. This measure preserves the Governors' option of maintaining the price of the Breast Cancer Research Semi-postal Stamp at 40 cents, even after the First-Class Mail single-piece rate is raised to 33 cents after the stamp's issuance, without the need to reprint the stamp with a new numerical denomination. When the First-Class Mail single-piece rate is increased to 33 cents on January 10, 1999, the postage value of Semi-postal stamps purchased before such change is effected will remain the same. Stamps purchased after a change in the First-Class Mail single-piece rate is effected will have a postage value equivalent to that rate at the time of purchase. Thus, Semi-postal stamps purchased before the First-Class Mail single-piece rate is changed on January 10, 1999, will have a postage value of \$0.32; Semi-postal stamps purchased after the rate change is implemented will have a postage value of \$0.33.

In lieu of a numerical denomination, the stamp will bear the words "First-Class." This measure is intended to inform mailers that the stamp's postage value is equal to the First-Class Mail single-piece letter rate in effect at the time of purchase. In addition, the Domestic Mail Manual distinguishes the price of the stamp from its postage value and establishes that the postage value of the stamp is determined by the First-Class Mail first-ounce single-piece letter rate in effect at the time of purchase.

Conforming limitations on refunds and valuation for purposes of exchange or conversion are also included in the final rule. A conforming amendment is also made to DMM R000.4.0.

Although exempt from the notice and comment requirements of the Administrative Procedure Act (5 U.S.C. 553(b), (c)) regarding rulemaking by 39 U.S.C. 410(a), the Postal Service is seeking comments on the following revisions of the Domestic Mail Manual (DMM), incorporated by reference in the Code of Federal Regulations. See 39 CFR part 111.