comply fully with certain provisions of the 72 COLREGS without interfering with its special function as a naval ship. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

EFFECTIVE DATE: May 18, 1998.

FOR FURTHER INFORMATION CONTACT: Captain R.R. Pixa, JAGC, U.S. Navy, Admiralty Counsel, Office of the Judge Advocate General, Navy Department, 200 Stovall Street, Alexandria, VA 22332–2400, Telephone number: (703) 325–9744.

SUPPLEMENTARY INFORMATION: Pursuant to the authority granted in 33 U.S.C. 1605, the Department of the Navy amends 32 CFR Part 706. This amendment provides notice that the Deputy Assistant Judge Advocate General (Admiralty) of the Navy, under authority delegated by the Secretary of the Navy, has certified that USS HARRY S TRUMAN (CVN 75) is a vessel of the Navy which, due to its special construction and purpose, cannot comply fully with the following specific provisions of 72 COLREGS without interfering with its special function as a naval ship: Rule 21(a), pertaining to the placement of the masthead lights over the fore and aft centerline of the ship; Annex I, paragraph 2(g), pertaining to the placement of the sidelights above the hull; and Annex I, paragraph 3(a), pertaining to the placement of the forward masthead light in the forward quarter of the ship. The Deputy Assistant Judge Advocate General (Admiralty) has also certified that the lights involved are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is impracticable, unnecessary, and contrary to public interest since it is based on technical findings that the placement of lights on this vessel in a manner differently from that prescribed herein will adversely affect the vessel's ability to perform its military functions.

List of Subjects in 32 CFR Part 706

Marine Safety, Navigation (Water), and Vessels.

PART 706—[AMENDED]

Accordingly, 32 CFR Part 706 is amended as follows:

1. The authority citation for 32 CFR Part 706 continues to read:

Authority: 33 U.S.C. 1605.

§ 706.2 [AMENDED]

2. Table Two of § 706.2 is amended by adding, in numerical order, the following entry for USS HARRY S TRUMAN:

TABLE TWO

Vessel	Number	Masthead lights, distance to stbd of keel in meters; rule 21(a)	Forward anchor light, distance below flight dk in meters; § 2(K), annex I	Forward anchor light, number of; rule 30(a)(i)	AFT anchor light, distance below flight dk in meters; rule 21(e), rule 30(a)(ii)	AFT anchor light, number of; rule 30(a)(ii)	Side lights, distance below flight dk in meters; § 2(g), annex I	Side lights, distance forward of forward masthead light in meters; § 3(b), annex I	Side lights, distance inboard of ship's sides in meters; § 3(b), Annex I
USS HARRY S TRUMAN	CVN–75	30.02	.....	1	.....	1	0.56	.....	.....

3. Table Five of § 706.2 is amended by adding, in numerical order, the following entry for USS HARRY S TRUMAN:

TABLE FIVE

Vessel	No.	Masthead lights not over all other lights and obstructions. annex I, sec. 2(f)	Forward masthead light not in forward quarter of ship. annex I, sec. 3(a)	After masthead light less than 1/2 ship's length aft of forward masthead light. annex I, sec. 3(a)	Percentage horizontal separation attained
USS HARRY S TRUMAN	CVN 75	.....	X	.....	.....

Dated: May 18, 1998.

R.R. Pixa,

Captain, JAGC, U.S. Navy, Deputy Assistant Judge Advocate General (Admiralty).

[FR Doc. 98–15206 Filed 6–8–98; 8:45 am]

BILLING CODE 3810–FF–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD 08–98–021]

Drawbridge Operating Regulation; Back Bay of Biloxi, MS

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the US 90 bascule drawbridge across the Back Bay of Biloxi, mile 0.4 between Biloxi and Ocean Springs, Harrison and Jackson Counties, Mississippi. This deviation allows the Mississippi Department of Transportation to close the bridge during certain hours for repairs from June 8, until July 1, 1998. The draw may open at other times should a large accumulation of waterway traffic occur

or if an emergency situation occurs. This temporary deviation is issued to allow for the replacement of the shim plates on the center locks and replacing the electric brake system with a new hydraulic system and additional maintenance as required.

DATES: This deviation is effective from 8:30 a.m. on June 8, 1998 through 3 p.m. on July 1, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. David Frank, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, LA, 70130–3396, telephone number 504–589–2965.

SUPPLEMENTARY INFORMATION: The US 90 bascule drawbridge across the Back Bay of Biloxi between Biloxi and Ocean Springs, Harrison and Jackson Counties, Mississippi has a vertical clearance of 35.9 feet above mean high water, elevation 1.8 feet Mean Sea Level, in the closed-to-navigation position and unlimited clearance in the open-to-navigation position. Navigation on the waterway consists of tugs with tows, fishing vessels, sailing vessels, and other recreational craft. Presently, as set out in 33 CFR 117.765, the draw opens on signal except that from 6:30 a.m. to 7:05 a.m., 7:20 a.m. to 8:05 a.m., 4 p.m. to 4:45 p.m., and 4:55 p.m. to 5:30 p.m. Monday through Friday except holidays, the draw need not open for the passage of vessels.

The Mississippi Department of Transportation requested a temporary deviation from the normal operation of the bridge in order to accommodate maintenance work. The maintenance work consists of replacing existing center span locks with new shim plates, replacing the electric brake system with a new hydraulic system, restoring the auxiliary drive system, realignment of the bridge, replacing worn oil seals and installation of new power supply conduit and cables. This work is essential for the continued operation of the draw span. The request was reviewed by the Marine Safety Office in Mobile, Alabama, and it does not appear that the requested deviation will have a major impact on local vessel traffic.

This District Commander has, therefore, issued a deviation from the regulations in 33 CFR 117.765 authorizing the bridge to remain closed from 8:30 a.m. until noon and from 12:30 p.m. until 3 p.m., Monday through Friday from June 8, until July 1, 1998. Additionally, the bridge will be closed to navigation daily from 12:01 a.m. to 5 a.m. from June 22, until June 26, 1998.

Dated: May 29, 1998.

A.L. Gerfin, Jr.,

Captain, U.S. Coast Guard, Acting Commander, 8th Coast Guard Dist.

[FR Doc. 98–15282 Filed 6–8–98; 8:45 am]

BILLING CODE 4910–15–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 63

[AD–FRL–6106–4]

RIN 2060–A100

National Emission Standards for Hazardous Air Pollutants: Petroleum Refineries

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: This action revises the ''National Emission Standards for Hazardous Air Pollutants: Petroleum Refineries'' which was issued as a final rule August 18, 1995. This rule is commonly known as the Petroleum Refineries national emission standards for hazardous air pollutants (NESHAP). This action revises the date by which an Implementation Plan for emissions averaging is to be submitted. Today's action also exempts specific streams associated with hydrogen plants from the requirements for process vents.

DATES: The direct final rule will be effective on August 18, 1998. The direct final rule will become effective without further notice unless the EPA receives relevant adverse comments on or before July 9, 1998. Should the EPA receive such comments, it will publish a timely document withdrawing this rule.

ADDRESSES: *Comments.* Comments should be submitted (in duplicate, if possible) to: Air and Radiation Docket and Information Center (6102), Attention Docket Number A–93–48 (see docket section below), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, DC 20460. The EPA requests that a separate copy also be sent to the contact person listed below.

FOR FURTHER INFORMATION CONTACT: Mr. James Durham, Waste and Chemical Processes Group, Emission Standards Division (MD–13), U.S. Environmental Protection Agency, Research Triangle Park, North Carolina, 27711, telephone number (919) 541–5672.

SUPPLEMENTARY INFORMATION: On August 18, 1995 EPA promulgated the ''National Emission Standards for Hazardous Air Pollutants from Petroleum Refineries'' (the ''Petroleum Refineries NESHAP''). The NESHAP regulates hazardous air pollutants (HAP) emitted from new and existing refineries that are major sources of HAP emissions. The regulated category and entities affected by this action include:

Category	Examples of regulated entities
Industry	Petroleum Refineries (Standard Industrial Classification Code 2911).

This table is not intended to be exhaustive but, rather, provides a guide for readers regarding entities likely to be interested in the revisions to the regulation affected by this action. To determine whether your facility is regulated by this action, you should carefully examine all of the applicability criteria in 40 CFR 63.640. If you have questions regarding the applicability of this action to a particular entity, consult the appropriate person listed in the preceding **FOR FURTHER INFORMATION CONTACT** section.

A companion proposal to this direct final rule is being published in today's **Federal Register** and is identical to this direct final rule. Any comments on the revisions to the Petroleum Refineries NESHAP should address that proposal. If relevant adverse comments are timely received by the date specified in the proposed rule, the EPA will publish a document informing the public that this rule did not take effect and the comments will be addressed in a subsequent final rule based on the proposed rule. If no relevant adverse comments on any provision of this direct final rule are timely filed then the entire direct final rule will become effective on August 18, 1998, and no further action will be taken on the companion proposal published today.

I. Description of Revisions

A. Revision of Submission Date for Plan to Implement Emissions Averaging

Today's action revises the requirement to submit an Implementation Plan, if using emissions averaging, no later than 18 months prior to the compliance date. The requirement is revised to allow the Implementation Plan to be submitted for approval at any time prior to initiation of emissions averaging. The EPA has determined that the requirement to submit the Implementation Plan 18 months prior to the compliance date is not desirable because it precludes existing sources from using emissions averaging if they decide to do so in the future.