

24–31.18N, 081–51.10W; thence to,
24–31.18N, 081–48.88W; thence to,
24–32.94N, 081–48.82W.

All coordinates reference use datum:
NAD 1983.

(2) *Coast Guard Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the United States Coast Guard who has been designated by Coast Guard Group Key West, Florida.

(b) *Special Local Regulations.* (1) Entry into the regulated area, by other than event participants, is prohibited unless otherwise authorized by the patrol commander.

(2) A succession of not less than 5 short whistle or horn blasts from a patrol vessel will be the signal for any non-event participating vessel to take immediate steps to avoid collision. The display of a red distress flare from a patrol vessel will be a signal for any and all vessels to stop immediately.

(c) *Effective Dates.* This section is effective at 10 a.m. and terminates at 4 p.m. annually on the second Wednesday and Saturday in November.

Dated: November 15, 1996.

J.D. Hull

*Captain, U.S. Coast Guard, Acting
Commander, Seventh Coast Guard District.*
[FR Doc. 96–31091 Filed 12–9–96; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 100

[CGD07–053]

RIN 2115–AE46

Special Local Regulations; Holiday Boat Parade of the Palm Beaches; Palm Beach, FL

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing special local regulations for the Holiday Boat Parade of the Palm Beaches. This event will be held annually during the second Saturday of December, from 6:30 p.m. until 9 p.m. EST (Eastern Standard Time). Historically, there have been approximately 60 parade event participant vessels and 200 spectator craft during the boat parade. The resulting congestion of navigable channels creates an extra or unusual hazard on the navigable waters. These regulations are necessary to provide for the safety of life on navigable waters during the event.

EFFECTIVE DATE: December 10, 1996.

FOR FURTHER INFORMATION CONTACT:

QM2 S. E. Fowler, Project Officer, U.S. Coast Guard Group Miami at (305) 535–4448.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, the final rule will be made effective in less than 30 days from the date of publication in the Federal Register. Following normal rulemaking procedures would be impracticable, unnecessary, and contrary to the public interest. A notice of proposed rulemaking for this rule was published in the Federal Register (61 FR 53342) with a thirty day comment period. The final rule will be made effective in less than thirty days from the date of publication in order to hold the event. During this comment period, no comments were received on this rulemaking.

Regulatory History

On October 11, 1996, the Coast Guard published a notice of proposed rulemaking entitled Holiday Boat Parade of the Palm Beaches; Palm Beach, FL [CGD07–96–053] in the Federal Register (61 FR 53342). The comment period ended on November 12, 1996. The Coast Guard received no comments during the notice of proposed rulemaking comment period. A public hearing was not requested and no hearing was held.

Background and Purpose

These regulations are needed to provide for the safety of life on the navigable waterways during the Holiday Boat Parade of the Palm Beaches. These regulations are intended to promote safe navigation on the waters off the Palm Beaches during the parade by controlling the traffic entering, exiting, and traveling within these waters. The Holiday Boat Parade of the Palm Beaches is an annual night time boat parade consisting of approximately sixty (60) power and sail boats ranging in length from 18 feet to 85 feet decorated with holiday lights. Historically, there have been approximately 60 parade event participant vessels and 200 spectator craft during the boat parade. The anticipated concentration of these spectator and parade participant vessels associated with the boat parade poses a safety concern which is addressed in these special local regulations.

The boat parade will take place annually during the second Saturday of December, from 6:30 p.m. until 9 p.m. EST (Eastern Standard Time). The parade will form in the staging area in the Port of Palm Beach turning basin and then proceed south down the Intracoastal Waterway (ICW) to Lake Worth South Daybeacon 23 (LLNR 42300) where the parade will disband.

The regulated area will include the Port of Palm Beach Turning Basin and the Intracoastal Waterway extending south from Lake Worth South LT 1 (LLNR 42170) to Lake Worth South Daybeacon 23 (LLNR 42300).

While the parade is transiting, these regulations will prohibit nonparticipating vessels from approaching within 1000 feet ahead of the lead vessel in the parade to 1000 feet astern of the last participating vessel in the parade or within 50 feet on either side of the parade unless authorized by the patrol commander. After the passage of the parade participants, all vessels will be allowed to resume normal operations. A succession of not fewer than 5 short whistle or horn blasts from a patrol vessel will be the signal for any nonparticipating vessel to stop immediately. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

Regulatory Evaluation

These regulations are 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary, because entry into the regulated area is prohibited for only 2½ hours during the boat parade.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider the economic impact on the small entities of a for which a general notice of proposed rulemaking is required. “Small entities” may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605 (b) that this rule will not have a significant economic impact on a substantial number of small entities, because the regulated area encompasses a limited area and will restrict vessel traffic for only 2½ hours on the day of the event.

Collection of Information

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

Federalism

This rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that this rulemaking does not have sufficient federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this action consistent with Section 2.B.2. of Commandant Instruction M16475.1B, (as revised by 59 FR 38654, July 29, 1994). In accordance with that instruction specifically sections 2.B.4.g. and 2.B.5., this rule has been environmentally assessed (EA completed), and the Coast Guard has concluded that it will not significantly affect the quality of the human environment. The Coast Guard has consulted with the U.S. Fish and Wildlife Service and the Florida Department of Environmental Protection regarding the environmental impact of this event, and it was determined that the event does not jeopardize the continued existence of protected, threatened, or endangered species. The Coast Guard will consult U.S. Fish and Wildlife Service and the Florida Department of Environmental Protection on a yearly basis regarding the possible effects of this event on the environment. An environmental assessment and a finding of no significant impact have been prepared and are available in the docket for inspection and copying.

List of Subjects in 33 CFR Part 100

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

Final Regulations

For reasons set out in the preamble, the Coast Guard amends Part 100 of Title 33, Code of Federal Regulations, as follows:

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

PART 100—[AMENDED]

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

2. A new section 100.723 is added to read as follows:

§ 100.723 Annual Holiday Boat Parade of the Palm Beaches; Palm Beach, FL.

(a) *Regulated Area.* A regulated area is established to include the Port of Palm

Beach Turning Basin and the Intracoastal Waterway extending south from Lake Worth South LT 1 (LLNR 42170) to Lake Worth South Daybeacon 23 (LLNR 42300).

(b) *Special Local Regulations.*

(1) While the parade is transiting, nonparticipating vessels will be prohibited from approaching within 1000 feet ahead of the lead vessel in the parade to 1000 feet astern of the last participating vessel in the parade or within 50 feet on either side of the parade unless authorized by the patrol commander. After the passage of the parade participants all vessels may resume normal operations.

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

(c) *Effective Date.* These regulations are effective annually on the second Saturday of December, from 6:30 p.m. until 9 p.m. est.

Dated: November 15, 1996.

J.D. Hull,

Captain, U.S. Coast Guard, Acting Commander, Seventh Coast Guard District.
[FR Doc. 96-31092 Filed 12-9-96; 8:45 am]

BILLING CODE 4910-14-M

33 CFR PART 117

[CGD08-96-054]

RIN 2115-AE47

Drawbridge Operation Regulation; Inner Harbor Navigation Canal, LA

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: Notice is hereby given that the Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation in 33 CFR 117.5 governing the operation of the L&N Railroad/Old Gentilly Road bascule span drawbridge across the Inner Harbor Navigation Canal, mile 3.4 in New Orleans, Orleans Parish, Louisiana. This deviation requires that the draw open on signal, except that between the hours of 6 a.m. and 4 p.m. daily from December 8, 1996 through December 21, 1996, the draw need not open for the passage of vessels for a maximum period of up to six hours. The draw need not open for the passage of vessels for a continuous closure from 12:01 a.m. on December 22, 1996 through 12 noon on December 26, 1996, a total of 108

hours. Additionally, between the hours of 6 a.m. and 4 p.m. daily from December 26, 1996 through December 29, 1996, the draw need not open for the passage of vessels for a maximum period of up to six hours. Presently, the draw is required to open on signal. This temporary deviation is issued to allow for the replacement of the main trunions of the bascule span, an extensive but necessary maintenance operation.

EFFECTIVE DATES: The deviation is effective from 12:01 a.m. December 8, 1996 through 4 p.m. on December 29, 1996.

FOR FURTHER INFORMATION CONTACT:

Mr. Phil Johnson, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana 70130-3396, telephone number (504) 589-2965.

SUPPLEMENTARY INFORMATION:

Background and Purpose

The L&N Railroad/Old Gentilly Road bascule span drawbridge across the Inner Harbor Navigation Canal, mile 3.4 in New Orleans, has a vertical clearance of one foot above high tide in the closed to navigation position and unlimited clearance in the open to navigation position. Navigation on the waterway consists of tugs with tows, including crane barges, jack-up boats, oil industry crew vessels, fishing vessels, sailing vessels, and other recreational craft. The Port of New Orleans requested a temporary deviation from the normal operation of the bridge so that the main bascule span trunion pins could be removed and replaced. The procedure requires that the draw span remain in the closed position for up to six consecutive hours per day between the hours of 6 a.m. and 4 p.m. for 14 consecutive days while jacks are constructed which support the span when the trunion pins are removed. The span must remain continuously closed to navigation for 4.5 consecutive days while the trunion pins are removed and replaced.

Following the trunion pin replacements, the draw span must remain in the closed to navigation position for up to six consecutive hours per day between the hours of 6 a.m. and 4 p.m. for 3 consecutive days while jacks are removed. The old trunion pins are badly worn and must be replaced. Therefore, this maintenance operation is essential for continued operation of the draw span. This deviation to 33 CFR 117.5 is effective from 12:01 a.m. December 8, 1996 through 4 p.m. on December 29, 1996.