

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

Dated: July 11, 1996.

John W. Lockwood,

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

[FR Doc. 96-19749 Filed 8-2-96; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 117

[CGD09-96-003]

RIN 2115-AE47

Drawbridge Operation Regulations; Saginaw River, MI

AGENCY: Coast Guard, DOT.

ACTION: Notice; Direct final rule confirmation of effective date.

SUMMARY: On May 14, 1996, the Coast Guard published, in the Federal Register, a direct final rule, 61 FR 24235, CGD09-96-003. This direct final rule notified the public of the Coast Guard's intent to place the CSX Railroad bridge, mile 18.0 over the Saginaw River in Saginaw, MI, in a fixed status. The bridge will be locked in the closed position. The Coast Guard has not received any adverse comments or any notice of an intent to submit adverse comments objecting to this rule as written. Therefore, this rule will go into effect as scheduled.

EFFECTIVE DATE: The effective date of the direct final rule is confirmed as August 12, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Scot M. Striffler, Project Manager, Ninth Coast Guard District Bridge Branch, at (216) 522-3993.

Dated: July 17, 1996.

G.F. Woolever,

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

[FR Doc. 96-19748 Filed 8-2-96; 8:45 am]

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33 CFR Part 165

[CGD1-96-068]

RIN 2115-AE84

Regulated Navigation Area: Boston Harbor, Spectacle Island, Boston, MA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary Regulated Navigation Area (RNA) in the waters surrounding the west side of Spectacle Island, Boston Harbor, Boston, MA. Dredging operations are being conducted to ensure adequate depth is maintained for vessels operating in the area. This RNA will protect the sediment curtain from damage by passing vessels and increase safety of the workers by requiring all vessels in the regulated area to operate at a no-wake speed.

EFFECTIVE DATES: This temporary final rule is effective July 16, 1996, until August 16, 1996, Monday through Saturday, 24 hours per day.

FOR FURTHER INFORMATION CONTACT:

LTJG John Buckley, Vessel and Waterway Management Division, Coast Guard Captain of the Port Boston, 455 Commercial Street, Boston, MA 02109-1045, (617) 223-3000.

SUPPLEMENTARY INFORMATION:

Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation. Good cause exists for not publishing a NPRM and for making this regulation effective in less than 30 days after Federal Register publication. The date the Massachusetts Highway Department provided notice of delays in the project left insufficient time to publish a NPRM or extend the previous RNA which expired on July 1, 1996. It is in the public interest to have the west side of Spectacle Island dredged and to have a no-wake zone established during operations. The actual water depth to the west of Spectacle Island is considerably less than the charted depth, making vessel movements in the area dangerous. Immediate action is needed to regulate vessel traffic in the vicinity of Spectacle Island to avoid groundings and enable dredging operations to continue. Comments were requested in the previous RNA and none were received.

Background and Purpose

Massachusetts Highway Department is conducting dredging operations in the

waters off the west side of Spectacle Island. Spectacle Island is the deposit site for excavated material from the Central Artery/Tunnel project. As a result of this deposition and subsequent erosion and runoff, sediment has built up in the waters west of Spectacle Island. Due to sedimentation, the actual water depth is considerably less than the charted depth, making vessel movements in the area dangerous. Spectacle Island receives regular tugboat and barge traffic in conjunction with the Central Artery Tunnel project. The dredging operation will remove the sediment in order to increase water depth for vessels operating in the area. A sediment curtain is required to be in place during the dredging operation to minimize damage to the environment. In order to minimize damage to the environment and provide for the safety of personnel and vessels involved in the dredging operation, the Coast Guard deemed an RNA necessary.

The Coast Guard published a Regulated Navigation Area (CGD1-96-042) (which regulated vessel traffic from June 10, 1996, until July 1, 1996. The Massachusetts Highway Department informed the Coast Guard on or about June 29, 1996, that they had encountered two large concrete containers in the vicinity of the dredging operations and, consequently, would fail to meet their estimated project completion deadline. The Department requested an extension of the RNA. With such short notice it was not possible to extend the original RNA. A second Regulated Navigation Area is needed to protect the sediment curtain and ensure the safety of the workers.

Discussion of the Rule

The RNA includes all waters of Boston Harbor bounded by the western shore of Spectacle Island and the following coordinates: 42°19'35"N, 070°59'28"W; 42°19'30"N, 070°59'37"W; 42°19'09"N, 070°59'22"W; 42°19'11"N, 070°59'16"W. (NAD 1983) The boundaries are identical to those in the previous RNA for Boston Harbor, Spectacle Island.

Several work boats and barges involved in the dredging will be operating within the RNA. Vessels transiting the RNA will be required to operate at a no-wake speed to minimize damage to the sediment curtain and protect workers aboard the work boats and barges. The dredging operation is scheduled to continue until August 16, 1996. Operations will be conducted 24 hours per day, Monday through Saturday.