

District, Bridge Administration Branch, Hale Boggs Federal Building, room 1313, 501 Magazine Street, New Orleans, Louisiana 70130-3396 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The Bridge Administration Branch of the Eighth Coast Guard District maintains the public docket for this temporary deviation.

FOR FURTHER INFORMATION CONTACT: Phil Johnson, Bridge Administration Branch, at the address given above, telephone (504) 589-2965.

SUPPLEMENTARY INFORMATION: The Burlington Northern Santa Fe Railroad swing span drawbridge across Bayou Des Allemands, mile 14, at Des Allemands, Louisiana has a vertical clearance of three feet above mean high water in the closed-to-navigation position and unlimited in the open-to-navigation position. Navigation on the waterway consists of tugs with tows, fishing vessels and recreational craft. The Burlington Northern Santa Fe Railroad requested a temporary deviation for the operation of the drawbridge to accommodate maintenance work, involving replacement of the steel truss members, stringers, floor beams and railroad ties and rails, an extensive but necessary maintenance operation. Presently, the draw opens on signal Monday through Friday from 7 a.m. until 3 p.m. At all other times the draw opens on signal if at least 4 hours notice is given. This work is essential for continued safe operation of the bridge.

The District Commander has, therefore, issued a deviation from the regulations in 33 CFR 117.5 authorizing the draw of the Burlington Northern Santa Fe Railroad swing span drawbridge to remain closed to navigation from 7 a.m. on July 12, 1999 through 6 p.m. on July 16, 1999 and from 7 a.m. on July 19, 1999 through 6 p.m. on July 23, 1999.

In event of an approaching tropical storm or hurricane, the draw will return to normal operation with 12 hours notice from the Coast Guard. Presently, the draw opens on signal Monday through Friday from 7 a.m. until 3 p.m. At all other times the draw opens on signal if at least 4 hours notice is given.

Dated: June 4, 1999.

Paul J. Pluta,

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

[FR Doc. 99-16010 Filed 6-22-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-99-084]

Drawbridge Operation Regulations: Hackensack River, NJ

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard, has issued a temporary deviation from the drawbridge operation regulations governing the operation of the Portal Bridge, mile 5.0, across the Hackensack River at Little Snake Hill, New Jersey. This deviation authorizes the bridge owner to keep the bridge in the closed position for six weekends beginning 10 p.m. on Friday evening through 5 a.m. on Monday morning each weekend. This action is necessary to facilitate timber and mitre rail rehabilitation at the bridge.

DATES: This deviation is effective from 10 p.m. on June 11 through 5 a.m. on June 14, 1999; 10 p.m. on June 18 through 5 a.m. on June 21, 1999; 10 p.m. on June 25 through 5 a.m. on June 28, 1999; 10 p.m. on July 9 through 5 a.m. on July 12, 1999; 10 p.m. on July 16 through 5 a.m. on July 19, 1999; 10 p.m. on July 23 through 5 a.m. on July 26, 1999.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Yee, First Coast Guard District, Bridge Branch, at (212) 668-7165.

SUPPLEMENTARY INFORMATION: The Portal Bridge, mile 5.0, across the Hackensack River has vertical clearances of 23 feet at mean high water, and 28 feet at mean low water in the closed position. The current operating regulations listed at 33 CFR 117.723(c) require the bridge to open on signal; except that, from Monday through Friday, except federal holidays, the draw need not open from 7:20 a.m. to 9:20 a.m. and from 4:30 p.m. to 6:50 p.m. At all other times, an opening may not be delayed for more than ten minutes, unless the drawtender and the vessel operator agree to a longer delay.

The bridge owner, AMTRAK, requested a temporary deviation from the operating regulations for the Portal Bridge in order to conduct repairs to the bridge timber and mitre rails. This work will require the bridge to remain in the closed position and not open for vessel traffic during these repairs. Vessels that can pass under the bridge without an opening may do so at all times during the closed periods. This work is

essential for public safety and the continued operation of the bridge. In accordance with 33 CFR 117.25(c), this work will be performed with all due speed to return the bridge to normal operation as soon as possible.

This deviation to the operating regulations will allow the Portal Bridge, mile 5.0 across the Hackensack River in Little Snake Hill, New Jersey, to remain in the closed position as follows:

10 p.m. on June 11 through 5 a.m. on June 14, 1999.

10 p.m. on June 18 through 5 a.m. on June 21, 1999.

10 p.m. on June 25 through 5 a.m. on June 28, 1999.

10 p.m. on July 9 through 5 a.m. on July 12, 1999.

10 p.m. on July 16 through 5 a.m. on July 19, 1999.

10 p.m. on July 23 through 5 a.m. on July 26, 1999.

At all other times the draw shall operate as published at 33 CFR 117.723(c). This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: June 11, 1999.

R.M. Larrabee,

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

[FR Doc. 99-16011 Filed 6-22-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 160

[USCG-1998-4819]

RIN 2115-AF85

Year 2000 (Y2K) Reporting Requirements for Vessels and Marine Facilities

AGENCY: Coast Guard, DOT.

ACTION: Temporary interim rule with request for comments.

SUMMARY: The Coast Guard establishes temporary regulations to require owners and operators of certain vessels and marine facilities to report Year 2000 (Y2K) preparedness information. These reporting requirements are based on vessel and marine facility-specific Y2K questionnaires issued by the International Maritime Organization (IMO) as IMO Circular Letter 2121. Responses to questionnaires will help Coast Guard Captains of the Port (COTPs) assess vessel and marine facility preparedness for potential Y2K-related malfunctions of equipment and systems. This preparedness information will help COTPs identify potentially