

and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

**SUPPLEMENTARY INFORMATION:** Title V of Public Law 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR Part 388.

**Vessel Proposed for Waiver of the U.S.-build Requirement**

(1) Name of vessel and owner for which waiver is requested. Name of vessel: *Spirit*. Owner: Joshua T. Bloomgarden.

(2) Size, capacity and tonnage of vessel. According to the applicant: "*Spirit* is weighed in at 10 tons net weight and her length as measured from stern to bow is 37 feet length over all."

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "I intend to use *Spirit* for charter of six persons or less, primarily for day sails, for clients who have little experience on a small sail vessel. My intention is to familiarize charter clients with the working of sails, and as an educational and recreational experience. During the charters I will explain the working of the vessel along with a presentation of historical and geographical facts along with discussions of environmental factors of our country's rivers and coasts.

Although initially I will be operating out of the New York area, along the Hudson River, I would like to request a

waiver for the Eastern Seaboard (from Maine to Florida). In the Summer months I will be cruising up to Maine, and during the Winter months cruising down to Florida (with stops along the way). If I could take on occasional charter clients while cruising at these different locations it would give me the option of choosing various seasonal cruising destinations."

(4) Date and Place of construction and (if applicable) rebuilding. Date of construction: Built in 1977. Place of construction: Built in Havant, Great Britain.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "I don't believe the issuance of this waiver for *Spirit* would have a negative impact on existing commercial vessel operations. Charter of *Spirit*; would be a small, part time business, which would be for short day sails for six or less passengers. Existing commercial vessel operators would not be affected by my charter work. By exposing passengers with little experience on small vessels to the recreational and educational possibilities of spending time on the water I believe the impact would be to encourage them to seek out other vessels for further charter usage in the future"

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "I believe that this waiver would have a positive impact on US shipyards. By granting a charter waiver for *Spirit* I would be using local US shipyards to repair and maintain *Spirit* up to US Coast Guard safety standards. Also, *Spirit* is an English Pilothouse Motorsailor Ketch with a high bow and deep gunnels of a particular style and appearance as used in the North Sea of Great Britain. This type of vessel is not to my knowledge being constructed by US shipyards."

Dated: February 21, 2001.

By Order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 01-4711 Filed 2-26-01; 8:45 am]

**BILLING CODE 4910-81-P**

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Finance Docket No. 34011]

**Gettysburg & Northern Railroad Co.—  
Acquisition and Operation  
Exemption—Gettysburg Railway  
Company, Inc., Delaware  
Transportation Group, Inc., and  
Delaware Valley Railway Company, Inc.**

Gettysburg & Northern Railroad Co. (GNR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Gettysburg Railway Company, Inc., Delaware Transportation Group, Inc., and Delaware Valley Railway Company, Inc. and operate approximately 23.36 miles of rail line between approximately milepost 31.20, at Gettysburg, and milepost 7.84, at Mount Holly Springs, in Adams and Cumberland Counties, PA.

The parties reported that they intended to consummate the transaction on or about February 20, 2001. The earliest the transaction could have been consummated was February 19, 2001, the effective date of the exemption (7 days after the exemption was filed).

This transaction is related to STB Finance Docket No. 34010, *Pioneer Railcorp—Continuance in Control Exemption—Gettysburg & Northern Railroad Co.*, wherein Pioneer Railcorp has concurrently filed a verified notice to continue in control of GNR upon its becoming a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34011, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Daniel A. LaKemper, Esq., Gettysburg & Northern Railroad Co., 1318 S. Johanson Road, Peoria, IL 61607.

Board decisions and notices are available on our website at <http://www.stb.dot.gov>.

Decided: February 20, 2001.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 01-4740 Filed 2-26-01; 8:45 am]

**BILLING CODE 4915-00-P**