

11. Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

12. Energy Effects

This action is not a “significant energy action” under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use.

13. Technical Standards

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

14. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.1D, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a special local regulation issued in conjunction with a regatta or marine parade. This rule is categorically excluded under paragraph 34(h) and 35(b) of Figure 2–1 of the Commandant Instruction. An environmental analysis checklist supporting this determination and a Categorical Exclusion Determination are available in the docket where indicated under **ADDRESSES**. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

List of Subjects in 33 CFR Part 100

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

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

Authority: 33 U.S.C. 1233.

■ 2. Add a temporary § 100.35T07–0297 to read as follows:

§ 100.35T07–0297 Special Local Regulation, 50 Aniversario Balneario de Boqueron, Bahia de Boqueron; Boqueron, PR.

(a) *Regulated Areas*. The following regulated areas are established as a special local regulation. All coordinates are North American Datum 1983.

(1) *Race Area*. All waters of the Bahia de Boqueron, Boqueron, Puerto Rico encompassed within an imaginary line connecting the following points: starting at Point 1 in position 18°01.030' N, 67°10.466' W; thence west to Point 2 in position 18°01.048' N, 67°10.535' W; thence southwest to Point 3 in position 18°00.770' N, 67°10.683' W; thence east to point 4 in position 18°00.750' N, 67°10.611' N; thence northwest back to origin. All persons and vessels, except those persons and vessels participating in the high-speed boat race, are prohibited from entering, transiting, anchoring, or remaining within the race area.

(2) *Buffer Zone*. All waters of the Bahia de Boqueron, Boqueron, Puerto Rico encompassed within an imaginary line connecting the following points: starting at Point 1 in position 18°01.099' N, 67°10.540' W; thence southwest to Point 2 in position 18°00.756' N, 67°10.731' W; thence east to Point 3 in position 18°00.716' N, 67°10.581' W; thence northeast to point 4 in position 18°01.069' N, 67°10.401' N; thence west back to origin. All persons and vessels except those persons and vessels enforcing the buffer zone are prohibited from entering, transiting through, anchoring in, or remaining within the buffer zone, with the exception of authorized race participants transiting to or from the race area.

(3) *Spectator Area*. All waters of the Bahia de Boqueron excluding the race area and the buffer zone, encompassed within an imaginary line connecting the following points: starting at Point 1 in position 18°00.977' N, 67°10.392' W; thence southwest to Point 2 in position 18°00.780' N, 67°10.481' W; thence east to Point 3 in position 18°00.780' N, 67°10.464' W; thence northeast to Point 3 in position 18°00.977' N, 67°10.385' W; thence west back to origin. All persons and vessels are prohibited from traveling in excess of wake speed and anchoring within the spectator area. On-scene designated representatives will direct spectator vessels to the spectator area.

(b) *Definition*. The term “designated representative” means Coast Guard Patrol Commanders, including Coast

Guard coxswains, petty officers, and other officers operating Coast Guard vessels, and Federal, state, and local officers designated by or assisting the Captain of the Port San Juan in the enforcement of the regulated areas.

(c) *Regulations*.

(1) Except for those persons and vessels participating in the race, all persons and vessels are prohibited from entering, transiting through, anchoring in, or remaining within the race area. Except for those persons and vessels enforcing the buffer zone, or authorized participants transiting to or from the race area, all persons and vessels are prohibited from entering, transiting through, anchoring in, or remaining within the buffer area. All persons are prohibited from anchoring in, or traveling in excess of wake speed in the spectator area. Persons and vessels may request authorization to enter, transit through, anchor in, remain within the regulated areas, or to travel in excess of wake speed or anchor in the spectator area, by contacting the Captain of the Port San Juan by telephone at (787) 289–2041, or a designated representative via VHF radio on channel 16. If authorization is granted by the Captain of the Port San Juan or a designated representative, all persons and vessels receiving such authorization must comply with the instructions of the Captain of the Port San Juan or a designated representative.

(2) The Coast Guard will provide notice of the regulated areas by Local Notice to Mariners, Broadcast Notice to Mariners, and on-scene designated representatives.

(d) *Enforcement Date*. This rule will be enforced from 9 a.m. until 4 p.m. on May 5, 2013.

Dated: April 19, 2013.

D.W. Pearson,

Captain, U.S. Coast Guard, Captain of the Port San Juan.

[FR Doc. 2013–10682 Filed 5–3–13; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2013–0283]

Drawbridge Operation Regulation; York River, between Yorktown and Gloucester Point, VA

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the draw of the US 17/George P. Coleman Memorial Swing Bridge across the York River, at mile 7.0, between Gloucester Point and Yorktown, VA. The deviation is necessary to facilitate electrical work on the George P. Coleman Memorial Swing Bridge. This deviation allows the drawbridge to remain in the closed to navigation position during the deviation period.

DATES: This deviation is effective from 7 a.m. on July 8, 2013 to 5 p.m. on July 12, 2013.

ADDRESSES: The docket for this deviation, [USCG–2013–0283] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Jim Rousseau, Bridge Administration Branch Fifth District, Coast Guard; telephone 757–398–6557, email James.L.Rousseau2@uscg.mil. If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, 202–366–9826.

SUPPLEMENTARY INFORMATION: The Virginia Department of Transportation, who owns and operates this swing bridge, has requested a temporary deviation from the current operating regulations set out in 33 CFR 117.1025, to facilitate electrical work on the structure.

Under the regular operating schedule, the Coleman Memorial Bridge, at mile 7.0, between Gloucester Point and Yorktown, VA opens on signal except from 5 a.m. to 8 a.m. and 3 p.m. to 7 p.m. Monday through Friday, except Federal holidays the bridge shall remain closed to navigation. The Coleman Memorial Bridge has vertical clearances in the closed position of 60 feet above mean high water.

Under this temporary deviation, the drawbridge will be closed to navigation from 7 a.m. on Monday July 8, 2013 to 5 p.m. on Friday April 12, 2013. Emergency openings cannot be provided. There are no alternate routes for vessels transiting this section of the York River.

The York River is used by a variety of vessels including military, tugs, and recreational vessels. The Coast Guard has carefully coordinated the restrictions with military, commercial, and recreational waterway users. The Coast Guard will inform users of the waterway through our Local and Broadcast Notice to Mariners of the closure periods for the bridge so that vessels can arrange their transits to minimize any impacts caused by the temporary deviation. Mariners able to pass under the bridge in the closed position may do so at any time. Mariners are advised to proceed with caution.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: April 23, 2013.

Waverly W. Gregory, Jr.,
Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2013–10608 Filed 5–3–13; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2013–0292]

Drawbridge Operation Regulation; Lake Washington Ship Canal, Seattle, WA

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Montlake Bridge across the Lake Washington Ship Canal, mile 5.2, at Seattle, WA, and the University Bridge across the Lake Washington Ship Canal, mile 4.3, at Seattle, WA. This deviation is necessary to accommodate the “Beat the Bridge” foot race. This deviation allows the bridges to remain in the closed position to allow safe movement of event participants.

DATES: This deviation is effective from 7:30 a.m. on May 19, 2013 to 9:30 a.m. on May 19, 2013.

ADDRESSES: The docket for this deviation, [USCG–2013–0292] is available at <http://www.regulations.gov>. Type the docket number in the

“SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Randall Overton, Bridge Administrator, Coast Guard Thirteenth District; telephone 206–220–7282, email Randall.D.Overton@uscg.mil. If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Washington State Department of Transportation and Seattle Department of Transportation have requested that the Montlake Bridge and the University Bridges remain closed to vessel traffic to facilitate safe passage of participants in the “Beat the Bridge” foot race. The race course passes over the University and Montlake Bridges. The University Bridge crosses the Lake Washington Ship Canal at mile 4.3 and while in the closed position provides 30 feet of vertical clearance throughout the navigation channel and 45 feet of vertical clearance through the center of the bridge; vertical clearance referenced to the Mean Water Level of Lake Washington. The Montlake Bridge crosses the Lake Washington Ship Canal at mile 5.2 and while in the closed position provides 30 feet of vertical clearance throughout the navigation channel and 46 feet of vertical clearance throughout the center 60-feet of the bridge; vertical clearance referenced to the Mean Water Level of Lake Washington. Vessels which do not require a bridge opening may continue to transit beneath the bridges during this closure period. Under normal conditions the Montlake Bridge operates in accordance with 33 CFR 117.1051(e) and the University Bridge operates in accordance with 33 CFR 117.1051(d) which require the bridges to open on signal, except that the bridges need not open for vessels less than 1,000 gross tons between 7 a.m. and 9 a.m. and 3:30 p.m. and 6:30 p.m. for the Montlake Bridge and 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. for the University Bridge Monday through Friday. This deviation period is from 7:30 a.m. on May 19, 2013 to 9:30 a.m. on May 19, 2013. The deviation allows the bascule spans of