

Secretary of the Navy, hereby finds and certifies that USS FRANK E. PETERSON JR. (DDG 121) is a vessel of special construction or purpose, and that, with respect to the position of the following navigational lights, it is not possible to comply fully with the requirements of the provisions enumerated in the 72 COLREGS without interfering with the special function of the vessel:

Annex I, paragraph 3(a), pertaining to the position of the forward masthead light; Annex I, paragraph 2(f)(i) pertaining to the vertical position of the aft masthead light; Annex I, paragraph 3(a), pertaining to the horizontal distance between the masthead lights; Annex I, paragraph 3(c), pertaining to the horizontal distance of the “task lights” below the masthead lights; Annex I, paragraph 2(f)(ii), pertaining to the horizontal position of the task lights above the aft masthead light(s) and vertical position of the task lights between the forward masthead light(s) and aft masthead light(s).

The DAJAG (Admiralty and Maritime Law) further finds and certifies that these navigational lights are in closest possible compliance with the applicable provision of the 72 COLREGS.

Authority: 33 U.S.C. 1605(c), E.O. 11964.

Approved: April 19, 2021.

K.R. Callan,

Commander, Judge Advocate General's Corps, U. S. Navy, Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Navy

Certificate of Alternate Compliance for USS LYNDON B. JOHNSON (DDG-1002)

AGENCY: Department of the Navy, DoD.

ACTION: Notice of Issuance of Certificate of Alternate Compliance.

SUMMARY: The U.S. Navy hereby announces that a Certificate of Alternate Compliance has been issued for USS LYNDON B. JOHNSON (DDG-1002). Due to the special construction and purpose of this vessel, the Deputy Assistant Judge Advocate General (DAJAG)(Admiralty and Maritime Law) has determined it is a vessel of the Navy which, due to its special construction and purpose, cannot comply fully with the navigation lights provisions of the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) without interfering with its special function as a naval ship. The intended

effect of this notice is to warn mariners in waters where 72 COLREGS apply.

DATES: This Certificate of Alternate Compliance is effective April 22, 2021 and is applicable beginning April 16, 2021.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Darren E. Myers, JAGC, U.S. Navy, Admiralty Attorney, Office of the Judge Advocate General, Admiralty and Maritime Law Division (Code 11), 1322 Patterson Ave. SE, Suite 3000, Washington Navy Yard, DC 20374-5066, 202-685-5040, or admiralty@navy.mil.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Executive Order 11964 of January 19, 1977 and 33 U.S.C. 1605 provide that the requirements of the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), as to the number, position, range, or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signaling appliances, shall not apply to a vessel or class of vessels of the Navy where the Secretary of the Navy shall find and certify that, by reason of special construction or purpose, it is not possible for such vessel(s) to comply fully with the provisions without interfering with the special function of the vessel(s). Notice of issuance of a Certificate of Alternate Compliance must be made in the **Federal Register**.

In accordance with 33 U.S.C. 1605, the DAJAG (Admiralty and Maritime Law), under authority delegated by the Secretary of the Navy, hereby finds and certifies that USS LYNDON B. JOHNSON (DDG-1002) is a vessel of special construction or purpose, and that, with respect to the position of the following navigational lights, it is not possible to comply fully with the requirements of the provisions enumerated in the 72 COLREGS without interfering with the special function of the vessel:

Annex I, paragraph 3(a), pertaining to the horizontal separation distance between the masthead lights; Annex I, paragraph 2(a)(i), pertaining to the height of the masthead light above the main deck; Annex I, paragraph 2(k) pertaining to the vertical separation and height above deck of the anchor lights; Annex I, paragraph 2(g), pertaining to the vertical position of the sidelights; Annex I, paragraph 3(c), pertaining to the horizontal spacing of the task lights; Annex I, paragraph 2(i)(iii), pertaining to the vertical positioning and spacing of the task lights.

The DAJAG (Admiralty and Maritime Law) further finds and certifies that these navigational lights are in closest possible compliance with the applicable provision of the 72 COLREGS.

Authority: 33 U.S.C. 1605(c), E.O. 11964.

Approved: April 19, 2021.

K.R. Callan,

Commander, Judge Advocate General's Corps, U. S. Navy, Federal Register Liaison Officer.

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DEPARTMENT OF ENERGY

Revocation of Prohibition Order Securing Critical Defense Facilities

AGENCY: Office of Electricity, Department of Energy.

ACTION: Revocation of prohibition order.

SUMMARY: The U.S. Department of Energy (DOE or Department) gives notice that the Prohibition Order Securing Critical Defense Facilities, dated December 17, 2020 (December 2020 Prohibition Order), is revoked.

DATES: The effective date of the revocation of the December 2020 Prohibition Order is April 20, 2021.

FOR FURTHER INFORMATION CONTACT: Patricia A. Hoffman, Acting Assistant Secretary, Office of Electricity, U.S. Department of Energy, Mailstop OE-20, Room 8G-042, 1000 Independence Avenue SW, Washington, DC 20585; (202) 586-1411, or electricssystemEO@hq.doe.gov.

SUPPLEMENTARY INFORMATION: The Nation's energy infrastructure supports our national defense, critical infrastructure, economy, and way of life. Adversarial nation-state actors are targeting our critical infrastructure, with increasing focus on the energy sector. The Department is engaged in partnership with the electricity subsector and other Federal agencies, in a comprehensive set of actions to strengthen supply chain risk management and recognizes the threat our foreign adversaries pose to our critical infrastructure.

In order to build on the work the Department has already completed in securing the electric system, the Department is developing recommendations to strengthen requirements and capabilities for supply chain risk management practices by the Nation's electric utilities. These recommendations are intended to enable an approach that builds on, clarifies, and, where appropriate, modifies prior executive and agency actions.