

TABLE TO SEC. 165.171—Continued

6.0	JUNE
8.7 Rockland Breakwater Swim	<ul style="list-style-type: none"> • <i>Event Type:</i> Swim Event. • <i>Sponsor:</i> Pen-Bay Masters. • <i>Date:</i> A one day event on Saturday during the fourth week of August, as specified in the USCG District 1 Local Notice to Mariners. • <i>Time:</i> 7:30 am to 1:30 pm. • <i>Location:</i> The regulated area includes all waters of Rockland Harbor, Maine in the vicinity of Jameson Point within the following points (NAD 83): <ul style="list-style-type: none"> 44° 06'16" N 069° 04'39" W. 44° 06'13" N 069° 04'36" W. 44° 06'12" N 069° 04'43" W. 44° 06'17" N 069° 04'44" W. 44° 06'18" N 069° 04'40" W.
9.0	SEPTEMBER
9.1 Windjammer Weekend Fireworks	<ul style="list-style-type: none"> • <i>Event Type:</i> Fireworks Display. • <i>Sponsor:</i> Town of Camden, Maine. • <i>Date:</i> A one day event on Friday during the first weekend of September, as specified in the USCG District 1 Local Notice to Mariners. • <i>Time:</i> 8:00 pm to 9:30 pm. • <i>Location:</i> From a barge in the vicinity of Northeast Point, Camden Harbor, Maine in approximate position: <ul style="list-style-type: none"> 44° 12'10" N, 069° 03'11" W (NAD 83).
9.2 The Lobsterman Triathlon	<ul style="list-style-type: none"> • <i>Event Type:</i> Swim Event. • <i>Sponsor:</i> Tri-Maine Productions. • <i>Date:</i> A one day swim event on Saturday during the second weekend of September, as specified in the USCG District 1 Local Notice to Mariners. • <i>Time:</i> 8:00 am to 11:00 am. • <i>Location:</i> The regulated area includes all waters in the vicinity of Winslow Park in South Freeport, Maine within the following points (NAD 83): <ul style="list-style-type: none"> 43° 47'59" N 070° 06'56" W. 43° 47'44" N 070° 06'56" W. 43° 47'44" N 070° 07'27" W. 43° 47'57" N 070° 07'27" W.
9.3 Burlington Triathlon	<ul style="list-style-type: none"> • <i>Event Type:</i> Swim Event. • <i>Sponsor:</i> Race Vermont. • <i>Date:</i> A one day swim event on Sunday during the second weekend of September, as specified in the USCG District 1 Local Notice to Mariners. • <i>Time:</i> 7:00 am to 10:00 am. • <i>Location:</i> The regulated area includes all waters in the vicinity of North Beach, Burlington, Vermont within the following points (NAD 83): <ul style="list-style-type: none"> 44° 29'31" N 073° 14'22" W. 44° 29'12" N 073° 14'14" W. 44° 29'17" N 073° 14'34" W.
9.4 Eliot Festival Day Fireworks	<ul style="list-style-type: none"> • <i>Event Type:</i> Fireworks Display. • <i>Sponsor:</i> Eliot Festival Day Committee. • <i>Date:</i> A one day event on Saturday during the fourth weekend of September, as specified in the USCG District 1 Local Notice to Mariners. • <i>Time:</i> 8:00 pm to 10:30 pm. • <i>Location:</i> In the vicinity of Eliot Town Boat Launch, Eliot, Maine in approximate position: <ul style="list-style-type: none"> 43° 08'56" N, 070° 49'52" W (NAD 83).

Dated: March 10, 2011.

J.B. McPherson,

Captain, U.S. Coast Guard, Captain of the Port Sector Northern New England.

[FR Doc. 2011-6783 Filed 3-29-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117**

[Docket No. USCG-2011-0163]

Drawbridge Operation Regulation; Mermentau River, Grand Chenier, LA

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the SR 82 swing span bridge across the Mermentau River, mile 7.1, at Grand Chenier, Cameron Parish, Louisiana. This deviation is necessary for physical and mechanical repairs pertaining to the bridge's main span and components.

This deviation allows the bridge to remain closed to navigation for approximately 5 consecutive days, sometime within a nineteen day period.

DATES: This deviation is effective from 6 a.m. on April 25, 2011 through 5 p.m. on May 13, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2010–0203 and are available online by going to <http://www.regulations.gov>, inserting USCG–2010–0203 in the “Keyword” box and then clicking “Search”. They are also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 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 rule, call or e-mail Jim Wetherington, Bridge Administration Branch, Coast Guard; telephone 504–671–2128, e-mail james.r.wetherington@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Louisiana Department of Transportation and Development has requested a temporary deviation from the operating schedule of the swing span bridge across the Mermentau River at mile 7.1 in Grand Chenier, Cameron Parish, Louisiana. The closure is necessary in order to perform physical and mechanical repairs pertaining to the bridge’s main span and components. This maintenance is essential for the continued operation of the bridge.

The operating schedule for the bridge is in 33 CFR 117.480 and states the bridge opens on signal; except that, from 6 p.m. to 6 a.m. the draw shall open on signal if at least 4 hours notice is given, for the passage of vessels. This deviation allows the bridge to remain closed to navigation for approximately 5 consecutive days, occurring sometime between April 25, 2011 and May 13, 2011. Exact times and dates for the closures will be published in the Local Notice to Mariners and broadcast via the Coast Guard Broad Notice to Mariners system.

The vertical clearance of the swing span bridge in the closed-to-navigation position is 13.15 feet above Mean High Water, elevation 3.1 feet Mean Sea Level. Vessels are able to transit under the bridge during operations. There is an alternate navigation route via Grand Lake for vessels unable to pass under

the bridge. Navigation on the waterway consists of tugs with tows, fishing vessels and recreational craft. Due to prior experience and coordination with waterway users, it has been determined that the closure will not have a significant effect on navigation.

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

Dated: March 15, 2011.

David M. Frank,

Bridge Administrator.

[FR Doc. 2011–7416 Filed 3–29–11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2010–1055]

RIN 1625–AA09

Drawbridge Operation Regulations; Rainy River, Ranier, MN

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a drawbridge regulation for the Canadian National Railway Bridge across the Rainy River at Mile 85.0 at Rainer, Minnesota. This rule addresses the request by the bridge owner to remotely operate the drawbridge and establishes seasonal dates of operation.

DATES: This rule is effective: April 29, 2011.

DATES: Comments and related materials received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG–2010–1055 and are available online by going to <http://www.regulations.gov>, inserting USCG–2010–1055 in the “Keyword” box, and then clicking “Search”. This material is also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 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 rule, call or e-mail Mr. Lee Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone (216) 902–

6085, e-mail lee.d.soule@uscg.mil. If you have questions on viewing material in the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On December 27, 2010, we published a notice of proposed rulemaking (NPRM) entitled Drawbridge Operation Regulation; Rainey River, Rainer, MN. in the **Federal Register** (75 FR 32381). We received 7 positive comments and 1 negative comment. No public meeting was requested, and none was held.

Basis and Purpose

Currently, there is no drawbridge regulation for this drawbridge or waterway. The drawbridge is required to open on signal at all times in accordance with the general opening requirements at 33 CFR 117.5. Rainy River and Rainy Lake serve as the border between the United States of America and Canada. This bridge is a single leaf bascule type railroad bridge that provides a horizontal clearance of 125 feet. The water level on Rainy Lake and under the bridge is controlled by a hydro-electric dam facility at International Falls, Minnesota, thus charted datum is based on the water level surface of Rainy Lake when the gauge at Fort Frances, Canada reads 1107.0 feet resulting in a variable vertical clearance of 6 to 10 feet in the closed position. Pursuant to 33 CFR 117.8, numerous local entities, including; local governments, federal entities, and private citizens requested improvement to the service provided at the drawbridge to allow greater reliability for bridge openings for vessel traffic. Vessel traffic on the waterway consists of federal, state, and local public vessels, small commercial vessels, and both power and sail recreational vessels. The railroad bridge carries significant train traffic across the international border. Rainer is a customs port-of-entry, with particular requirements for trains and vessels.

The drawbridge was remotely operated for several years without explicit approval by Commander, Ninth Coast Guard District. The bridge owner, Canadian National Railway (CN RR), requested approval to continue using remote operation equipment and operate the drawbridge with remotely located drawtenders in accordance with 33 CFR 117.42. In the last year, the Coast Guard was informed the drawbridge is routinely unresponsive to signals and communications from vessels for bridge openings. In addition, the presence of government and public