

available in the rulemaking docket for inspection or copying where indicated under **ADDRESSES**.

List of Subjects in 33 CFR Part 62

Navigation (water).

For the reasons set out in the preamble, the Coast Guard proposes to amend 33 CFR Part 62 as follows:

PART 62—UNITED STATES AIDS TO NAVIGATION SYSTEM

1. The authority citation for part 62 continues to read as follows:

Authority: 14 U.S.C. 85; 33 U.S.C. 1233; 43 U.S.C. 1333; 49 CFR 1.46.

§ 62.51 [Amended]

2. In § 62.51, paragraph (b)(3) is revised to read as follows:

§ 62.51 Western rivers marking system.

* * * * *

(b) * * *

(3) Diamond-shaped non-lateral dayboards, checkered red-and-white or green-and-white, similar to those used in the USATONS, as appropriate, are used as crossing dayboards where the river channel crosses from one bank to the other.

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Dated: May 23, 1996.

J.A. Creech,

*Captain, U.S. Coast Guard, Acting Chief,
Office of Navigation Safety and Waterway
Services.*

[FR Doc. 96-13725 Filed 5-31-96; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 100

[CGD07-96-018]

RIN 2115-AE46

Special Local Regulations; Miami Super Boat Race; Miami Beach, FL

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing permanent special local regulations for the Miami Super Boat Race. This event will be held annually on the second Sunday of June, between 12:30 p.m. and 3:30 p.m. Eastern Daylight Time. Historically, there have been approximately 35 participant and 200 spectator craft. The resulting congestion of navigable channels creates an extra or unusual hazard in the navigable waters. These regulations are necessary to provide for the safety of life on navigable waters during the event.

DATES: June 18, 1996.

FOR FURTHER INFORMATION CONTACT:

QMC T.E. Kjerulff, project officer, Coast Guard Group Miami, FL at (305) 535-4448.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, the final rule will be made effective in less than 30 days from the date of publication in the Federal Register. Following normal rulemaking procedures will be impracticable, unnecessary, and contrary to the public interest. A notice of proposed rulemaking for this rule was published in the Federal Register (61 FR 13122) with a 50 day comment period. Due to the extended comment period, which expired on May 15, 1996, the final rule will be made effective in less than 30 days from the date of publication in the Federal Register in order to hold the event. During the extended comment period, no comments were received regarding this rulemaking, and this final rule does not change the provisions of the NPRM.

Regulatory History

On March 26, 1996, the Coast Guard published a notice of proposed rulemaking entitled "Miami Super Boat Race; Miami Beach, FL" (CGD07-96-018) in the Federal Register (61 FR 13122). The comment period ended May 15, 1996. The Coast Guard received no comments during the proposed rulemaking comment period. A public hearing was not requested and one was not held.

Discussion of Regulations

These regulations are needed to provide for the safety of life during the Miami Super Boat Race. This event will be held annually on the second Sunday of June, between 12:30 p.m. and 3:30 p.m. EDT. These regulations are intended to promote safe navigation on the waters off Miami Beach during the race by restricting vessels from entering the race area described below and permit anchoring only in the designated spectator area. Historically, there have been approximately 35 participant and 200 spectator craft during the race. The anticipated concentration of spectator and participant vessels associated with the Miami Super Boat Race poses a safety concern, which is addressed in these special local regulations. The resulting congestion of navigable channels creates an extra or unusual hazard in the navigable waters.

The race area will be formed by a line joining the following points:

25°46.3'N, 080°07.85'W; thence to, 25°46.3'N, 080°06.82'W; thence to, 25°51.3'N, 080°06.2'W; thence to, 25°51.3'N, 080°07.18'W; thence along the shoreline to the starting point. All

coordinates referenced use datum: NAD 1983. A spectator area will be established in the regulated area for spectator traffic and will be defined by a line joining the following points, beginning from:

25°51.3'N, 080°06.15'W; thence to, 25°51.3'N, 080°05.85'W; thence to, 25°46.3'N, 080°06.55'W; thence to, 25°46.3'N, 080°06.77'W; and back to the starting point. All coordinates referenced use datum: NAD 1983. These regulations will also include a buffer zone of 300 feet between the race course and the spectator area defined above.

Entry into the regulated area by other than event participants will be prohibited unless otherwise authorized by the Coast Guard Patrol Commander. However, the Coast Guard Patrol Commander may at his discretion permit traffic to resume normal operations between scheduled racing events.

The regulations will also establish safety measures of 5 short whistle or horn blasts from a patrol vessel to signal any and all vessels to take immediate steps to avoid collision. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately. All spectators not in the designated spectator areas above will be required to remain clear of the race at all times.

Regulatory Evaluation

This rule is not a significant regulatory action under Section 3(f) of the Executive Order 12866 and does not require an assessment of the potential costs and benefits under Section 6 (a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that Order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. These regulations will last for only 4 hours each day of the event. No public comments were received during the notice of proposed rulemaking comment period.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this action will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small

business concerns" under Section 3 of the Small Business Act (15 U.S.C. 632).

For reasons set forth in the above Regulatory Evaluation, the Coast Guard certifies that this action will not have a significant economic impact on a substantial number of small entities.

Collection of Information

These regulations contain no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient Federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has concluded that preparation of an Environmental Impact Statement is not necessary. An Environmental Assessment and Finding of No Significant Impact are available in the docket for inspection or copying. The Coast Guard has concluded that this action will not significantly affect the quality of the human environment.

List of Subjects in 33 CFR Part 100

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

Final Regulations

In consideration of the foregoing, the Coast Guard amends Part 100 of Title 33, Code of Federal Regulations, as follows:

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

PART 100—[AMENDED]

Authority: 33 U.S.C. 1233; 49 CFR 1.46 and 33 CFR 100.35.

2. A new section 100.714 is added to read as follows:

§ 100.714 Annual Miami Super Boat Race; Miami Beach, FL.

(a) *Definitions.* (1) *Regulated Areas.* The regulated area includes the race course area, the spectator area, and a buffer zone.

(i) The race course area is formed by a line joining the following points: 25°46.3' N, 080°07.85' W; thence to, 25°46.3' N, 080°06.82' W; thence to, 25°51.3' N, 080°06.2' W; thence to, 25°51.3' N, 080°07.18' W; thence along the shoreline to the starting point.

All coordinates referenced use datum: NAD 1983.

(ii) A spectator area is established in the regulated area for spectator traffic and is defined by a line joining the following points, beginning from:

25°51.3' N, 080°06.15' W; thence to,

25°51.3' N, 080°05.85' W; thence to,

25°46.3' N, 080°06.55' W; thence to,

25°46.3' N, 080°06.77' W; and back to the starting point. All coordinates referenced use datum: NAD 1983.

(iii) A buffer zone of 300 feet is established between the race course and the spectator area.

(2) *Coast Guard Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Miami, Miami Beach, Florida.

(b) *Special local regulations.* (1) Entry into the race course area by other than event participants is prohibited unless otherwise authorized by the Coast Guard Patrol Commander. At the completion of scheduled races and departure of participants from the regulated area, traffic may resume normal operations. At the discretion of the Coast Guard Patrol Commander, between scheduled racing events, traffic may be permitted to resume normal operations.

(2) A succession of not fewer than 5 short whistle or horn blasts from a patrol vessel will be the signal for any and all vessels to take immediate steps to avoid collision. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

(3) Spectators not in the designated spectator areas, as defined above, are required to keep clear of the race course area at all times.

(c) *Effective Dates.* This section is effective at 12 p.m. and terminates at 4 p.m. EDT annually during the second Sunday of June.

Dated: May 16, 1996.

Roger T. Rufe, Jr.,
Rear Admiral, U.S. Coast Guard, Commander,
Seventh Coast Guard District.

[FR Doc. 96-13726 Filed 5-31-96; 8:45 am]

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DEPARTMENT OF VETERANS AFFAIRS

38 CFR Parts 2 and 14

RIN 2900-A113

Delegations of Authority; Tort Claims and Debt Collection

AGENCY: Department of Veterans Affairs.
ACTION: Final rule.

SUMMARY: This document amends the Department of Veterans Affairs (VA) regulations captioned "DELEGATIONS OF AUTHORITY" and "LEGAL SERVICES, GENERAL COUNSEL." The delegation of authority to Regional Counsels to settle certain claims (Federal Medical Care Recovery Act claims, debt collection claims, and other claims) without approval from the Office of General Counsel is raised to a limit of \$100,000. Further, this document updates statutory references and organizational titles, eliminates references to repealed statutes, eliminates redundant delegations of authority, corrects titles of VA forms, eliminates references to obsolete VA forms, reflects that the Baltimore Regional Counsel will have certain jurisdiction over incidents occurring in the Department of Veterans Affairs Central Office, eliminates restatements of Department of Justice regulations, eliminates references to internal VA matters not required to be published in the Federal Register, and makes changes for purposes of clarification.

EFFECTIVE DATE: This final rule is effective June 3, 1996.

FOR FURTHER INFORMATION CONTACT: E. Douglas Bradshaw, Jr., Assistant General Counsel (021), Office of General Counsel, Department of Veterans Affairs, 810 Vermont Avenue, N.W., Washington, D.C. 20420, (202) 273-6481.

SUPPLEMENTARY INFORMATION: This final rule consists of delegations of authority, VA policies, and nonsubstantive changes, and, therefore, is not subject to the notice-and-comment and effective-date provisions of 5 U.S.C. 553.

The Secretary hereby certifies that this final rule will not have a significant economic impact on a substantial number of small entities as they are defined in the Regulatory Flexibility Act (RFA), 5 U.S.C., 601-602. This final rule would not cause a significant effect on any entities since it consists of delegations of authority, VA policies, and nonsubstantive changes. Therefore, pursuant to U.S.C. 605(b), this amendment is exempt from the initial