

13. Revise § 66.10-1 to read as follows:

**§ 66.10-1 General.**

(a) Until December 31, 2003, the Uniform State Waterway Marking System's (USWMS) aids to navigation provisions for marking channels and obstructions may be used in those navigable waters of the U.S. that have been designated as state waters for private aids to navigation and in those internal waters that are non-navigable waters of the U.S. All other provisions for the use of regulatory markers and other aids to navigation shall be in accordance with United States Aid to Navigation System, described in part 62 of this subchapter.

(b) The USATONS may be used in all U.S. waters under state jurisdiction, including non-navigable state waters.

**§ 66.10-5 [Removed]**

14. Remove § 66.10-5.

**§ 66.10-10 [Removed]**

15. Remove § 66.10-10.

16. In § 66.10-15 revise paragraph (a) to read as follows:

**§ 66.19-15 Aids to navigation.**

(a) USWMS aids to navigation may have lateral or cardinal meaning.

\* \* \* \* \*

**§ 66.10-20 [Removed]**

17. Remove § 66.10-20.

**§ 66.10-25 [Removed]**

18. Remove § 66.10-25.

**§ 66.10-30 [Removed]**

19. Remove § 66.10-30.

20. Revise § 66.10-35 to read as follows:

**§ 66.10-35 Navigation lights.**

A red light shall only be used on a solid colored red buoy. A green light shall only be used on a solid colored black or a solid colored green buoy. White lights shall be used for all other buoys. When a light is used on a cardinal system buoy or a vertically striped white and red buoy, it shall always be quick flashing.

**§ 66.10-40 [Removed]**

21. Remove § 66.10-40.

**§ 66.10-45. [Removed]**

22. Remove § 66.10-45.

Dated: June 11, 1998.

**Ernest R. Riutta,**

*Assistant Commandant for Operations.*

[FR Doc. 98-16242 Filed 6-18-98; 8:45 am]

BILLING CODE 4910-15-M

**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR Part 100**

[CGD08-98-037]

RIN 2115-AE46

**Special Local Regulations: EZ Challenge Speed Boat Race, Ohio River, Beech Bottom, West Virginia**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** Special local regulations are being adopted for the EZ Challenge Speed Boat Race. This event will be held on Saturday and Sunday, July 4 and 5, 1998, between 9:30 a.m. and 6:30 p.m. Eastern Standard Time (EST) on the Ohio River. These regulations are needed to provide for the safety of life on navigable waters during the event.

**DATES:** These regulations become effective at 9:30 a.m. and terminate at 6:30 p.m. EST on July 4 and 5, 1998.

**FOR FURTHER INFORMATION CONTACT:** LT Ted Ferring, Coast Guard Marine Safety Office, Pittsburgh, PA at (412) 644-5808.

**SUPPLEMENTARY INFORMATION:**

**Drafting Information**

The drafters of this regulation are LT Ted Ferring, Project Officer, Coast Guard Marine Safety Office, Pittsburgh and LTJG Michele Woodruff, Project Attorney, Eighth Coast Guard District Legal Office.

**Regulatory History**

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking has not been published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication in the **Federal Register**. Following normal rulemaking procedures would have been impracticable. The application to hold the event was not received with sufficient time remaining to publish proposed rules in advance of the event or to provide for a delay effective date.

**Background and Purpose**

The marine event requiring this regulation is a powered boat race called the "EZ Challenge Speed Boat Race." This event is sponsored by Beech Bottom Marina. It will consist of approximately 20 participants operating at high speeds. Also, 50-100 spectator craft are expected for this event. The speed boat race will occur near Beech Bottom, West Virginia on the Ohio River. The resulting congestion of

navigable channels creates an extra and unusual hazard in the navigable waters.

**Regulatory Evaluation**

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of the 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, as this regulation will be in effect for approximately eighteen hours in a limited area of the Ohio River.

**Small Entities**

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their field, and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under section 605(b) that this rule will not have a significant effect upon a substantial number of small entities, because the regulation is in effect for approximately eighteen hours in a limited part of the Ohio River.

**Collection of Information**

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 et seq.).

**Federalism Assessment**

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 consistent with section 2-1, paragraph (34)(h), Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation.

**List of Subject in 33 CFR Part 100**

Marine Safety, Navigation (water), Reporting and record keeping requirements. Waterways.

**Temporary Regulation.**

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

**PART 100—[AMENDED]**

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

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

2. A temporary § 100.35–T08–028 is added to read as follows:

**§ 100.35–T08–028 Special Local Regulation, Ohio River, Beech Bottom, WV.**

(a) Regulated Area: A regulated area is established on the Ohio River, which consists of all waters, bank-to-bank, inside mile markers 77.2 to 78.0.

(b) Special Local Regulation:

(1) Entry into the regulated area is closed to all commercial and recreational marine traffic from 9:30 a.m. to 6:30 p.m. EST on July 4 and 5, 1998 without the consent of the Captain of the Port, Pittsburgh.

(2) Only vessels participating in the speed boat race and sponsor safety vessels will be permitted in the regulated area.

(3) There will be periodic breaks in the schedule. Vessels wishing to transit the area must coordinate passage with the Coast Guard Patrol Commander.

(c) Dates: This section is effective at 9:30 a.m. and terminates at 6:30 p.m. EST on July 4 and 5, 1998.

Dated: June 11, 1998.

**A.L. Gerfin, Jr.,**

*Captain, U.S. Coast Guard, Acting Commander, 8th Coast Guard Dist.*

[FR Doc. 98–16371 Filed 6–18–98; 8:45 am]

BILLING CODE 4910–15–M

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 117**

[CGD 08–98–028]

**Drawbridge Operating Regulation; Lafourche Bayou, LA**

**AGENCY:** Coast Guard, DOT.

**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 1 vertical lift bridge across Lafourche Bayou, mile 13.3, in Leeville, Lafourche Parish, Louisiana. This deviation allows the Louisiana Department of Transportation and Development to close the bridge to navigation continuously from 7 a.m. on Tuesday through 7 p.m. on Thursday each week from July 7, 1998 through July 30, 1998. This temporary deviation is issued to allow for the replacement of all four sets of lift cables for the vertical lift span.

**DATES:** This deviation is effective from 7 a.m. on July 7, 1998 until 7 p.m. on July 9, 1998; from 7 a.m. on July 14, 1998 until 7 p.m. on July 16, 1998; from 7 a.m. on July 21, 1998 until 7 p.m. on July 23, 1998; and from 7 a.m. on July 28, 1998 until 7 p.m. on July 30, 1998.

**FOR FURTHER INFORMATION CONTACT:** Mr. Phil Johnson or Mr. David Frank, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana, 70130–3396, telephone number 504–589–2965.

**SUPPLEMENTARY INFORMATION:** The SR 1 vertical lift span bridge across Lafourche Bayou at Leeville, Lafourche Parish, Louisiana has a vertical clearance of 40 feet above mean high water in the closed-to-navigation position. Mean high water elevation is 3 feet above Mean Sea Level (MSL). Navigation on the waterway consists primarily of fishing vessels, some tugs with tows and occasional recreational craft. Presently, the draw opens on signal for the passage of vessels.

The Louisiana Department of Transportation and Development requested a temporary deviation from the normal operation of the bridge in order to do maintenance work on the bridge. The work consists of replacing all four sets of lift cables of the vertical lift span. The cables are worn, have begun to fray, and are in need of immediate replacement. This work is essential for the continued safe operation of the vertical lift span.

The District Commander has, therefore, issued a deviation from the regulations in 33 CFR 117.5 authorizing the SR 1 vertical lift span bridge across Lafourche Bayou, Louisiana to remain in the closed-to-navigation position continuously from 7 a.m. on Tuesday through 7 p.m. on Thursday each week from July 7, 1998 through July 30, 1998.

Dated: June 11, 1998.

**A.L. Gerfin, Jr.,**

*Captain, U.S. Coast Guard, Acting Commander, 8th Coast Guard Dist.*

[FR Doc. 98–16372 Filed 6–18–98; 8:45 am]

BILLING CODE 4910–15–M

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 117**

[CGD07–98–025]

RIN 2115–AE47

**Drawbridge Operation Regulations; Atlantic Intracoastal Waterway, Florida**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is removing the regulations governing the operation of the Flagler Beach Bridge (SR 100) mile 810.6, at Flagler Beach, Florida. This drawbridge has been removed and replaced by a higher fixed bridge and there is no longer a need for the regulation.

**DATES:** This rule is effective June 19, 1998.

**FOR FURTHER INFORMATION CONTACT:** Ms. Evelyn Smart, Project Manager, Bridge Section, at (305) 536–6546.

**SUPPLEMENTARY INFORMATION:****Background and Purpose**

The bridge regulation for the Flagler Beach Bridge (SR 100) was published in the **Federal Register** on October 13, 1995 [60 FR 53274]. The regulation established draw times for the opening of the drawbridge. This drawbridge was replaced by a new higher fixed level bridge, which opened to vehicular traffic in June, 1997. All parts of the old drawbridge not used in the new fixed bridge have been removed from the waterway. Therefore, the regulation governing the operation of the old drawbridge is no longer necessary and the Coast Guard is removing 33 CFR 117.261(e).

The Coast Guard finds in accordance with 5 U.S.C. 553, that good cause exists for proceeding directly to final rule and making this rule effective in less than 30 days. This final rule removes a bridge regulation for a drawbridge that was removed in June 1997. Therefore, publishing a notice of proposed rulemaking or delaying the effective date of the final rule is unnecessary and the Coast Guard is proceeding to final rule, effective upon publication in the **Federal Register**.

**Regulatory Evaluation**

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. The office of Management and Budget under that order has not