

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 117****[CGD 08-99-012]****Drawbridge Operating Regulation;
Dulac 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 47 swing span drawbridge across Dulac Bayou, mile 0.6, at Dulac, Terrebonne Parish, Louisiana. This deviation allows the Louisiana Department of Transportation and Development to close the bridge continuously from 8 a.m. on April 26, 1999 through 3 p.m. on April 30, 1999. This temporary deviation is issued to allow for the replacement of the link pins of the hydraulic pistons, as extensive but necessary maintenance operation. Presently, the draw opens on signal at all times.

DATES: This deviation is effective from 8 a.m. on April 26, 1999 through 3 p.m. on April 30, 1999.

ADDRESSES: Unless otherwise indicated, documents referred to in this notice are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana, 70130-3396. The Bridge Administration Branch of the Eighth Coast Guard District maintains the public docket for this temporary deviation.

FOR FURTHER INFORMATION CONTACT: Phil Johnson, Bridge Administration Branch, telephone (504) 589-2965.

SUPPLEMENTARY INFORMATION: The SR 57 swing span drawbridge across Dulac Bayou, mile 0.6, in Dulac, Terrebonne Parish, Louisiana, has a vertical clearance of 7 feet above high water in the closed-to-navigation position and unlimited clearance in the open-to-navigation position. Navigation on the waterway consists of tugs with tows, fishing vessels, sailing vessels, and other recreational craft. The Louisiana Department of Transportation and Development requested a temporary deviation from the normal operation of the drawbridge in order to accommodate the maintenance work, involving removal and replacement of the link pins of the hydraulic pistons. This work

is essential for the continued operation of the draw span.

The District Commander has, therefore, issued a deviation from the regulations in 33 CFR 117.5 authorizing the draw of the SR 57 swing span bridge across Dulac Bayou, mile 0.6, at Dulac, Louisiana to remain in the closed to navigation position from 8 a.m. on April 26, 1999 through 3 p.m. on April 30, 1999.

Dated: March 29, 1999.

Paul J. Pluta,*Rear Admiral, U.S. Coast Guard Commander,
Eighth Coast Guard District.*

[FR Doc. 99-8474 Filed 4-5-99; 8:45 am]

BILLING CODE 4910-15-M**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 165****[COTP Southeast Alaska 99-001]****RIN 2115-AA97****Safety Zone; Ward Cove, Tongass
Narrows, Ketchikan, AK****AGENCY:** Coast Guard, DOT.**ACTION:** Temporary final rule; request for comments.

SUMMARY: The Coast Guard is establishing a temporary safety zone encompassing the navigable waters of Ward Cove, on Tongass Narrows, Ketchikan, Alaska. The safety zone is needed to protect maritime vessels transiting the area from a potential navigation impediment created by the implosion of the Ketchikan Pulp Company's Bleach Plant, Digester and Accumulator buildings. This safety zone is established to encompass the navigable waters bounded by 55°23'58" N, 131°43'37" W, northwest across the mouth of Ward Cove to 55°24'N, 131°44'13" W and all waters inside Ward Cove east of this line. Entry into, transit through or anchoring within this Safety Zone is prohibited unless authorized by the Captain of the Port Southeast Alaska or the Coast Guard vessel on scene. The Coast Guard vessel on scene may be contacted on VHF Channel 16.

DATES: This temporary final rule becomes effective at 9 a.m. AST, on April 1, 1999, and terminates at 12:01 a.m. ADT on April 15, 1999.

ADDRESSES: Documents as indicated in this preamble are available for inspection or copying at Supervisor, U.S. Coast Guard, Marine Safety Detachment, 2030 Sealevel Drive, Suite 203, Ketchikan, Alaska between 8 a.m.

and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (907) 225-4496.

FOR FURTHER INFORMATION CONTACT: Lieutenant Patrick W. Clark, Supervisor, U.S. Coast Guard, Marine Safety Detachment Ketchikan, (907) 225-4496.

SUPPLEMENTARY INFORMATION:**Regulatory History**

A notice of proposed rulemaking (NPRM) was not published for this regulation. In keeping with requirements of 5 U.S.C. 553(B), the coast Guard finds that good cause exists for not publishing a NPRM. In keeping with requirements of 5 U.S.C. 553(d)(3), the Coast Guard also finds that good cause exists for making this regulation effective less than 30 days after publication in the **Federal Register**. Publication of a NPRM and delay of effective date would be contrary to the public interest because immediate action is necessary to protect the safety of the maritime vessel traffic.

Although this rule is being published as a temporary final rule without prior notice, an opportunity for public comment is nevertheless desirable to ensure the rule was both reasonable and workable. Accordingly, persons wishing to comment may do so by submitting comments to the office listed in **ADDRESSES** in this preamble. Persons submitting comments should include their names and addresses, identify this rulemaking (COTP Southeast Alaska 99-001) and the specific sections of this document to which each comment applies, and give the reason for each comment. The Coast Guard will consider all comments received and may modify future temporary final rules in view of the comments.

Background and Purpose

On April 1, 1999 at approximately 12:30 p.m. AST, Ketchikan Pulp Company will implode three of the facility's building. A 2000-foot radius safety zone is required around the demolition site to protect the maritime public from the hazards created by the activities being conducted in the area.

Regulatory Evaluation

This temporary final 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. 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