

■ **Par. 13.** In § 602.101, paragraph (b) is amended by adding the following entries in numerical order to the table to read as follows:

§ 602.101 OMB Control numbers.

* * * *	
(b) * * *	
CFR Part or section where identified and described	Current OMB control No.
* * *	* *
46.4375-1	1545-2238
46.4376-1	1545-2238
* * *	* *
* * *	* *

Steven T. Miller,

Deputy Commissioner for Services and Enforcement.

Approved: November 28, 2012.

Mark J. Mazur,

Assistant Secretary of the Treasury (Tax Policy).

[FR Doc. 2012-29325 Filed 12-5-12; 8:45 am]

BILLING CODE 4830-01-P

DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972

AGENCY: Department of the Navy, DoD.

ACTION: Final rule.

SUMMARY: The Department of the Navy (DoN) is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Deputy Assistant Judge Advocate General (DAJAG) (Admiralty and Maritime Law) has determined that USS CHANCELLORSVILLE (CG 62) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with certain provisions of the 72 COLREGS without interfering with its special function as a naval ship. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

DATES: This rule is effective December 6, 2012 and is applicable beginning November 14, 2012.

FOR FURTHER INFORMATION CONTACT:

Lieutenant Jocelyn Loftus-Williams, JAGC, U.S. Navy, Admiralty Attorney, (Admiralty and Maritime Law), Office of the Judge Advocate General, Department of the Navy, 1322 Patterson Ave. SE., Suite 3000, Washington Navy Yard, DC 20374-5066, telephone 202-685-5040.

SUPPLEMENTARY INFORMATION: Pursuant to the authority granted in 33 U.S.C. 1605, the DoN amends 32 CFR Part 706.

This amendment provides notice that the DAJAG (Admiralty and Maritime Law), under authority delegated by the Secretary of the Navy, has certified that USS CHANCELLORSVILLE (CG 62) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with the following specific provisions of 72 COLREGS without interfering with its special function as a naval ship: Annex I, paragraph 3(a), pertaining to the horizontal distance between the forward

and after masthead lights. The DAJAG (Admiralty and Maritime Law) has also certified that the lights involved are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is impracticable, unnecessary, and contrary to public interest since it is based on technical findings that the placement of lights on this vessel in a manner differently from that prescribed herein will adversely affect the vessel's ability to perform its military functions.

List of Subjects in 32 CFR Part 706

Marine safety, Navigation (water), and Vessels.

For the reasons set forth in the preamble, amend part 706 of title 32 of the CFR as follows:

PART 706—CERTIFICATIONS AND EXEMPTIONS UNDER THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

■ 1. The authority citation for part 706 continues to read:

Authority: 33 U.S.C. 1605.

■ 2. Section 706.2 is amended in Table Five by revising the entry for USS CHANCELLORSVILLE (CG 62) to read as follows:

§ 706.2 Certifications of the Secretary of the Navy under Executive Order 11964 and 33 U.S.C. 1605.

* * * * *

TABLE FIVE

Vessel	Number	Masthead lights not over all other lights and obstructions. Annex I, sec. 2(f)	Forward masthead light not in forward quarter of ship. Annex I, sec. 3(a)	After masthead light less than 1/2 ship's length aft of forward masthead light. Annex I, sec. 3(a)	Percentage horizontal separation attained
USS CHANCELLORSVILLE	CG 62	*	X	X	36.8
*	*	*	*	*	*

Approved: November 14, 2012.

A.B. Fischer,

Captain, JAGC, U.S. Navy, Deputy Assistant Judge Advocate, General (Admiralty and Maritime Law).

Dated: November 20, 2012.

C.K. Chiappetta,

Lieutenant Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2012-29477 Filed 12-5-12; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[Docket No. USCG–2012–1021]****Drawbridge Operation Regulations; Atlantic Intracoastal Waterway (Alternate Route), Dismal Swamp Canal, South Mills, NC****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the Great Dismal Swamp Canal Bridge, at mile 28.0, over the Atlantic Intracoastal Waterway (Alternate Route), Dismal Swamp Canal, South Mills, NC. The deviation restricts the operation of the draw span and is necessary in order to facilitate the structural repair of the bridge.

DATES: This deviation is effective from 8 a.m. December 10, 2012, until 5 p.m. December 14, 2012.

ADDRESSES: Documents mentioned in this preamble as being available in the docket USCG–2012–1021 and are available online by going to <http://www.regulations.gov>, inserting USCG–2012–1021 in the “Search” box, and then clicking “Search”. This material is also available for inspection or copying 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 email Mr. Bill H. Brazier, Bridge Management Specialist, Fifth Coast Guard District, telephone (757) 398–6422, email Bill.H.Brazier@uscg.mil. If you have questions on reviewing the docket, call Renee V. Wright, Program Manager, Docket Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION: The North Carolina Department of the Environment and Natural Resources, Division of Parks and Recreation, who owns and operates this swing-type bridge, has requested a temporary deviation from the current operating

regulations set out in 33 CFR 117.820, to facilitate the structural repair of the bridge.

The Great Dismal Swamp Canal Bridge is normally maintained in the open position to navigation, closing only for pedestrian crossings and periodic maintenance.

Under this temporary deviation, the drawbridge will be closed to navigation from 8 a.m., on December 10, 2012, through 5 p.m., on December 14, 2012.

Vessel traffic along this part of the Atlantic Intracoastal Waterway (Alternate Route) consists of pleasure craft including sail boats, and fishing boats, with some commercial traffic. The alternate route for vessels transiting is the Atlantic Intracoastal Waterway, Albemarle Sound to Sunset Beach. The bridge will be unable to open in an emergency.

The Coast Guard has carefully coordinated the restrictions with recreational waterway users. The Coast Guard will inform all users of the waterway through our Local and Broadcast Notice to Mariners of the closure periods for the bridge so that vessels can arrange their transits to minimize any impacts caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the draw must return to its original operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: November 21, 2012.

Waverly W. Gregory, Jr.,

Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2012–29443 Filed 12–5–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[Docket No. USCG–2012–1014]****Drawbridge Operation Regulation; Mile 359.4, Missouri River, Kansas City, MO****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of temporary deviation from regulations.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating

schedule that governs the Harry S. Truman Railroad Drawbridge across the Missouri River, mile 359.4, at Kansas City, Missouri. The deviation is necessary to allow the replacement of 64 counterweight cables that facilitate movement of the lift span. This deviation allows the bridge to remain in the closed position while the counterweight cables are replaced.

DATES: This deviation is effective from 7 a.m. on February 11, 2013, through 11:59 p.m. on March 2, 2013. If due to weather or other conditions, replacement cable work has not begun by 7 a.m. on February 11, 2013, the normal operating schedule in 33 CFR 117.687 will be maintained until this replacement work has started.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2012–1014 and are available online by going to <http://www.regulations.gov>, inserting USCG–2012–1014 in the “Search” 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 email Eric A. Washburn, Bridge Administrator, Western Rivers, Coast Guard 314–269–2378, email Eric.Washburn@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 Canadian Pacific Railway requested a temporary deviation for the Harry S. Truman Railroad Drawbridge, across the Missouri River, mile 359.4, at Kansas City, Missouri to remain in the closed-to-navigation position while 64 counterweight cables that facilitate movement of the lift span are replaced. The closure period will start at 7 a.m. on February 11, 2013, and continue through 11 p.m. on March 2, 2013.

Once the counterweight cables are removed, the lift span will not be able to open, even for emergencies, until the replacement of the counterweight cables are installed.

The Harry S. Truman Railroad Drawbridge currently operates in