

Source of flooding and location	#Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	#Depth in feet above ground. Elevation in feet (NGVD)
Box Canyon (Alluvial Fan): Approximately 1,680 feet upcanyon from USGS Gaging Station #10255800 in a northeast direction.....	#3	At the intersection of Santa Rosa Drive and Di Giorgio Road.....	#1
Approximately 660 feet upcanyon from USGS Gaging Station #10255800 in a northeast direction.....	#2	At the Borrego Valley Airport.....	#1
Unnamed Canyon (Alluvial Fan): Approximately 1,700 feet upcanyon from the intersection of sections 23, 24, 25, and 26 in T9S and R5E in a southwest direction.....	#3	At the intersection of sections 13, 14, 23, and 24 in T10S and R6E.....	#1
Approximately 1,000 feet upcanyon from the intersection of sections 23, 24, 25, and 26 in T9S and R5E in a southwest direction.....	#2	Borrego Palm Canyon, Fire Canyon, or Hellhole Canyon (Alluvial Fan): At the intersections of Lazy S Drive and St. Vincent Drive.....	#2
El Vado Canyon (Alluvial Fan): Approximately 2,100 feet upcanyon from the western corner of the intersection of sections 6 and 7 in T10S and R6E in a northwest direction.....	#2	At the intersection of Whip Drive and Occotillo Circle.....	#2
Approximately 1,400 feet downcanyon from the western corner of the intersection of sections 6 and 7 in T10S and R6S in a southeast direction.....	#1	At Christmas Circle.....	#2
Henderson Canyon (Alluvial Fan): Approximately 12,300 feet upcanyon from the intersection of Montezuma Road and Catarina Drive in a northwest direction.....	#3	Dry Canyon or Culp-Tubb Canyon (Alluvial Fans): At the intersection of Country Club Road and Tilling Drive.....	#2
Approximately 9,000 feet upcanyon from the intersection of Montezuma Road and Catarina Drive in a northwest direction.....	#2	At the intersection of Country Club Road and Wagon Road.....	#2
Approximately 6,000 feet upcanyon from the intersection of Montezuma Road and Catarina Drive in a northwest direction.....	#1	At the intersection of De Anza Road and Country Club Road.....	#1
Borrego Palm Canyon (Alluvial Fan): Approximately 2,000 feet downcanyon from USGS Gaging Station #10255810 in a southeast direction.....	#4	Maps are available for review at the San Diego County Department of Public Works, 5555 Overland Avenue, San Diego, California 92123.	
Approximately 4,500 feet upcanyon from the State Park Headquarters in a western direction.....	#3		
Fire Canyon (Alluvial Fan): Approximately 6,750 feet upcanyon from the intersection of Whip Drive and Verbena Drive in a western direction.....	#2	Issued: April 5, 1989.	
Approximately 6,500 feet upcanyon from the intersection of Whip Drive and Verbena Drive in a western direction.....	#1	Harold T. Duryee,	
Hellhole Canyon (Alluvial Fan): Approximately 12,000 feet upcanyon from the intersection of Palm Canyon Drive and Diamonds Road in a southwest direction.....	#3	<i>Administrator, Federal Insurance Administration.</i>	
Approximately 7,000 feet upcanyon from the intersection of Palm Canyon Drive and Diamonds Road in a southwest direction.....	#2	[FR Doc. 89-8610 Filed 4-12-89; 8:45 am]	
Dry Canyon (Alluvial Fan): Approximately 9,000 feet upcanyon from the intersection of Broken Arrow Road and Tilling Drive in a southwest direction.....	#2	BILLING CODE 6718-03-M	
Approximately 6,500 feet upcanyon from the intersection of Broken Arrow Road and Tilling Drive in a southwest direction.....	#1		
Culp-Tubb Canyon (Alluvial Fan): Approximately 6,500 feet upcanyon from the intersection of Country Club Road and Wagon Road in a southwest direction.....	#4	DEPARTMENT OF TRANSPORTATION	
At the Tubb Canyon Spring Dike.....	#3	Coast Guard	
Approximately 1,000 feet east of the southern tip of the Tubb Canyon Spring Dike.....	#2	46 CFR Part 25	
At the intersection of Country Club Road and Borrego Springs Road.....	#1	[CGD-87-016]	
Coyote Canyon (Alluvial Fan): Approximately 2,000 feet downcanyon from USGS Gaging Station #10255800 in a southeast direction.....	#6	RIN 2115-AC69	
Approximately 9,000 feet downcanyon from USGS Gaging Station #10255800 in a southeast direction.....	#5	Emergency Position Indicating Radio Beacons for Uninspected Fishing, Fish Processing, and Fish Tending Vessels	
Approximately 14,000 feet downcanyon from USGS Gaging Station #10255800 in a southeast direction.....	#4	AGENCY: Coast Guard, DOT.	
Coalescent Alluvial Fan Areas Coyote Canyon, Box Canyon or Unnamed Canyon (Alluvial Fans): At the intersection of sections 31 and 32 in T9S and R6E with sections 5 and 6 in T10S and R6E.....	#3	ACTION: Final rule: extension of compliance date.	
At the intersection of sections 4, 5, 8 and 9 in T10S and R6E.....	#2	SUMMARY: The Coast Guard is extending the compliance date of its final rule that requires emergency position indicating radio beacons (EPIRBs) to be carried on uninspected fishing, fish processing and fish tender vessels operating on the high seas. This extension is necessary to allow manufacturers of the required 406 MHz EPIRBs to complete prototype testing and begin production. By extending this compliance date, more manufacturers will have time to develop their EPIRBs and the retail market will offer fishermen a greatly improved device.	

available for inspection and copying at the Marine Safety Council, U.S. Coast Guard, Room 3600, 2100 Second Street SW., Washington, DC 20593-0001, (202) 267-1477. The Final Evaluation may also be inspected or copied at the Marine Safety Council.

FOR FURTHER INFORMATION CONTACT:
LCDR Stanford W. Deno, Survival Systems Branch, Room 1404, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, (202) 267-1444. Normal office hours are between 7:00 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: A Final Rule was published in the Federal Register on August 17, 1988 (53 FR 31004), effective October 3, 1988. This rule required owners of fishing vessels, fish processing vessels and fish tender vessels, operating on the high seas, to ensure that the vessels do not operate unless they have on board a 406 MHz satellite EPIRB. As originally published, owners had until August 17, 1989 to bring their vessels into compliance with the rule. The Federal Communications Commission (FCC) published final rules in the Federal Register on September 26, 1988 (53 FR 37307), allowing ships to use 406 MHz emergency radio beacons for distress situations. These FCC rules also contained special requirements for manufacturers of the 406 MHz EPIRBs to complete in addition to the normal FCC type acceptance procedures.

As a part of the acceptance process, manufacturers are required to submit a prototype EPIRB for testing by a Coast Guard accepted independent laboratory. The acceptance process was initially delayed by the lack of accepted independent laboratories. Currently there are three independent laboratories accepted by the Coast Guard and four manufacturers seeking acceptance of their 406 MHz EPIRBs in the United States.

In order to maintain the commitment in the final rule allowing approximately six months for installation of satellite EPIRBs after the units are readily available, the compliance date needs to be delayed nine months from the original date published in the final rule.

In accordance with the preceding, the Coast Guard is amending 46 CFR 25.26-1 by removing the date August 17, 1989 and inserting the date, May 17, 1990. Since this action merely carries out the commitment made in response to comments on the original rulemaking, further notice and comment is unnecessary. Since this action relieves a burden, it is being made effective upon publication.

Regulatory Evaluation

The original regulations were considered to be non-major under Executive Order 12291 and nonsignificant under DOT regulatory policies and procedures (44 FR 11034; February 26, 1979). A final regulatory evaluation has been prepared and placed in the docket. It may be inspected or copied at the Office of the Marine Safety Council (see "ADDRESSES", above). Since this extension of the compliance date has no economic impact, and will not affect the conclusions of the final evaluation, no further evaluation is considered necessary.

Regulatory Flexibility Act

Since this extension of the original compliance date has no economic impact, the Coast Guard certifies that this proposal will not have a significant economic impact on a substantial number of small entities.

Environmental Impact

It has been determined that this rulemaking is categorically excluded from detailed environmental evaluation. The Categorical Exclusion Determination for the original rulemaking is available in the docket for examination, copying and public comment.

Paperwork Reduction

No paperwork is required by this regulation.

Federalism Statement

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.

Regulatory Information Number

A regulatory information number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN number contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 46 CFR Part 25

Fire prevention, Marine safety.

In consideration of the foregoing Subchapter C of Title 46, Code of Federal Regulations, is amended as follows:

PART 25—[AMENDED]

1. The authority citation to Part 25 continues to read as follows:

Authority: 46 U.S.C. 3306, 4104, and 4302; 49 CFR 1.46.

2. By revising the introductory text of paragraph (a) of § 25.26-1 to read as follows:

§ 25.26-1 Uninspected Fishing, Fish Processing, and Fish Tender Vessels.

(a) After May 17, 1990, the owner of an uninspected vessel that is a fishing vessel, a fish processing vessel, or a fish tender vessel shall ensure that the vessel does not operate on the high seas, as defined in 33 CFR 2.05-1(a), unless it has on board—

Dated: March 24, 1989.

M.J. Schiro,

Captain, U.S. Coast Guard, Acting Chief,
Office of Marine Safety, Security and
Environmental Protection.

[FR Doc. 89-8658 Filed 4-12-89; 8:45 am]

BILLING CODE 4910-14-M

Maritime Administration**46 CFR Part 298**

[Docket No. R-127]

Obligation Guarantees; Technical Amendments

AGENCY: Maritime Administration,
Department of Transportation.

ACTION: Final rule.

SUMMARY: These technical amendments merely effect changes in definitions and other provisions of the regulations for the vessel obligation guarantee program (Title XI Program) to reflect and be consistent with provisions in Pub. L. 100-710, which became effective on January 1, 1989, and implementing Maritime Administration (MARAD) regulations at 46 CFR Part 221. These amendments make no substantive changes in the administration of the Title XI Program by MARAD.

DATE: This final rule shall become effective on April 13, 1989.

FOR FURTHER INFORMATION CONTACT: Edmund T. Sommer, Jr., Chief, Division of Regulations, Office of the Chief Counsel, Maritime Administration (202) 366-5181.

SUPPLEMENTARY INFORMATION: The regulations at 46 CFR Part 298 govern the administration of the provisions in Title XI of the Merchant Marine Act, 1936, as amended (46 App. U.S.C. 1271-1279). These regulations contain definitions and procedures with respect

to preferred mortgages, which comprise the principal security to the United States for its guarantee of vessel obligations (debt instruments issued to finance vessels). Pub. L. 100-710, which became effective on Jan. 1, 1989, contains provisions controlling the transfer of interests in a vessel documented under U.S. law, or for which an application for documentation has been made in substantial compliance with the documentation laws. Such transfers include the perfecting of a preferred mortgage, which is defined. Pub. L. 100-710 also repeals the Ship Mortgage Act of 1920 (46 App. U.S.C. 984), to which reference is made in these regulations. These amendments will conform the provisions of these regulations to the requirements of Pub. L. 100-710 and other MARAD regulations at 46 CFR Part 221 for actions concerning preferred mortgages.

Analysis of Regulatory Impact

This rulemaking has been reviewed under Executive Order 12291, and it has been determined that this is not a major rule. It will not result in an annual effect on the economy of \$100 million or more. There will be no increase in production costs or prices for consumers, individual industries, Federal, State or local governments, agencies or geographic regions. Furthermore, it will not adversely impact competition, employment, investment, productivity, innovation, or the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

This rulemaking does not involve any change in important Departmental policies, and is not considered significant. Since there should be a minimal economic impact, further economic evaluation is unnecessary. Moreover, the Deputy Maritime Administrator certifies that these amendments will not have a significant economic impact on a substantial number of small entities.

This rulemaking will have no environmental impact that requires an environmental impact statement under the National Environmental Policy Act of 1969. It has also been reviewed under Executive Order 12612, Federalism, and it has been determined that it does not have sufficient implications for Federalism to warrant preparation of a Federalism Assessment.

Finally, this rulemaking contains no reporting requirements that require approval by the Office of Management and Budget pursuant to provision of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35).