

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. Environment

We have analyzed this rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment.

This rule is a special local regulation. It is categorically excluded from further review under paragraph L61 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1.

List of Subjects in 33 CFR Part 100

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

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

Authority: 46 U.S.C. 70041; 33 CFR 1.05–1.

■ 2. Add § 100.T599–0994 to read as follows:

§ 100.T599–0994 Special Local Regulation; Daugherty Creek, Crisfield, MD.

(a) *Location.* This special local regulation applies to the following regulated area:

(1) *Regulated Area.* All waters of Daugherty Creek, from surface to bottom, encompassed by a line connecting the following points beginning at 37°59′6452″ N, 075°51′4341″ W., thence to 37°59′6269″ N, 075°51′3556″ W., thence to 37°59′4437″ N, 075°51′4381″ W., thence to 37°59′4762″ N, 075°51′5845″ W. and back to the point of origin. These coordinates are based on the World Geodetic System (WGS 84)

(2) *Race Area.* This area is bounded by a line commencing at position

37°59′6321″ N 075°51′4319″ W, thence to 37°59′6243″ N 075°51′3887″ W, thence to 37°59′4665″ N 075°51′4606″ W, thence to 37°59′4797″ N 075°51′5568″ W, and back to the point of origin.

(3) *Buffer zone.* The buffer zone surrounds the entire race area and is bounded by a line commencing at position 37°59′6452″ N, 075°51′4341″ W., thence to 37°59′6269″ N, 075°51′3556″ W., thence to 37°59′4437″ N, 075°51′4381″ W., thence to 37°59′4762″ N, 075°51′5845″ W. and back to the point of origin.

(b) *Definitions.* As used in this section, *designated representative* means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Sector Maryland-National Capital region (COTP) in the enforcement of the regulated area. *Participant* means all persons and vessels registered with the event sponsor as a participant in the race.

(c) *Regulations.* (1) All non-participants are prohibited from entering, transiting through, anchoring in, or remaining within the regulated area described in paragraph (a) of this section unless authorized by the COTP or their designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative on VHF-FM channel 16 or by telephone at (410) 576–2525. Those in the regulated area must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(d) *Enforcement period[s].* This section will be enforced from 12:30 p.m. to 3 p.m. on September 5, 2026. Alternatively, and in the event the race is postponed due to inclement weather, enforcement will occur from 12:30 p.m. through 3 p.m. on September 06, 2026.

Patrick C. Burkett,

Captain, U.S. Coast Guard, Captain of the Port Maryland—National Capital Region.

[FR Doc. 2026–16426 Filed 8–11–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket Number USCG–2026–0734]

RIN 1625–AA08

Special Local Regulation; Casco Bay, Flotilla To Fight Cancer, Long Island, ME

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary special local regulation for the navigable waters of Casco Bay, in the vicinity of Cow Island, in the Town of Long Island, ME, to support an offshore concert with spectator vessels. This regulation is needed to protect spectators and mariners from safety risks associated with a large gathering on the water. The regulation will temporarily establish a spectator area and two safe access lanes for transit and emergency response while also prohibiting swimming and creating a speed restriction/no wake zone.

DATES: This rule is effective from 12:30 p.m. on August 15, 2026, through 5:30 p.m. on August 16, 2026. It will only be enforced, however, from 12:30 p.m. until 5:30 p.m. on August 15, 2026, unless the event is delayed because of weather conditions, in which case it will be subject to enforcement during those same hours on August 16, 2026.

ADDRESSES: To view available documents mentioned in this preamble, go to <https://www.regulations.gov>, type USCG–2026–0734 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email LT Amanda Barnett, Sector Northern New England, U.S. Coast Guard; telephone: 207–808–9137, email: NNEWaterways@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port, Northern New England
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
SLR Special local regulation
TFR Temporary final rule
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

On March 4, 2026, the event sponsor of the annual “Flotilla to Fight Cancer Benefit Concert” submitted an application under 33 CFR 100.15 to conduct the event. The offshore concert will take place in Casco Bay, on the Falmouth side of Cow Island, in the town of Long Island, ME for approximately five hours on August 15, 2026, with a rain date of August 16, 2026. The concert is a “regatta or marine parade,” an organized water event of limited duration which is conducted according to a prearranged schedule,” 33 CFR 100.05(a). The sponsor submitted the application under 33 CFR 100.15 because the event, by its nature, circumstances or location, will introduce extra or unusual hazards to the safety of life on the surrounding navigable waters.

After approving an application for a regatta or marine parade within his or her district or zone, the Captain of the Port (COTP) is authorized to promulgate such special local regulations (SLR) as he or she deems necessary to ensure safety of life on the navigable waters immediately prior to, during, and immediately after the approved regatta or marine parade. 33 CFR 100.35. Due to the high-profile nature of the offshore concert event, it is anticipated that sufficient spectator vessels and support craft will be present and to have the potential to cause vessel congestion in Casco Bay. The COTP, Sector Northern New England has therefore determined that potential hazards associated with the offshore concert, such as collisions or bottlenecks in case of emergency evacuation, would be a safety concern

for anyone within the concert area and adjacent navigable waters, and is therefore establishing these SLRs.

The Coast Guard is issuing this temporary rule without prior notice and comment. As authorized by 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable to process the event application, publish an NPRM, respond to comments, and publish a final rule by August 15, 2026 to protect spectators and mariners at the event.

For the same reasons, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule by 30 days is impracticable because the rule will expire in less than 30 days.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70041. The COTP has determined that this rule is needed to protect spectators, mariners, vessels, and the marine environment from the hazards associated with the offshore concert event.

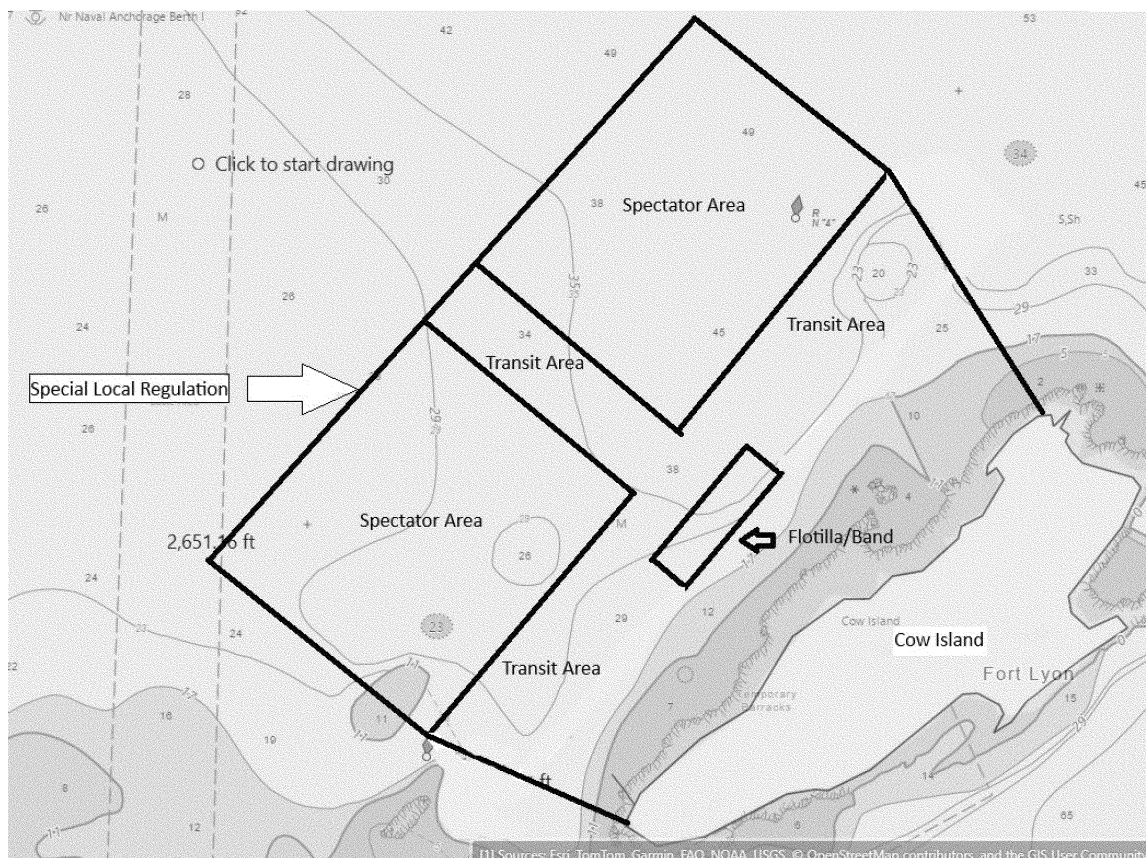
IV. Discussion of the Rule

The Coast Guard is establishing a temporary SLR from 12:30 p.m. on August 15, 2026, through 5:30 p.m. on August 16, 2026. It will only be enforced, however, from 12:30 p.m. until 5:30 p.m. on August 15, 2026, unless the event is delayed because of weather conditions, in which case it will be subject to enforcement during those same hours on August 16, 2026.

The regulated area, as shown below, in figure 1, starts at the point in position at 43°41'27" N, 070°11'31" W; then down to the Northwest point of Cow Island; then East along the coast of the Falmouth side of Cow Island to the Northeast Point; then North to a point in position of 43°41'49" N, 070°11'9" W; then Northwest to a point in position of 43°41'53" N, 070°11'18" W; then Southwest to a point in position of 43°41'34" N, 070°11'41" W; and then to point of origin 43°41'27" N, 070°11'31" W. These coordinates are expressed in Degrees (°) Minutes (') Seconds (") (DMS) based on North American Datum 1983 (NAD 83).

The regulated area will mainly serve as a spectator zone but will also include two transit areas where stopping, fishing, mooring, anchoring, or loitering is always prohibited, except when mooring to the existing mooring balls located in the areas. The first transit area will run between the Northwest and Northeast points of Cow Island and extend to two separate points: 43°41'27" N, 070°11'31" W and 43°41'49" N, 070°11'9" W. The concert stage barge will be positioned at the center of this area. For clarity, the area behind the concert stage barge is included within this transit area, and stopping, fishing, mooring, anchoring, or loitering is strictly prohibited throughout. The second transit area will run down the center of the spectator area, perpendicular to the concert stage barge, with a width of 240 feet. These transit areas will allow vessels to enter and exit the spectator zone from all sides and provide access for emergency vessels.

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**BILLING CODE 9110-04-C**

The temporary SLR will prohibit swimming in the entire regulated area. Additionally, all vessels must follow a “Slow-No Wake” speed limit, meaning they cannot create a wake and cannot exceed speeds of five (5) knots unless a higher speed is needed to maintain control. This regulation is in place to ensure the safety of vessels and people before, during, and after the concert.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive Orders.

A. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to rules not subject to notice and comment. As the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act’s flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this rule will affect your small

business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

B. Collection of Information

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

C. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the National Government and

the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. Environment

We have analyzed this rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and

Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment.

This rule establishes a special local regulation for the duration of an event that qualifies as a regatta or marine parade. It is categorically excluded from further review under paragraph L61 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration supporting this determination is available in the docket. For instructions on locating the docket, see the **ADDRESSES** section of this preamble.

List of Subjects in 33 CFR Part 100

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

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

Authority: 46 U.S.C. 70041; 33 CFR 1.05–1

- 2. Add § 100.T199–0734 to read as follows:

§ 100.T199–0734 Special Local Regulation; Casco Bay, Flotilla to Fight Cancer, Long Island, ME

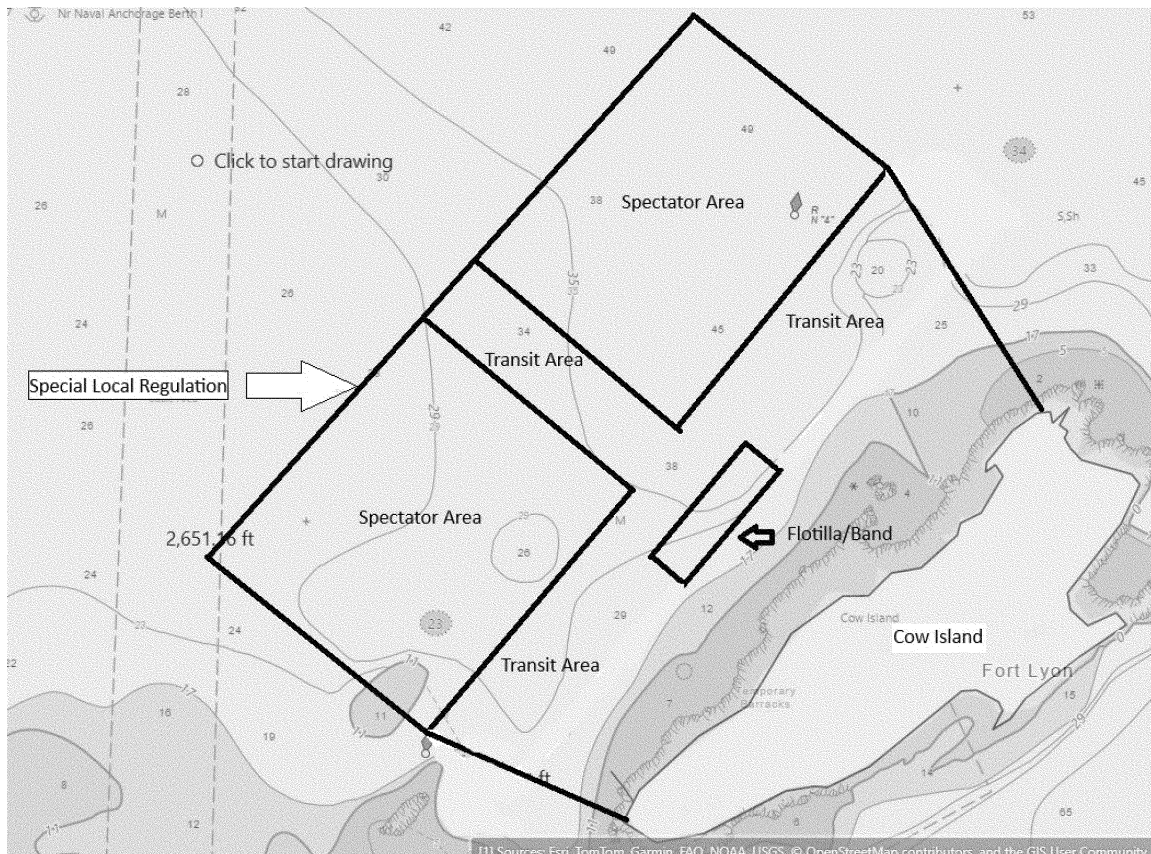
(a) *Regulated Area.* All navigable waters of Casco Bay near the Falmouth side of Cow Island, Long Island, ME, within a polygon bounded by the following: originating at the point in position at 43°41'27" N, 070°11'31" W; then down to the Northwest point of Cow Island; then East along the coast of the Falmouth side of Cow Island to the Northeast Point; then North to a point in position of 43°41'49" N, 070°11'9" W; then Northwest to a point in position of 43°41'53" N, 070°11'18" W; then

Southwest to a point in position of 43°41'34" N, 070°11'41" W; and then to point of origin 43°41'27" N, 070°11'31" W. These coordinates are based on World Geodetic System (WGS 84)/North American Datum 83 (NAD 83).

(1) *Spectator area.* All navigable waters of Casco Bay near the Falmouth side of Cow Island, Long Island, ME, as described in paragraph (a) of this section.

(2) *Transit areas.* As shown in figure 1, two transit areas will be established within the spectator area. The first transit area will run between the Northwest and Northeast points of Cow Island and extend to two separate points: 43°41'27" N, 070°11'31" W and 43°41'49" N, 070°11'9" W, with the concert stage barge located in the center. The area behind the concert stage barge is designated as part of this transit area. The second transit area will run down the center of the spectator area, perpendicular to the concert stage barge, with a width of 240 feet. These transit areas will allow vessels to enter and exit the spectator zone from all sides and provide access for emergency vessels.

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BILLING CODE 9110–04–C

(b) *Definitions.* As used in this section—

(1) *Captain of the Port Representative or COTP Representative* means a

commissioned, warrant, or petty officer of the Coast Guard designated by name

by the Captain of the Port to verify an event's compliance with the conditions of its approved permit.

(2) *Event Patrol Commander or Event PATCOM* means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the respective Coast Guard Sector—Captain of the Port to enforce the regulations in paragraph (d) of this section.

(3) *Official patrol vessel or official patrol* means any vessel assigned or approved by the respective Captain of the Port with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign, or any state or local law enforcement vessel approved by the Captain of the Port in accordance with current local agreements.

(4) *Spectator area* means an area bound by coordinates provided in latitude and longitude within the regulated area that outlines the boundary of an area reserved for spectator vessels watching the concert.

(5) *Transit area* means a designated lane within the regulated area described in paragraph (a) of this section where vessels are allowed to travel through safely.

(c) *Patrol of the marine event.* The COTP may assign one or more official patrol vessels, as described in § 100.40, to the regulated event. The Event PATCOM will be designated to oversee the patrol. The patrol vessel and the Event PATCOM may be contacted on VHF-FM Channel 16. The Event PATCOM may terminate the event at any time if deemed necessary for the protection of life or property.

(d) *Regulations.* (1) All persons are prohibited from swimming in the regulated area described in paragraph (a) of this section.

(2) Any vessel transiting through a transit area must make a direct passage. No vessel may stop, fish, moor, anchor, or loiter within a transit area at any time except when mooring to the existing mooring balls located in the areas.

(3) Entry and movement within the regulated area is subject to a "Slow-No Wake" speed limit. All vessels may not produce a wake and may not attain speeds greater than five (5) knots unless a higher minimum speed is necessary to maintain bare steerageway.

(4) Persons or vessels seeking to deviate from the restrictions described must request authorization from the COTP or the COTP's designated representative via VHF-FM marine channel 16 or by contacting the Coast Guard Sector Northern New England Command Center at (833) 449-2407. Those within the regulated area must comply with all lawful orders or

directions given to them by the COTP or official patrol vessel.

(e) *Enforcement period.* This section is in effect from 12:30 p.m. on August 15, 2026, through 5:30 p.m. on August 16, 2026. It will only be enforced, however, from 12:30 p.m. until 5:30 p.m. on August 15, 2026, unless the event is delayed because of weather conditions, in which case it will be subject to enforcement during those same hours on August 16, 2026.

Dated: August 6, 2026.

Matthew S. Baker,

Captain, U.S. Coast Guard, Captain of the Port, Sector Northern New England.

[FR Doc. 2026-16428 Filed 8-11-26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2026-0220]

RIN 1625-AA00

Safety Zone; T/V DENISE FOSS (O.N. 1254223), Honolulu, HI

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters within a 500-yard radius of the T/V DENISE FOSS (O.N. 1254223) and its tow, FOSS 3612 (O.N. 1255436). The moving safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the transportation of three ship-to-shore cranes. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Honolulu, or their designated representative.

DATES: This rule is effective from 6 a.m. on August 13, 2026, until 9 a.m. on August 17, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG-2026-0220.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact MST1 Brad Snyder, Sector Honolulu Waterways Management Division, U.S. Coast Guard; telephone 800-552-6458, or email William.a.snyder@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

The Coast Guard received notification on August 3, 2026, that Pasha Hawaii will ship three ship-to-shore cranes from Los Angeles, CA to Honolulu, HI, via tug and barge, with a scheduled arrival date of August 14, 2026. The day and time of this safety zone enforcement will depend on the arrival, but enforcement may start as soon as 6 a.m. on August 13, 2026. Hazards from this shipment include but are not limited to the tug and barge being restricted in its ability to maneuver, which creates hazards for the public on the water. The Captain of the Port (COTP) Honolulu has determined that potential hazards associated with the shipment of the three ship-to-shore cranes are a safety concern for anyone while the tug and barge are transiting in Mamala Bay on its approach to Honolulu Harbor. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. The Coast Guard was notified of this event on August 3, 2026, but we must establish this safety zone by August 13, 2026, to protect personnel, vessels, and the marine environment while the vessel is approaching Honolulu Harbor. Therefore, we do not have enough time to solicit and respond to comments.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule establishes a moving safety zone that will be enforced from August 13, 2026 through August 17, 2026. The day and time of enforcement will depend on the arrival of T/V DENISE FOSS (O.N. 1254223) and its tow, FOSS 3612 (O.N. 1255436), entering Mamala Bay in the vicinity of Diamond Head and will be announced to the public in