50 feet to 100 feet from existing structures.

(c) Equipment shelter—DGPS transmitting equipment will be housed in existing equipment facilities with the possible exception of Fort Macon, NC, which may require upgrading the structure to hold the additional electronic equipment.

(d) Utilities—The Coast Guard proposes to use available commercial power as the primary source for the electronic equipment. A telephone line will be required at each site to allow for remote monitoring and operation.

Description of Each Site

Charleston, SC—The site is co-located at the Charleston Light Station, which is on Sullivans island.

Cape Canaveral, FL—Located approximately 10 miles Northeast of Cocoa Beach on the Cape Canaveral Air Force Station.

Miami, FL—Located approximately 12 miles Northeast of Coral Gables on the Virginia Key island.

Cape Henry, VA—This site is located on the Fort Story Military Reservation, which is adjacent to the Cape Henry Light. The light is listed on the National Register. The Coast Guard and VA SHPO agree the proposed project will have no adverse effect on the historic property. The radiobeacon equipment has already been partially upgraded and is transmitting prototype DGPS signals for test and evaluation purposes.

Fort Macon, NC—The site is co-located at the USCG Base Fort Macon, which is near the historic Fort Macon. The Coast Guard and NC SHPO agree that the proposed project will have no adverse effect on the historic property.

Implementation of a DGPS service in the Atlantic Intercoastal Regional is determined to have no significant effect on the quality of the human environment or require preparation of an Environmental Impact Statement.

Dated: January 19, 1995.

G.A. Penington,

Rear Admiral, U.S. Coast Guard Chief, Office of Navigation Safety and Waterway Services.

[FR Doc. 95–2093 Filed 1–26–95; 8:45 am]

BILLING CODE 4910–14–M

[CGD 95–006]

Discontinuance of Coast Guard High Frequency Morse Radiotelegraphy Services

AGENCY: Coast Guard, DOT.

ACTION: Notice of intent.

SUMMARY: the Coast guard intends to discontinue all high frequency Morse (HFCW) radiotelegraph services. More effective means of communication are now in use, and vessels in maritime areas over which the United States exercises responsibility for search and rescue no longer rely on HFCW radiotelegraphy as a primary means of communication.

DATES: All Coast Guard HFCW radiotelegraphy services will be discontinued on April 1, 1995.

FOR FURTHER INFORMATION CONTACT: Lieutenant Adolph Keyes, Chief, Telecommunications Policy Section (G–TTM), Office of Command, Control and Communication, U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593–0001, telephone (202) 267–6598, telefax (202) 267–4617, or telex 892427 (COASTGUARD WASH). Normal office hours are between 7 a.m. and 3:30 p.m. (EST), Monday through Friday, except holidays.

SUPPLEMENTARY INFORMATION: Since 1959, the Coast Guard has used high frequency Morse radiotelegraphy (HFCW) to communicate with government and merchant ships, primarily to broadcast safety, warnings and navigation information, receive position and meteorological reports from ships, and to communicate with ships at sea reporting a distress alert or medical or vessel emergency.

The Global Maritime Distress and Safety System (GMDSS) amendments to the Safety of Life at Sea (SOLAS) Convention were adopted in 1988 and initial provisions entered into force in February, 1992. GMDSS methods provide the mariner with improved means for initiating or relaying distress alerts, and receiving safety information pertinent to its area of operation. Components of the GMDSS now available include navigational telex (NAVTEX), simplex teletype over radio (SITOR), emergency position indicating radio beacons (EPIRB), search and rescue radar transponders (SARTS) and International Maritime Satellite (INMARSAT). NAVTEX, SITOR and INMARSAT's SafetyNet provide the mariner with the same components of information the Coast Guard currently broadcasts over high frequency Morse (HFCW) radiotelegraphy. Government and merchant vessels no longer rely on high frequency Morse (HFCW) radiotelegraphy as their primary means of safety radiocommunications when operating within maritime areas, where the United States exercises responsibility for search and rescue and navigational safety.

U.S. commercial coast radio stations provide adequate radio frequency and time of day coverage of maritime areas to ensure a high probability of reception of distress and safety alerts. Provisions exist under the Communications Act for prompt processing of distress and safety messages and forwarding to the appropriate U.S. Coast Guard rescue coordination center.

The U.S. Coast guard will continue to provide HF SITOR service from Communication Stations Kodiak (NOJ), Honolulu (NMO), and Guam (NRV), and Communications Area Master Stations San Francisco (NMC) and Portsmouth (NMN). Additionally, government and merchant vessels can contact designated commercial coast radio stations on HFCW to pass safety, medical emergency and Automated-Mutual Assistance Vessel Rescue (AMVER) reports to the Coast Guard at no cost to the originator. More information concerning Coast Guard distress and safety radio circuits can be obtained from the Coast Guard Navigation Information Service computer bulletin board, accessible by modem at (703) 313–5910, or by Internet from 'Telnet fedworld.gov'.

The Coast Guard believes the current implemented provisions of GMDSS and commercial coast radio station operating Morse telegraphy services (HFCW) within the high frequency bands are sufficient to ensure distress and safety communication services. Therefore, effective 1 April 1995, the Coast Guard proposes to cease all high frequency Morse (HFCW) radiotelegraphy services currently operated from Coast Guard Communication Stations Kodiak, Honolulu, and Guam, and Communications Area Master Stations San Francisco and Portsmouth.

Dated: January 13, 1995.

D.E. Ciancaglini,

Rear Admiral, U.S. Coast Guard, Chief, Office of Command, Control and Communications.

[FR Doc. 95–2092 Filed 1–26–95; 8:45 am]

BILLING CODE 4910–14–M

[CGD 95–005]

Area To Be Avoided Off the Washington Coast

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting; request for comments.

SUMMARY: The Coast Guard will conduct a public meeting to obtain information on whether the applicability of an area to be avoided (ATBA) off the Washington Coast should be expanded to include vessels and barges other than those carrying cargoes of oil or hazardous materials.