

5th Floor, Washington, DC 20416,
telephone: (202) 205-6629.

OMB Reviewer: Donald Arbuckle, Office
of Information and Regulatory Affairs,
Office of Management and Budget,
New Executive Office Building,
Washington, DC 20503.

Title: Portfolio Financial Report.

Form No.: SBA Form 1031.

Frequency: On Occasion.

Description of Respondents: Small
Business Investment Companies.

Annual Responses: 2,100.

Annual Burden: 420.

Dated: December 20, 1994.

Cleo Verbillis,

Chief, Administrative Information Branch.

[FR Doc. 95-2094 Filed 1-26-95; 8:45 am]

BILLING CODE 8025-01-M

Wood River Capital Corporation; Notice of License Surrender

[License #02/02-0361]

Notice is hereby given that Wood
River Capital Corporation ("WRCC"),
667 Madison Avenue, New York, New
York 20021, has surrendered its license
to operate as a small business
investment company under the Small
Business Investment Act of 1958, as
amended ("the Act"). WRCC was
licensed by the Small Business
Administration on May 5, 1976.

Under the authority vested by the Act
and pursuant to the regulations
promulgated thereunder, the surrender
of the license was accepted on
December 24, 1994, and accordingly, all
rights, privileges, and franchises derived
therefrom have been terminated.

(Catalog of Federal Domestic Assistance
Program No. 59.011, Small Business
Investment Companies)

Dated: January 23, 1995.

Robert D. Stillman,

Associate Administrator for Investment.

[FR Doc. 95-2096 Filed 1-26-95; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 95-004]

Differential Global Positioning System, Atlantic Intercoastal Region; Environmental Assessment

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has prepared
a Programmatic Environmental
Assessment (EA) and Finding of No
Significant Impact (FONSI) for

implementing a Differential Global
Positioning System (DGPS) Service in
the Atlantic Intercoastal Region of the
United States. The EA concluded that
there will be no significant impact on
the environment and that preparation of
an Environmental Impact Statement will
not be necessary. This notice announces
the availability of the EA and FONSI
and solicits comments on them.

DATES: Comments must be received on
or before February 27, 1995.

ADDRESSES: Comments may be mailed to
the Executive Secretary, Marine Safety
Council, U.S. Coast Guard Headquarters,
2100 Second Street SW., Washington,
DC 20593-0001, or may be delivered to
room 3406 at the same address between
8 a.m. and 3 p.m., Monday through
Friday, except Federal holidays. The
telephone number is (202) 267-1477.

Copies of the EA and FONSI may be
obtained by contacting LCDR George
Privon at (202) 267-0297 or faxing a
request at (202) 267-4427. A copy of the
EA (less enclosures) is also available on
the Electronic Bulletin Board System
(BBS) at the Navigation Information
Center (NIC) in Alexandria, VA, (703)
313-5910. For information on the BBS,
call the NIC watchstander at (703) 313-
5900.

FOR FURTHER INFORMATION CONTACT:
LCDR George Privon, Radionavigation
Division, (202) 267-0297.

SUPPLEMENTARY INFORMATION:

Request for Comments

Copies of the Programmatic
Environmental Assessment (EA) and
Finding of No Significant Impact
(FONSI) are available as described
under **ADDRESSES**. The Coast Guard
encourages interested persons to
comment on these documents. The
Coast Guard may revise these
documents in view of the comments. If
revisions are warranted, availability of
the revised documents will be
announced by a later notice in the
Federal Register.

Background

As required by Congress, the Coast
Guard is preparing to install the
equipment necessary to implement a
Differential Global Positioning System
(DGPS) service in the Atlantic
Intercoastal Corridor area of the United
States. DGPS is a new radionavigation
service that improves upon the 100
meter accuracy of the existing Global
Positioning System (GPS) to provide an
accuracy of better than 10 meters. For
vessels, this degree of accuracy is
critical for precise electronic navigation
in harbors and harbor approaches and
will reduce the number of vessel

groundings, collisions, personal
injuries, fatalities, and potential
hazardous cargo spills resulting from
such incidents.

After extensive study, the Coast Guard
has selected five sites along the Atlantic
Intercoastal Corridor coastline for the
DGPS equipment. The sites are in the
vicinity of Charleston, SC; Cape Henry,
VA; Fort Macon, NC; Cape Canaveral,
FL; and Miami, FL. The sites are already
used for related purposes and were
chosen, in part, because their proposed
use is consistent with their past and
present use, thus minimizing further
impact on the environment. DGPS
signal transmissions will be broadcast in
the marine radiobeacon frequency band
(283.5 to 325 KHz) using less than 50
watts (effective radiated power). Signal
transmissions at these low frequency
and power levels have not been found
to be harmful to the surrounding
environment.

Proposed Installations at Each Site

(a) Radiobeacon Antenna—The Coast
Guard proposes to use an existing
antenna or install a 90 foot guyed
antenna with an accompanying ground
plane for sites as follows:

At Cape Henry, VA, the existing antenna
and ground plane will be used.

At Miami, FL, the existing 74 foot
antenna and ground plane will be
used.

At Cape Canaveral, FL, the existing
ground plane will need to be
upgraded and the 74 foot antenna will
be replaced with a 90 foot model at
the same location.

At Fort Macon, NC, and Charleston, SC
the existing antenna and ground plane
will be used.

A ground plane for these antennas
consists of approximately 120 copper
radials (6 gauge copper wire) installed 6
inches (or less) beneath the soil and
projecting outward from the antenna
base. The optimum radial length is 300
feet, but this length may be shortened to
fit within property boundaries.

Wherever possible, a very effective cable
plow method will be utilized in the
radial installation to minimize soil
disturbance. Installation of the ground
plane may first require some clearing of
trees and bushes.

(b) DGPS Antennas—Each site will
require two 10 foot masts to support
four small (4 inches by 18 inches
diameter) receiving antennas. The masts
will be installed on concrete
foundations. These masts are needed to
support the primary and backup
reference receivers and integrity
monitors. The location of the two masts
will be in the vicinity of the electronic
equipment building or hut, but at least

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.