

shareholders would be better served by a liquidation of applicant's assets. The Trustees reached this conclusion based upon the recommendation of Smith Breeden Associates, Inc. (the "Adviser") that applicant's master-feeder structure was no longer the most economically viable alternative over the long term. The master-feeder structure was chosen initially to allow for flexibility in distribution. The Intermediate Series initially had a load and was to be marketed by brokers to a retail market. This plan was not successful and assets only grew to \$8 million after two years. The Adviser was supporting an expense cap in both the master and feeder funds creating redundancies in expenses at small asset levels. After two years, the Adviser concluded that it could no longer support the expense caps. The Trustees voted to approve a plan of liquidation whereby the assets of applicant would be distributed in case or in-kind to applicant's shareholders in complete liquidation of the applicant.

3. According to applicant's Declaration of Trust, no shareholder vote was required. Prior to the time of liquidation, applicant was required to notify shareholders of the plan of liquidation in the form of a letter signed by a majority of the Trustees. The letter was sent by overnight courier on July 28, 1994.

4. On August 1, 1994, immediately preceding the liquidation, applicant had a total of 895,357.904 shares of beneficial interest outstanding. At such time, applicant's aggregate and per share net asset value was \$8,813,488.2 and \$9.843, respectively.

5. All portfolio securities and any other assets of applicant were distributed to applicant's shareholders in connection with the liquidation. On August 1, 1994, applicant transferred its assets to its shareholders at fair market value in cancellation of their shares. Prior to the liquidating distribution, Smith Breeden Intermediate Duration U.S. Government Series ("Intermediate Series") held a majority of applicant's shares (870,004.56). The Intermediate Series received all of applicant's investments and remaining cash. The Intermediate Series assumed all of applicant's liabilities which consisted of: \$7,483,827 for accounts payable for securities purchased; \$3,697 for accrued expenses; and \$2,652 for investment advisory fees. The value of assets and cash received by the Intermediate Series was \$8,563,932.70.

6. On August 1, 1994, applicant transferred cash to its minority shareholders in the amount of \$249,555.50. This payment was equal to the net asset value of such shareholders' shares on

such date. Prior to the plan of liquidation, minority shareholders held 25,353.344 shares.

7. On July 29, 1994, the balance of unamortized organizational expenses was \$24,256. Initially, these expenses were paid by the Adviser and applicant established an Account Payable for Organization Costs (The "Account") to the Adviser.

On July 29, 1994, the balance in the Account equalled the balance of unamortized organizational expenses. In liquidation, the Adviser forgave the Account and relinquished its right to be reimbursed for the organization costs it paid.

8. All expenses incurred in connection with applicant's liquidation were borne by the Intermediate Series. Such expenses, totalling \$2,000, included legal and drafting fees.

9. As of the date of the application, applicant has no assets, debts, or shareholders. Applicant is not a party to any litigation or administrative proceeding. Applicant is neither engaged in nor proposes to engage in any business activities other than those necessary for the winding-up of its affairs.

10. Applicant will terminate its existence as a business trust under Massachusetts law.

For the SEC, by the Division of Investment Management, under delegated authority.

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 95-3885 Filed 2-15-95; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 2167]

Shipping Coordinating Committee, Subcommittee on Safety of Life at Sea; Working Group on Safety of Navigation; Notice of Meeting

The Working Group on Safety of Navigation of the Subcommittee on Safety of Life at Sea (SOLAS) will conduct an open meeting at 9:30 a.m. on Wednesday, March 22, 1995, in room 6103, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC.

The purpose of the meeting is to prepare for the 41st session of the Subcommittee on Safety of Navigation (NAV) of the International Maritime Organization (IMO) which is tentatively scheduled for September 18-22, 1995, at the IMO Headquarters in London.

Items of principal interest on the agenda are:

—Routing of ships and related matters

—International Code of Signals
—Navigational aids and related matters
—Vessel Traffic Services (VTS) and ship reporting
—Revision of SOLAS chapter V
—Human element and bridge operations
—Review of World Meteorological Organization (WMO) handbooks on navigation in areas affected by sea-ice
—IMO standard marine communication phrases
—Removal of wrecks and towage of offshore installations, structures, and platforms
—Review of the Code for the Safe Carriage of Irradiated Nuclear Fuel (INF Code)
—Operational aspects of Wing in Ground (WIG)—craft
—Safety of passenger submersible craft
—Automatic ship identification transponder systems.

Members of the public may attend these meetings up to the seating capacity of the room. Interested persons may seek information by writing: Mr. Edward J. LaRue, Jr., U.S. Coast Guard (G-NSR-3), Room 1416, 2100 Second Street, SW., Washington, DC 20593-0001 or by calling: (202) 267-0416.

Dated: February 3, 1995.

Charles A. Mast,
Chairman, Shipping Coordinating Committee.
[FR Doc. 95-3891 Filed 2-15-95; 8:45 am]

BILLING CODE 4710-07-M

Shipping Coordinating Committee

[Public Notice 2166]

Subcommittee on Safety of Life at Sea Working Group on Containers and Cargoes; Meeting

The Working Group on Containers and Cargoes of the Subcommittee on Safety of Life at Sea (SOLAS) will conduct an open session from 1:00 p.m. to 4:00 p.m. on Wednesday, March 15, 1995, in room 6436 at U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This will be a joint meeting of the Working Group's Panel on Multimodal Transport and Containers, and the Panel on Bulk Cargoes. The purpose of the meeting is to establish U.S. positions on matters to be addressed at the 34th session of the International Maritime Organization's (IMO) Subcommittee on Containers and Cargoes (BC 34) to be held at IMO Headquarters in London, March 27-31, 1995.

Items of particular interest that will be discussed at this meeting include:

1. Review of guidance and proposed amendments to the Containers and Cargoes (BC), Cargo Securing Manual Circular (MSC/Circular 385).

2. Incorporation of guidelines for the development of plans for the handling of offshore containers by offshore supply vessels pursuant to the International Safety Management (ISM) Code.

3. Interpretation of the International Convention for Safe Containers (CSC), regarding the applicability of CSC on component containers.

4. Development of a proposed Code of Safe Practice for the Safe Loading and Unloading of Bulk Cargoes, including cargo transfer check-off lists to ensure coordination between vessel crews and transfer facility personnel.

5. Review and amendment of guidelines for the fumigation of bulk grain cargoes pursuant to the International Code for Safe Carriage of Grain in Bulk.

Members of the public may attend these meetings up to the seating capacity of the room. Interested persons may seek information by writing LCDR D. Du Pont or Mr. Bob Gauvin, U.S. Coast Guard (G-MVI-2), 2100 Second Street SW., Washington, DC 20593-0001 or by calling (202) 267-1181.

Dated: February 6, 1995.

Charles A. Mast,

Chairman, Shipping Coordinating Committee.

[FR Doc. 95-3892 Filed 2-15-95; 8:45 am]

BILLING CODE 4710-07-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 95-008]

Towing Safety Advisory Committee

AGENCY: Coast Guard, DOT.

ACTION: Notice of meetings.

SUMMARY: The Towing Safety Advisory Committee (TSAC) and its working groups will meet to discuss various issues, to appoint new members, and to facilitate turnover of work in progress. Agenda will include elections, working group reports, and discussion of possible changes to licensing regulations. The meetings will be open to the public.

DATES: Meetings of the TSAC working groups will be held on Thursday, March 23, 1995. These meetings are scheduled to run from 8:30 a.m. to 4:30 p.m. The TSAC meeting will be held on Friday, March 24, 1995, from 8:30 a.m. to 1 p.m. Written material should be submitted by March 6, 1995, and persons wishing to make oral presentations should notify the Assistant Executive Director not later than March 16, 1995.

ADDRESSES: The TSAC working groups and committee will meet in Room 2415 at U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593.

FOR FURTHER INFORMATION CONTACT: Assistant Executive Director, LTJG Patrick J. DeShon, Commandant (G-MTH-4), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593, telephone (202) 267-2997.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 section 1 *et seq.* The agenda for the Committee meeting will include:

- (1) Licensing workgroup report;
- (2) Model company workgroup report;
- (3) Push Gear and face wire requirements for towing vessels;
- (4) Tow wire for coastal tow vessels;
- (5) Operational measures to reduce oil spills from existing tank vessels without double hulls;
- (6) Structural measures to reduce oil spills from existing tank vessels without double hulls; and
- (7) Possible changes to Coast Guard licensing requirements.

With advance notice, and at the discretion of the Chairman, members of the public may present oral statements during the meeting. Persons wishing to make oral presentations should notify the TSAC Assistant Executive Director no later than March 16, 1995. Written materials may be submitted for presentation to the Committee any time; however, to ensure distribution to each Committee member, 20 copies of the written material should be submitted to the Assistant Executive Director by March 6, 1995.

J. C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 95-3953 Filed 2-15-95; 8:45 am]

BILLING CODE 4910-14-M

Federal Highway Administration

Environmental Impact Statement: Sauk County, Wisconsin

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Withdrawal of Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will not be prepared for the proposed improvement of USH 141 between Abrams and STH 22 in Oconto County, Wisconsin.

FOR FURTHER INFORMATION CONTACT:

Mr. Richard C. Madrzak, Statewide Projects Engineer, Federal Highway Administration, 4502 Vernon Boulevard, Madison, Wisconsin 53705-4905. Telephone (608) 264-5968.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Wisconsin Department of Transportation, is withdrawing the notice of intent to prepare an Environmental Impact Statement for the construction of a four lane facility for Highway 141. The project beings at the intersection with CTH "E" near Abrams and extends northerly to LeMere Road approximately one mile north of STH 22 in the central section of Oconto County. The proposed project consists of adding two lanes to the existing facility, which will be accomplished by constructing four lanes on new location or a combination of new location and added lanes to the existing location. The project will serve to reduce heavy congestion and the accident potential along the existing route.

Initial review of the subject project indicated the possibility of having a significant impact on one or more environmental resources. In accordance with the provisions of the National Environmental Policy Act (NEPA), an intent to prepare an Environmental Impact Statement was filed. Through the course of the project scoping process and investigation of the potential impacts, no significant impacts were identified. An Environmental Assessment (EA) was prepared and a public hearing was held for the project; Based on the findings of the Environmental Assessment, including sufficient analysis to determine that an Environmental Impact Statement is not required, A Finding of No Significant Impact (FONSI) was prepared and approved. Therefore, the intent to prepare an Environmental Impact Statement is withdrawn.

Comments or questions concerning this action should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 112372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued February 6, 1995.

Richard C. Madrzak,

Statewide Projects Engineer, Madison, Wisconsin.

[FR Doc. 95-3902 Filed 2-15-95; 8:45 am]

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