

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Date: July 16, 1996.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 96-18750 Filed 7-23-96; 8:45 am]

BILLING CODE 8025-01-P

Revocation of License of Small Business Investment Company

Pursuant to the authority granted to the United States Small Business Administration by the Final Order of the United States District Court for the Central District of California, dated December 12, 1995, the United States Small Business Administration hereby revokes the license of Los Angeles Capital Corporation, a California corporation, to function as a small business investment company under the Small Business Investment Company License No. 09/09-5323 issued to Los Angeles Capital Corporation on August 30, 1983 and said license is hereby declared null and void as of April 14, 1996.

Dated: July 17, 1996.

United States Small Business Administration.

Don A. Christensen,

Associate Administrator for Investment.

[FR Doc. 96-18792 Filed 7-23-96; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 96-034]

Agency Information Collection Activities Under OMB Review

AGENCY: Coast Guard, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act, the Coast Guard announces seven Information Collection Requests (ICR) coming up for renewal. These ICRs include: 1. Defect/Noncompliance Report and Campaign Update Report; 2. Private Aids to Navigation Application and Application for Class 1 Private Aids to Navigation on Artificial Islands and Fixed Structures; 3. Rules for Carrying Hazardous Liquids; 4. Course Approvals for Merchant Marine Training Schools; 5. Plan Approval and Records for Existing Tank Vessels of 20,000 to 40,000 Deadweight Tons Carrying Oil in Bulk; 6. International Oil Pollution Prevention Certificates; and 7. Barges Carrying Bulk

Hazardous Materials. Before submitting the renewal packages to the Office of Management and Budget (OMB), the Coast Guard is soliciting comments on specific aspects of the collections as described below.

DATES: Comments must be received on or before September 23, 1996.

ADDRESSES: Comments may be mailed to Commandant (G-SII-2), U.S. Coast Guard Headquarters, Room 6106 (Attn: Barbara Davis), 2100 2nd St. SW., Washington, DC 20593-0001, or may be hand delivered to the same address between 8:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-2326. The comments will become part of this docket and will be available for inspection and copying by appointment at the above address.

FOR FURTHER INFORMATION CONTACT: Barbara Davis, U.S. Coast Guard, Office of Information Management, telephone (202) 267-2326.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to submit written views, comments, data, or arguments. Persons submitting comments should include their names and addresses, identify this Notice, the specific ICR to which each comment applies, and give reasons for each comment. The Coast Guard requests that all comments and attachments be submitted in an unbound format no larger than 8½" by 11", suitable for copying and electronic filing. If that is not practical, a second copy of any bound material is requested. Persons desiring acknowledgement that their comments have been received should enclose a stamped, self-addressed post card or envelope.

Interested persons can receive copies of the complete ICR by contacting: Ms. Davis where indicated under

ADDRESSES.

Information Collection Request

1. *Title:* Defect/Noncompliance Report and Campaign Update Report.

OMB No. 2115-0035

SUMMARY: The collection of information requires manufacturers of boats and associated equipment to provide information to the Coast Guard when their products contain a defect or fail to comply with applicable safety standards and regulations.

Need: Under Title 46 U.S.C. Chapter 43, the Coast Guard has the authority to monitor defect notification and recall campaigns being conducted by manufacturers of boats and associated equipment.

Respondents: Manufacturers of boats and associated equipment.

Frequency: As needed.

Burden Estimate: The estimated burden is 495 hours annually.

2. *Title:* Private Aids to Navigation Application and Application for Class 1 Private Aids to Navigation on Artificial Islands and Fixed Structures.

OMB No. 2115-0038.

Summary: The Collection of Information requires respondents to provide to the Coast Guard on two applications (CG-2554 and CG-4143), vital information about private aids to navigation.

Need: 33 CFR Parts 66 and 67 authorize the Coast Guard to collect and process the information furnished from the private aids applications to ensure that private aids to navigation appropriately mark the associated hazard or waterway.

Respondents: Owners of Private Aids to Navigation.

Frequency: On occasion.

Burden: The estimated burden is 3,200 hours annually.

3. *Title:* Rules for Carrying Hazardous Liquids.

OMB No. 2115-9978.

Summary: The collection of information requires that U.S. and foreign vessels which carry hazardous cargo submit to the Coast Guard technical information about the cargo.

Need: Title 33 U.S.C. 1903 authorizes the recordkeeping and reporting requirements to ensure the safe transport by vessel of hazardous materials.

Respondent: Owners and operators of chemical tankers.

Frequency: On occasion.

Burden Estimate: The estimated burden is 7,544 hours annually.

4. *Title:* Course Approvals for Merchant Marine Training Schools.

OMB No. 2115-0111.

Summary: The collection of information requires the approval of course materials and the inspection of training facilities.

Need: Title 46 U.S.C. 7315, authorizes the Coast Guard to review course materials from approved training schools and to inspect training facilities to ensure they meet the minimum standards.

Respondent: Merchant Marine Training Schools.

Frequency: Every 5 years.

Burden Estimate: The estimated burden is 3,460 hours annually.

5. *Title:* Plan approval and Records for Existing Tank Vessels of 20,000 to 40,000 Deadweight Tons Carrying Oil in Bulk.