

applications for physical damages as a result of this disaster to July 7, 1997.

All other information remains the same, i.e., the deadline for filing applications for economic injury is January 7, 1998.

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

Dated: June 4, 1997.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 97-16029 Filed 6-18-97; 8:45 am]

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## SMALL BUSINESS ADMINISTRATION

### [Declaration of Disaster #2948]

#### State of North Dakota; Amendment #1

In accordance with notices received from the Federal Emergency Management Agency, the above-numbered Declaration is hereby amended as follows: (1) To establish the incident period for this disaster as beginning on February 28, 1997 and continuing through May 24, 1997, and (2) to extend the deadline for filing applications for physical damages as a result of this disaster to July 7, 1997.

All other information remains the same, i.e., the deadline for filing applications for economic injury is January 7, 1998.

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

Dated: June 4, 1997.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 97-16026 Filed 6-18-97; 8:45 am]

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## SMALL BUSINESS ADMINISTRATION

### [Declaration of Disaster #2947]

#### State of South Dakota; Amendment #1

In accordance with notices from the Federal Emergency Management Agency, dated May 24 and 29, 1997, the above-numbered Declaration is hereby amended to establish the incident period for this disaster as beginning on February 3, 1997 and continuing through May 24, 1997. This Declaration is further amended to extend the deadline for filing applications for physical damages as a result of this disaster to July 7, 1997.

All other information remains the same, i.e., the deadline for filing applications for economic injury is January 7, 1998.

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

Dated: June 3, 1997.

**Herbert Mitchell,**

*Acting Associate Administrator for Disaster Assistance.*

[FR Doc. 97-16027 Filed 6-18-97; 8:45 am]

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## SMALL BUSINESS ADMINISTRATION

### [Declaration of Disaster #2953]

#### State of Texas

Williamson County and the contiguous Counties of Bastrop, Bell, Burnet, Lee, Milam, and Travis in the State of Texas constitute a disaster area as a result of damages caused by severe storms and tornadoes which occurred on May 27, 1997. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on August 8, 1997 and for economic injury until the close of business on March 6, 1998 at the address listed below or other locally announced locations.

U.S. Small Business Administration,  
Disaster Area 3 Office, 4400 Amon  
Carter Blvd., Suite 102, Fort Worth,  
TX 76155

The interest rates are:

	Percent
For Physical Damage:	
HOMEOWNERS WITH CREDIT AVAILABLE ELSEWHERE ....	8.000
HOMEOWNERS WITHOUT CREDIT AVAILABLE ELSEWHERE .....	4.000
BUSINESSES WITH CREDIT AVAILABLE ELSEWHERE ....	8.000
BUSINESSES AND NON-PROFIT ORGANIZATIONS WITHOUT CREDIT AVAILABLE ELSEWHERE .....	4.000
OTHERS (INCLUDING NON-PROFIT ORGANIZATIONS) WITH CREDIT AVAILABLE ELSEWHERE .....	7.250
For Economic Injury:	
BUSINESSES AND SMALL AGRICULTURAL COOPERATIVES WITHOUT CREDIT AVAILABLE ELSEWHERE ....	4.000

The number assigned to this disaster for physical damage is 295312 and for economic injury the number is 951400.

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

Dated: June 6, 1997.

**Ginger Lew,**

*Acting Administrator.*

[FR Doc. 97-16024 Filed 6-18-97; 8:45 am]

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## SMALL BUSINESS ADMINISTRATION

[License No. 09/12-0079]

### Jupiter Partners; Notice of Surrender of License

Notice is hereby given that Jupiter Partners (Jupiter), 600 Montgomery Street, 35th Floor, San Francisco, California 94111, has surrendered its license to operate as a small business investment company under the Small Business Investment Act of 1958, as amended (the Act). Jupiter was licensed by the Small Business Administration on October 26, 1962.

Under the authority vested by the Act and pursuant to the Regulations promulgated thereunder, the surrender was acted on this date, and accordingly, all rights, privileges and franchises derived therefrom have been terminated.

(Catalog of Federal Domestic Assistance Program No. 59.11, Small Business Investment Companies)

Dated: June 13, 1997.

**Donald A. Christensen,**

*Associate Administrator for Investment.*

[FR Doc. 97-16028 Filed 6-18-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 97-026]

### Equivalency of Caribbean Cargo Ship Safety Code

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of policy determination.

**SUMMARY:** The Coast Guard is announcing the Commandant's policy determination that the fittings, materials, appliances, apparatus, equipment, and provisions encompassed in the new vessel provisions of the Caribbean Cargo Ship Safety Code are at least as effective as those such items required by 46 CFR Subchapter I. Accordingly, the Commandant has determined that any freight vessel less than 500 gross tons flagged by a foreign country, and operating in the Caribbean region, that complies with the new vessel provisions of the Caribbean Cargo Ship Safety Code is deemed in compliance with the similar provisions of 46 CFR Subchapter I.

**DATES:** This policy determination is effective July 1, 1997.

**ADDRESSES:** The Executive Secretary maintains the public docket for this notice. Documents identified in this

notice, will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:**  
LCDR Carter, c/o Commander(m)  
Seventh Coast Guard District, Miami FL  
(305) 536-6535.

**SUPPLEMENTARY INFORMATION:**

**Background**

The Senate report to the 1994 Department of Transportation and Related Agencies Appropriations Bill gave the Coast Guard firm direction on how to eliminate substandard ships from U.S. waters. The Seventh Coast Guard District's effort focused on foreign flag freight vessels less than 500 gross tons because these vessels met no recognized safety standards which resulted in a highly disproportionate need for Coast Guard services, including: Rescue, Law Enforcement, medical evacuations, pollution, and investigative assets expended in incidents related to this relatively small number of vessels.

In May 1994, the Seventh Coast Guard District began its "Operation Safety Net" program. Upon initiation of the program, 238 freight vessels of less than 500 gross tons flagged by a foreign country were identified as calling within the Miami Marine Safety Office's area of operations, and 130 such vessels were identified as calling in the San Juan Marine Safety Office's area of operations.

Realizing that the summary application of 46 CFR Subchapter I, which applies to cargo vessels of less than 500 gross tons, might entirely exclude these vessels from U.S. trade with no advance warning, an interim inspection program was created using a checklist which focused on firefighting, lifesaving, and crew requirements. The Coast Guard began to inspect all vessels in this class during June 1994. Vessels that did not meet these minimum requirements were detained by the Coast Guard Captain of the Port until deficiencies were corrected, or they were allowed to leave the U.S. without loading or discharging cargo. In June 1994, vessel owners were also informed that as of July 1, 1997, they would no longer be permitted entry into U.S. waters unless they met minimum construction and safety standards.

Coincident with this program was the development of the Caribbean Memorandum of Understanding on Port State Control (Caribbean MOU), which

was drafted under the sponsorship of the International Maritime Organization. A working group of countries signatory to the Caribbean MOU drafted the Caribbean Cargo Ship Safety Code (Code). Countries party to and/or signatory to the Caribbean MOU and consequently signatories to the Code include:

Anguilla  
Antigua & Barbuda  
Aruba  
Bahamas  
Barbados  
British Virgin Islands  
Cayman Islands  
Dominica  
Grenada  
Guyana  
Jamaica  
Montserrat  
The Netherlands Antilles  
Suriname  
Trinidad & Tobago  
Turks & Caicos

**Determination**

The Coast Guard reviewed the Code and determined that, with a few additions and modifications, it could be used as the basis for the inspection of these non-SOLAS vessels. These additions and modifications were proposed and accepted in a January 1997 meeting with the group drafting the Code.

The acceptance of these changes and the use of this Code by the Coast Guard in inspecting foreign freight vessels less than 500 gross tons operating in the Caribbean region represents a significant step toward harmonizing vessel inspection standards in the Caribbean region and in raising the standards of these vessels which trade in U.S. waters. Consequently, in accordance with the provisions of 46 U.S.C. 3303(a) and 46 CFR 90.15-1(a), the Commandant has determined that, for the limited purpose of inspecting freight vessels less than 500 gross tons flagged by a foreign country, that operate in the waters of the Seventh Coast Guard District, compliance with the new vessels provisions of the Code is equivalent to compliance with similar provisions of 46 CFR Subchapter I.

**Implementation**

Following this determination, and in an effort to enforce stricter safety requirements within U.S. ports while at the same time limiting adverse effects on commercial shipping, the Coast Guard anticipates implementation of a two-phase enforcement program.

During phase one which commences on July 1, 1997, freight vessels of less than 500 gross tons flagged by a foreign country, desiring to enter Seventh Coast Guard District ports, will have the option of meeting U.S. regulations for freight vessels or the equivalent standard under the Code. As the Code is implemented, the Coast Guard will continue working with those vessels that have made good faith efforts toward compliance. Those vessels that have *not* worked toward compliance or have no reasonable expectation of being able to meet either standard, will be excluded from trading in Seventh Coast Guard District ports on July 1, 1997. Determination in this regard will be made on a case-by-case basis by the appropriate Coast Guard Captain of the Port. Vessels that do not possess an International Loadline Certificate (i.e. new vessels under 79 feet or existing vessels under 150 gross tons) will find it very difficult to meet the international standards under the Code for construction, safety, and stability. This is, in part, a recognition that these vessels were never envisioned to engage in international high seas trade.

During phase two which commences on January 1, 1998, vessels trading to U.S. ports within the Seventh Coast Guard District must have a flag state certificate attesting to compliance with the new vessel standards of the Code. Alternatively, a foreign flagged freight vessel less than 500 gross tons operating in the Caribbean region may submit to an inspection by the Coast Guard, leading to the issuance of a Certificate of Inspection, that will authorize limited service in U.S. waters. The basis for the inspection will be the standards contained in the Code, unless inspection under U.S. regulations is requested.

The acceptance of these Certificates and the inspection of freight vessels less than 500 gross tons flagged by a foreign country under this Code represents a significant step in the reducing the number of substandard ships trading in U.S. waters and is an important recognition of a developing international standard for vessels less than 500 gross tons operating in the Caribbean and U.S. waters.

Dated: June 12, 1997.

**Robert E. Kramek,**  
*Admiral, U.S. Coast Guard, Commandant.*  
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