

OMB for review, call the HRSA Reports Clearance Office on (301) 443-1129.

The following request has been submitted to the Office of Management and Budget for review under the Paperwork Reduction Act of 1995:

**Proposed Project: Outcome Study of National Health Service Corps (NHSC) Chiropractor and Pharmacist Loan Repayment Demonstration Project—New**

In 2002, Congress authorized a demonstration project to provide for the

participation of chiropractors and pharmacists in the NHSC Loan Repayment Program. This study provides for an evaluation of the demonstration project to determine (1) The manner in which the demonstration project has affected access to primary care services, patient satisfaction, quality of care, and health care services provided for traditionally underserved populations, (2) how the participation of chiropractors and pharmacists in the Loan Repayment Program might affect

the designation of health professional shortage areas, and (3) whether adding chiropractors and pharmacists as permanent members of the NHSC would be feasible and would enhance the effectiveness of the NHSC.

The burden estimate is as follows:

Respondents	Number of respondents	Number of responses/respondent	Average burden per response (in hours)	Total burden (in hours)
Clinic Users .....	2,000	1	.25	500
Chiropractors & Pharmacists .....	60	1	.50	30
NHSC Site Administrative Personnel .....	30	1	.50	15
Total .....	2,090	.....	.....	545

Written comments and recommendations concerning the proposed information collection should be sent within 30 days of this notice to: John Kraemer, Human Resources and Housing Branch, Office of Management and Budget, New Executive Office Building, Room 10235, Washington, DC 20503.

Dated: August 15, 2006.

**Cheryl R. Dammons,**  
Director, Division of Policy Review and Coordination.

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**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

[USCG-2006-25560]

**Head and Gut Fleet; Alternate Standards for Fish Processing Vessels**

**AGENCY:** Coast Guard, DHS.  
**ACTION:** Notice of availability.

**SUMMARY:** The Coast Guard announces the availability of a policy letter detailing the Coast Guard's determination that "head and gut fleet" vessels constitute fish processing vessels for regulatory purposes. For vessels that, because of their age, cannot comply with certain regulatory requirements, an exemption from those requirements will be granted if the vessel owner proposes an acceptable alternative that provides a level of safety that is equivalent to the current regulations.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, contact Mr. Michael Rosecrans, Chief, Fishing Vessel Safety Division, Commandant (G-PCV-3), telephone 202-372-1245, or by e-mail at *MRosecrans@comdt.uscg.mil*. If you have questions on viewing or submitting material to the docket, call Ms. Renee V. Wright, Program Manager, Docket Operations, telephone 202-493-0402.

**SUPPLEMENTARY INFORMATION:**

**Background and Purpose**

In the process of investigating the loss of the fishing vessels GALAXY and ARCTIC ROSE, the Coast Guard became aware of a class of approximately 65 vessels known as the "head and gut fleet." This fleet involves two basic vessel types, freezer trawlers and freezer longliners. These vessels operate in the Gulf of Alaska and the Bering Sea/Aleutian Island fisheries. They catch fish and perform a number of operations, including freezing and packaging the catch for later distribution to a number of foreign and domestic markets.

Some of the operations conducted on board exceed the operations permitted for fishing vessels. Title 46 U.S. Code 2101(11b) defines a "fish processing vessel" as "a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing or brine chilling."

The Coast Guard has determined that the operations conducted on board this fleet of vessels qualify the vessels as fish processing vessels. Coast Guard regulations in 46 CFR 28.710 require a

fishing processing vessel to be classed by the American Bureau of Shipping or a similarly qualified organization, and under 46 CFR 42.03-5, a fish processing vessel of a certain size must also obtain a Load Line Certificate.

Due to the age of the majority of the vessels in this fleet, they are ineligible to enter class with the American Bureau of Shipping or a similarly qualified organization. As a result, the Coast Guard has developed a policy to address safety concerns by permitting exemptions from the aforementioned regulations, as authorized by 46 CFR 28.60, provided the owner of a vessel proposes alternatives to the required regulations that provide a level of safety that is equivalent to the current regulations.

This decision is documented in G-PCV Policy Letter 06-03. It may be viewed on-line at <http://www.uscg.mil/hq/g-m/moc/docs.htm>.

Dated: August 17, 2006.

**Howard L. Hime,**  
Acting Director of National and International Standards, Assistant Commandant for Prevention.

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