

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 5 **28 Ed 2000** **Change No. 5**
LAST NM 50/00

Page 126—Paragraphs 3213 to 3215; read:

(ii) *Gillnets for king mackerel in the southern Florida west coast sub zone.* For a person aboard a vessel to use a run-around gillnet for king mackerel in the southern Florida west coast subzone (see §622.42(c)(1)(i)(A)(3)), a commercial vessel permit for king mackerel with a gillnet endorsement must have been issued to the vessel and must be on board. See paragraph (o) of this section regarding a moratorium on endorsements for the use of gillnets for king mackerel in the southern Florida west coast subzone and restrictions on transferability of king mackerel gillnet endorsements.

(iii) *King mackerel.* For a person aboard a vessel to be eligible for exemption from the bag limits and to fish under a quota for king mackerel in or from the Gulf, Mid-Atlantic, or South Atlantic EEZ, a commercial vessel permit for king mackerel must have been issued to the vessel and must be on board. To obtain or renew a commercial vessel permit for king mackerel valid after April 30, 1999, at least 25 percent of the applicant's earned income, or at least \$10,000, must have been derived from commercial fishing (i.e., harvest and first sale of fish) or from charter fishing during one of the 3 calendar years preceding the application. See paragraph (q) of this section regarding a moratorium on commercial vessel permits for king mackerel, initial permits under the moratorium, transfers of permits during the moratorium, and limited exceptions to the earned income or gross sales requirement for a permit.

(iv) *Spanish mackerel.* For a person aboard a vessel to be eligible for exemption from the bag limits and to fish under a quota for Spanish mackerel in or from the Gulf, Mid-Atlantic, or South Atlantic EEZ, a commercial vessel permit for Spanish mackerel must have been issued to the vessel and must be on board. To obtain or renew a commercial vessel permit for Spanish mackerel valid after April 30, 1999, at least 25 percent of the applicant's earned income, or at least \$10,000, must have been derived from commercial fishing (i.e., harvest and first sale of fish) or from charter fishing during one of the 3 calendar years preceding the application.

(CL 547/00; FR 03/28/00)

51/00

Page 128—Paragraph 3265; read:

(a) *Transfer.* A vessel permit, license, or endorsement or dealer permit issued under this section is not transferable or assignable except as provided in paragraph (m) of this section for a commercial vessel permit for Gulf reef fish, in paragraph (n) of this section for a fish trap endorsement, in paragraph (o) of this section for a Gulf king mackerel gillnet endorsement, in paragraph (p) of this section for a red snapper license, in paragraph (q) of this section for a king

mackerel permit, in §622.17(c) for a commercial vessel permit for golden crab, or in §622.18(e) for a commercial vessel permit for South Atlantic snapper-grouper.

(CL 547/00; FR 03/28/00)

51/00

Page 129—Paragraphs 3288 to 3290; read:

(o) *Moratorium on endorsements for the use of gillnets for king mackerel in the southern Florida west coast subzone.* (1) An initial king mackerel gillnet endorsement will be issued only if:

(i) The vessel owner was the owner of a vessel with a commercial mackerel permit with a gillnet endorsement on or before October 16, 1995; and

(ii) The vessel owner was the owner of a vessel that had gillnet landings of Gulf migratory group king mackerel in one of the two fishing years, July 1, 1995, through June 30, 1996, or July 1, 1996, through June 30, 1997. Such landings must have been documented by NMFS or by the Florida Department of Environmental Protection trip ticket system as of December 31, 1997. Only landings when a vessel had a valid commercial permit for king mackerel with a gillnet endorsement and only landings that were harvested, landed, and sold in compliance with state and Federal regulations may be used to establish eligibility.

(2) Paragraphs (o)(1)(i) and (o)(1)(ii) of this section notwithstanding, the owner of a vessel that received a commercial king mackerel permit through transfer, between March 4, 1998, and March 28, 2000, from a vessel that met the eligibility requirements in paragraphs (o)(1)(i) and (o)(1)(ii) also qualifies for an initial king mackerel gillnet endorsement.

(3) To obtain an initial king mackerel gillnet endorsement under the moratorium, an owner or operator of a vessel that does not have a king mackerel gillnet endorsement on March 28, 2000, must submit an application to the RA, postmarked or hand delivered not later than June 26, 2000. Except for applications for renewals of king mackerel gillnet endorsements, no applications for king mackerel gillnet endorsements will be accepted after June 26, 2000. Application forms are available from the RA.

(4) The RA will not issue an owner more initial king mackerel gillnet endorsements under the moratorium than the number of vessels with king mackerel gillnet endorsements that the owner owned simultaneously on or before October 16, 1995.

(5) An owner of a vessel with a king mackerel gillnet endorsement issued under this moratorium may transfer that endorsement upon a change of ownership of a permitted vessel with such endorsement from one to another of the following: Husband, wife, son, daughter, brother, sister, mother, or father. Such endorsement also may be transferred to another vessel owned by the same entity.

(6) A king mackerel gillnet endorsement that is not renewed or that is revoked will not be reissued. An endorsement is considered to be not renewed when an application for renewal is not received by the RA within 1 year after the expiration date of the permit that includes the endorsement.

(CL 547/00; FR 03/28/00) 51/00

Page 149—Paragraph 3763; read:

(g) Cut-off (damaged) king or Spanish mackerel that comply with the minimum size limits in §622.37(c)(2) and (c)(3), respectively, and the trip limits in §622.44(a) and (b), respectively, may be possessed in the Gulf, Mid-Atlantic, or South Atlantic EEZ on, and offloaded ashore from, a vessel that is operating under the respective trip limits. Such cut-off fish also may be sold. A maximum of five additional cut-off (damaged) king mackerel, not subject to the size limits or trip limits, may be possessed or offloaded ashore but may not be sold or purchased and are not counted against the trip limit.

(CL 547/00; FR 03/28/00) 51/00

Page 153—Paragraph 3857; read:

(ii) King mackerel, Gulf migratory group: hook-and-line gear and, in the southern Florida west coast subzone only, run-around gillnet. (See §622.42(c)(1)(i)(A)(3) for a description of the southern Florida west coast subzone.)

(CL 547/00; FR 03/28/00) 51/00

Page 153—Paragraphs 3867 to 3870; read:

(iv) *Exception for king mackerel in the Gulf EEZ.* The provisions of this paragraph (c)(2)(iv) apply to king mackerel taken in the Gulf EEZ and to such king mackerel possessed in the Gulf. Paragraph (c)(2)(iii) of this section notwithstanding, a person aboard a vessel that has a valid commercial permit for king mackerel is not subject to the bag limit for king mackerel when the vessel has on board on a trip unauthorized gear other than a drift gillnet in the Gulf EEZ, a long gillnet, or a run-around gillnet in an area other than the southern Florida west coast subzone. Thus, the following applies to a vessel that has a commercial permit for king mackerel:

(A) Such vessel may not use unauthorized gear in a directed fishery for king mackerel in the Gulf EEZ.

(B) If such a vessel has a drift gillnet or a long gillnet on board or a run-around gillnet in an area other than the southern Florida west coast subzone, no king mackerel may be possessed.

(C) If such a vessel has unauthorized gear on board other than a drift gillnet in the Gulf EEZ, a long gillnet, or a run-around gillnet in an area other than the southern Florida west coast subzone, the possession of king mackerel taken incidentally is restricted only by the closure provisions of §622.43(a)(3) and the trip limits specified in §622.44(a). See also paragraph (c)(4) of this

section regarding the purse seine incidental catch allowance of king mackerel.

(CL 547/00; FR 03/28/00) 51/00

Page 155—Paragraphs 3918 to 3922; read:

(1) *Florida east coast subzone:* 1,082,250 lb (490,900 kg).

(2) *Florida west coast subzones:* (i) Southern—1,082,250 lb (490,900 kg), which is further divided into a quota of 541,125 lb (245,450 kg) for vessels fishing with hook-and-line and a quota of 541,125 lb (245,450 kg) for vessels fishing with run-around gillnets.

(ii) Northern—175,500 lb (79,606 kg).

(3) *Description of Florida subzones.* The Florida east coast subzone is that part of the eastern zone north of 25°20.4'N., which is a line directly east from the Miami-Dade/Monroe County, FL, boundary. The Florida west coast subzone is that part of the eastern zone south and west of 25°20.4'N. The Florida west coast subzone is further divided into southern and northern subzones. From November 1 through March 31, the southern subzone is that part of the Florida west coast subzone that extends south and west from 25°20.4'N. to 26°19.8'N., a line directly west from the Lee/Collier County, FL, boundary (i.e., the area off Collier and Monroe Counties). From April 1 through October 31, the southern subzone is that part of the Florida west coast subzone that is between 26°19.8'N. and 25°48'N., which is a line directly west from the Monroe/Collier County, FL, boundary (i.e., off Collier County). The northern subzone is that part of Florida west coast subzone that is between 26°19.8'N. and 87°31'06" W., which is a line directly south from the Alabama/Florida boundary.

(CL 547/00; FR 03/28/00) 51/00

COAST PILOT 5 28 Ed 2000 Change No. 6

Page 157—Paragraphs 3973 to 3981; read:

(i) *Eastern zone-Florida east coast subzone.* In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit for king mackerel has been issued, as required under §622.4(a)(2)(iii), from November 1 each fishing year until the subzone's fishing year quota of king mackerel has been harvested or until March 31, whichever occurs first, in amounts not exceeding 50 fish per day.

(ii) *Eastern zone-Florida west coast subzone—(A) Gillnet gear:* (1) In the southern Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit with a gillnet endorsement has been issued, as required under §622.4(a)(2)(ii), from July 1, each fishing year, until a closure of the southern Florida west coast subzone's fishery for vessels fishing with run-around gillnets has been effected under §622.43(a)—in amounts not exceeding 25,000 lb (11,340 kg) per day.

(2) In the southern Florida west coast subzone:

(i) King mackerel in or from the EEZ may be possessed on board or landed from a vessel that uses or has on board a run-around gillnet on a trip only when such

vessel has on board a commercial permit for king mackerel with a gillnet endorsement.

(ii) King mackerel from the southern west coast subzone landed by a vessel for which such commercial permit with endorsement has been issued will be counted against the run-around gillnet quota of §622.42(c)(1)(i)(A)(2)(i).

(iii) King mackerel in or from the EEZ harvested with gear other than run-around gillnet may not be retained on board a vessel for which such commercial permit with endorsement has been issued.

(B) Hook-and-line gear. In the Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel with a commercial permit for king mackerel, as required by §622.4(a)(2)(iii), and operating under the hook-and-line gear quotas in §622.42(c)(1)(i)(A)(2)(i) or (c)(1)(i)(A)(2)(ii):

(1) From July 1, each fishing year, until 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested—in amounts not exceeding 1,250 lb (567 kg) per day.

(2) From the date that 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested, until a closure of the respective northern or southern subzone's fishery for vessels fishing with hook-and-line gear has been effected under §622.43(a)—in amounts not exceeding 500 lb (227 kg) per day.
(CL 547/00; FR 03/28/00) 51/00

Page 159—Paragraph 4032; read:

(h) Cut-off (damaged) king or Spanish mackerel. A person may not sell or purchase a cut-off (damaged) king or Spanish mackerel that does not comply with the minimum size limits specified in §622.37(c)(2) or (c)(3), respectively, or that is in excess of the trip limits specified in §622.44(a) or (b), respectively.

(CL 547/00; FR 03/28/00) 51/00

Page 194—Paragraph 244, lines 4 to 5; read: controlling depth of 2 feet in 1982, leads from Okeechobee Waterway to the marina.

Glover Bight, 0.8 mile N of Shell Point, has a marina with slips for 50 to 60 foot vessels. In 1993, an anchorage basin E of the slips had a reported depth of 7 feet with shoaling in the SE corner.

(CL 1042/94) 51/00

Page 211—Paragraph 148, line 4; read: 29 to 31 feet alongside; deck heights, 8 feet; gantry ship-loader with ...

(CL 1053/00) 51/00

Page 255—Paragraph 262, lines 3 to 4; read: basin in **Ott Bayou**. In October 1999, the controlling depth was 7 feet. Daybeacons mark the channel.

(CL 629/00; LL/00; NOS 11372) 51/00

Page 255—Paragraph 269; read:

Bernard Bayou empties into Big Lake from the W. A

dredged channel leads from the entrance at Shallow Point in Big Lake to a junction with Industrial Seaway at Gulfport Lake, NNE of Gulfport Municipal Airport. Overhead power cables cross the bayou about 0.5 mile above the mouth and have a clearance of 80 feet. In July 2000, the midchannel controlling depth was 2 feet to the overhead power cables, thence 1 1/2 feet to the highway bridge. The highway bridge at Handsboro has a bascule span with a clearance of 10 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) In September 1999, a fixed highway bridge with a design clearance of 28 feet was under construction E of the existing bascule bridge; upon completion it will replace the bascule bridge. In July 2000, the controlling depth from the highway bridge to Industrial Seaway was 2 feet.

(CL 1350/00) 51/00

Page 255—Paragraph 271, lines 9 to 10; read:

Rivers Road. In October 1999, the controlling depth was 8 1/2 feet (11 feet at midchannel) to Light "5", thence 12 feet at midchannel to Light "13", thence 1 1/2 feet (5 1/2 feet at midchannel) to the end of the project. The channel ...

(CL 629/00) 51/00

Page 259—Paragraph 332, lines 4 to 5; read:

of the river. In February-March 2000, the controlling depth was 3 feet. The channel is marked by a daybeacon and ...

(CL 626/00) 51/00

Page 259—Paragraph 336, lines 3 to 4; read:

mouth of the river. In February 2000, the controlling depth was 4 feet (5 feet at midchannel). The channel is marked by a light and daybeacons. A small ...

(CL 622/00) 51/00

Page 265—Paragraph 423, lines 10 to 15; read:

River, has a fixed span with a reported vertical clearance of 50 feet. Two overhead ...

(CL 1366/00; FR 08/28/00) 51/00

Page 300—Paragraph 203, lines 3 to 4; read:

side of the river about 4 miles above the mouth. In October 1999, the controlling depth was 19 feet.

(DDs 389-391) 51/00

Page 300—Paragraph 204, lines 2 to 3; read:

and become part of the Intracoastal Waterway. In 1998-October 1999, the controlling depth was 13 feet from the cutoff to the ...

(DD 398; DDs 472-473; DD 475) 51/00

Page 341—Paragraph 22, line 2; read:

feet, a reported vertical clearance of 69 feet, and a depth over the sill of 16 ...

(CL 1223/00) 51/00