

§ 648.86 Possession and landing restrictions.

(a) *Haddock*—(1) *NE multispecies DAS vessels*. (i) Except as provided in paragraph (a)(1)(ii) of this section, a vessel that is fishing under a NE multispecies DAS may land or possess on board up to 1,000 lb (453.6 kg) of haddock provided it has at least one standard tote on board. Haddock on board a vessel subject to this possession limit must be separated from other species of fish and stored so as to be readily available for inspection.

(ii) Beginning September 1, 1997, and for the 1997 fishing year only, a vessel may land up to 1,000 lb (453.6 kg) of haddock per day, or any part of a day, up to 10,000 lb (4,536.0 kg) per trip. Once the Regional Administrator projects that 1,150 mt will be harvested, NMFS will publish a notice in the **Federal Register** that on a specific date the possession limit will revert to 1,000 lb (453.6 kg) per trip. At such time that the 1,000 lb (453.6 kg) per trip possession limit is reinstated, vessels will be subject to the restrictions specified in paragraph (a)(1)(i) of this section. Haddock on board a vessel subject to this landing limit must be separated from other species of fish and stored so as to be readily available for inspection.

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(c) *Cod*. The following landing restrictions apply May 1, 1997, through April 30, 1998:

(1) *Landing limit north of 42°00' North Latitude*. (i) Except as provided in paragraph (c)(2) of this section, a vessel fishing under a NE multispecies DAS may land up to 1,000 lb (453.6 kg) of cod per day, or any part of a day, for each of the first 4 days of a trip, and may land up to 1,500 lb (680.4 kg) of cod per day for each day, or any part of a day, in excess of 4 consecutive days. A day, for the purposes of this paragraph, means a 24 hour period. Vessels calling out of the multispecies DAS program under § 648.10(c)(3) that have utilized "part of a day" (less than 24 hours) may land up to an additional 1,000 lb (453.6 kg) of cod for that "part of a day", however, such vessels may not end any subsequent trip with cod on board within the 24-hour period following the beginning of the "part of the day" utilized (e.g., a vessel that has called-in to the multispecies DAS program at 3 p.m. on a Monday and ends its trip the next day (Tuesday) at 4 p.m. (accruing a total of 25 hours) may legally land up to 2,000 lb (907.2 kg) of cod on such a trip, but the vessel may not end any subsequent trip with cod on board until after 3 p.m. on the following day

(Wednesday)). Cod on board a vessel subject to this landing limit must be separated from other species of fish and stored so as to be readily available for inspection.

(ii) A vessel subject to the cod landing limit restrictions described in paragraph (c)(1)(i) of this section may come into port with, and offload cod in excess of the landing limit as determined by the number of DAS elapsed since the vessel called into the DAS program, provided that:

(A) The vessel operator does not call out of the DAS program as described under § 648.10(c)(3) until sufficient time has elapsed to account for and justify the amount of cod harvested at the time of offloading regardless if whether all of the cod on board is offloaded (e.g., a vessel that has called-in to the multispecies DAS program at 3 p.m. on Monday may fish and come back into port at 4 p.m. on Wednesday of that same week with 4,000 lb (1,814.4 kg) of cod, and offload some or all of its catch, but cannot call out of the DAS program until 3:01 p.m. the next day, Thursday (i.e., 3 days plus one minute)); and

(B) Upon entering port, and before offloading, the vessel operator notifies the Regional Administrator by calling 508-281-9278 and provides the following information: Vessel name and permit number, owner and caller name, phone number, and the hail weight of cod on board and the amount of cod to be offloaded, if any. A vessel that has not exceeded the landing limit and is offloading and ending its trip by calling out of the multispecies DAS program does not have to report under this call-in system.

(iii) A vessel that has not exceeded the cod landing limit restrictions described in paragraph (c)(1)(i) and is offloading some or all of its catch but not calling out of the multispecies DAS program under § 648.10(c)(3), is subject to the call-in requirement described in paragraph (c)(1)(ii)(B) of this section.

(2) *Exemption*. A vessel fishing under a NE multispecies DAS is exempt from the landing limit described in paragraph (c)(1) when fishing south of 42°00' N. lat., provided that it does not fish north of this exemption area for a minimum of 30 consecutive days (when fishing under the multispecies DAS program), and has on board an authorization letter issued by the Regional Administrator. Vessels exempt from the landing limit requirement may transit the GOM/GB Regulated Mesh Area north of the 42°00' N. lat., provided that their gear is stowed in accordance with one of the provisions of § 648.81(e).

(d) *Other possession restrictions*. Vessels are subject to any other

applicable possession limit restrictions of this part.

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DEPARTMENT OF HEALTH AND HUMAN SERVICES
Food and Drug Administration
21 CFR Part 74
Listing of Color Additives Subject to Certification
CFR Correction

In title 21 of the Code of Federal Regulations, parts 1 to 99, revised as of April 1, 1996, on page 369, in § 74.2101 a portion of the text for paragraph (a) was inadvertently removed. Paragraph (a) should read as follows:

§ 74.2101 FD&C Blue No. 1.

(a) *Identity*. The color additive FD&C Blue No. 1 is principally the disodium salt of ethyl[4-[*p*-[ethyl(*m*-sulfofenyl)amino]- α -(*o*-sulfofenyl)benzylidene]-2,5-cyclohexadien-1-ylidene](*m*-sulfofenyl)ammonium hydroxide inner salt with smaller amounts of the isomeric disodium salts of ethyl[4-[*p*-[ethyl(*p*-sulfofenyl)amino]- α -(*o*-sulfofenyl)benzylidene]-2,5-cyclohexadien-1-ylidene](*p*-sulfofenyl)ammonium hydroxide inner salt and ethyl[4-[*p*-[ethyl(*o*-sulfofenyl)amino]- α -(*o*-sulfofenyl)benzylidene]-2,5-cyclohexadien-1-ylidene](*o*-sulfofenyl)ammonium hydroxide inner salt. Additionally, FD&C Blue No. 1 is manufactured by the acid catalyzed condensation of one mole of sodium 2-formylbenzenesulfonate with two moles from a mixture consisting principally of 3-[(ethylphenylamino)methyl]benzenesulfonic acid, and smaller amounts of 4-[(ethylphenylamino)methyl]benzenesulfonic acid and 2-[(ethylphenylamino)methyl]benzenesulfonic acid to form the leuco base. The leuco base is then oxidized with lead dioxide and acid, or with dichromate and acid, or with manganese dioxide and acid to form the dye. The intermediate sodium 2-formylbenzenesulfonate is prepared from 2-chlorobenzaldehyde and sodium sulfite.

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