acknowledged if a stamped self-addressed postcard or envelope is enclosed.

The regulations may be changed in light of comments received. All comments received before the expiration of the comment period will be considered before final action is taken on this proposal. No public hearing is planned, but one may be held if written requests for a hearing are received and it is determined that the opportunity to make oral presentations will aid the rulemaking process.

Drafting information: The drafters of this notice are Lieutenant Michael E. Maes, project officer, Marine Safety Office, Tampa, Florida and LCDR F.T. Fuger, Jr., project attorney, Seventh Coast Guard District Legal Office.

Discussion of proposed regulations: This amendment will provide for twenty-four hour advance notification of arrival or departure for applicable vessels. This will afford all affected parties adequate time to coordinate the implementation and notification requirements of the mandated safety zone. This notification is currently being provided voluntarily by all anhydrous ammonia carrying vessels. No known adverse impact will occur by the establishment of this necessary notification requirement.

Economic assessment and certification: These proposed regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979). The economic impact of this proposal is expected to be so minimal that a full regulatory evaluation is unnecessary. During the past five years, all anhydrous ammonia carriers have provided the twenty-four advance arrival notification either voluntarily or by direction of the Captain of the Port Orders. This amendment would simply make current voluntary standards mandatory.

Since the impact of this proposal is expected to be minimal, the Coast Guard certifies that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 165

Harbors Marine Safety, Navigation (water), Vessels, Waterways.

Proposed Regulations

In consideration of the foregoing, the Coast Guard proposes to amend Part 165 of Title 33, Code of Federal Regulations, by adding § 165.703(i) to read as follows:

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1225 and 1231; 50 U.S.C. 191; 49 CFR 1.46; and 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5.

2. A new § 165.703(i) is added to read as follows:

§ 165.703 Tampa Bay, Florida—Safety Zone.

* * * * *

(i) The owner, master, agent or person in charge of a vessel or barge, loaded with anhydrous ammonia shall report the following information to the Captain of the Port, Tampa at least twenty-four hours before entering Tampa Bay or its approaches or departing from Tampa Bay:

(1) Name and country of registry of the vessel or barge:

(2) The name of the port or place of departure;

(3) The name of the port or place of destination:

(4) The estimated time that the vessel is expected to begin its transit of Tampa Bay and the time it is expected to commence its transit of the safety zone.

(5) The cargo carried and amount.

Dated: April 17, 1987.

T.W. Boerger,

Captain, U.S. Coast Guard, Captain of the Port, Tampa, FL.

[FR Doc. 87–10042 Filed 5–6–87; 8:45 am]

BILLING CODE 4910–14–M

National Highway Traffic Safety Administration

49 CFR Part 571

Federal Motor Vehicle Safety Standards; Denial of Petition for Rulemaking

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Denial of petition for rulemaking.

SUMMARY: This notice denies a petition by the Center for Auto Safety requesting that NHTSA issue a new Federal motor vehicle safety standard requiring filters to protect against fine particles in power steering systems. The petitioner asserts that fine particles contaminating power steering fluid sometimes lodge in clearances between two critical valves causing the vehicle's wheels to lock in whatever direction the driver last turned. The result, according to petitioner, is increased accidents and injuries due to "lock-up" and "self-steer."

NHTSA is denying this petition because contrary to its assertions, petitioner offers no new data to support its allegation that lock-up due to fluid contamination was or continues to be a significant safety problem; and because agency assessments in reviewing this petition reveal no current data supporting petitioner's proposition.

FOR FURTHER INFORMATION CONTACT: Vernon Bloom, Office of Rulemaking, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590, (202) 366–5277.

SUPPLEMENTARY INFORMATION: By a petition dated August 5, 1986, the Center for Auto Safety (CAS or petitioner) requested that NHTSA issue a Federal motor vehicle safety standard (FMVSS) requiring fine porosity filters in power steering systems. In support of its petition, CAS identified the specific safety concern as the collection of foreign matter in the power steering fluid causing conditions the petitioner describes as "lock-up" and "self-steer."

When the wheels of a motor vehicle equipped with a power steering system resist turning in the direction the driver steers, a hydraulic pump assembly operates to "assist" the driver. The "assist" results from the force of hydraulic fluid pushing against a piston that is connected to the wheels through linkage, moving them either to the right or left, depending on which way the driver steers. According to CAS, when contaminants collect in the pump assembly of the power steering system. some of these fine particles lodge in the clearances between two critical valves. The result, according to the petitioner, is that the wheels "lock" in the direction last steered, and the driver loses control of the vehicle steering.

Petitioner suggests that NHTSA promulgate an FMVSS to require filters that will remove contaminants of one-to-five microns present in the hydraulic fluid as a result of poor machining of original assembly components. improper servicing, or ordinary wear.

In support of its petition, CAS makes these principal assertions: (1) That "hydraulics experts are of the unanimous opinion that hydraulic systems such as those employed in vehicle power steering systems should have fine filters;" (2) that NHTSA's Office of Defects Investigation's (ODI) resolution of investigation #C4–26 led to an erroneous conclusion that 400 accidents involving 1967–73 General Motors vehicles allegedly caused by lock-up were equally likely to be the result of driver error; (3) that the Honda Accord, which contained a filter system until the power steering assembly was revised substantially in 1986, is "significantly underrepresented among

major automakers in the kind of accident frequently caused by loss of steering control;" and (4) that injuries and accidents from lock-up caused by contaminants in power steering fluid continue to be a significant safety problem.

Having reviewed the documents CAS references in its petition, and having searched for more current material concerning this matter, NHTSA has determined to deny the CAS petition. There are two essential reasons for the agency's denial. The first is that while CAS claims to have new information implicating "lock-up" as a safety problem, it presents no such information in its petition, and the agency is aware of none. The second is that many of the CAS claims supporting the significance of this alleged safety problem rest on anecdote and supposition, and not on factual data. The agency addresses each CAS assertion in turn below.

Unanimous support for filters among hydraulics experts. Petitioner supplies no data demonstrating that it conducted any kind of valid and reliable survey which supports this statement.

The #C4–26 investigation. NHTSA opened this investigation following reports from CAS of possible steering problems in 1967–1973 General Motors passenger cars. The kinds of problems alleged were steering lock-up, steering binding, self-steering, and loss of power assist. Most of the problems alleged were attributed to sticking or binding spool valves in the power steering assemblies. The investigation included alleged power steering gear problems in passenger cars made by the following manufacturers: GM; Ford Motor Company; American Motor Corporation; Rolls Royce Motors, Inc.; Checker Motors; and Excalibur Automotive Corporation. Among other things, ODI collected data from 31 sources including CAS, participated in demonstration drives where vehicle power steering systems were grossly contaminated with various particles, and inspected production facilities where the subject steering gears were manufactured.

After completing the investigation, NHTSA concluded that with respect to the steering gear spool valves under scrutiny, there was no trend of lock-up, binding or self-steering; personal or property injury; or other safety-related problems related to fluid contamination problems.

In assessing the current petition, NHTSA again reviewed the C4–26 investigatory file, and finds that questions respecting the validity or resolution of the investigation are without foundation. CAS makes no factual assertion challenging either ODI's investigatory methods nor the validity of the data used in the investigation itself. CAS makes an unsupported assertion that the agency reached the wrong conclusion. The agency believes that the C4–26 file adequately and objectively supports the study's conclusions.

Petitioner cites 11 other documents it alleges involved lock-up complaints. One of these involved door glass shattering problems in the Ford Escort and Lynx carlines. Nine addressed steering problems unrelated to contamination in the steering fluid. The final document concerned power steering fluid contamination and was a review of 39 letters rather than a full investigation of the character described earlier. In any event, that review predated the comprehensive #C4–26 investigation.

Underrepresentation of Honda Accord in accidents frequently caused by loss of steering control. CAS failed to furnish any information supporting this statement. On page 13 of its petition, CAS references information from NHTSA's National Center for Statistics and Analysis (NCSA). However, NCSA has no data on single-car accidents broken down by vehicle make. Further, a check of data from the Insurance Institute for Highway Safety (IIHS) did not reveal single-accident data segmented by automobile maker.

Lock-up from contaminated fluid a continuing safety problem. CAS suggests that fluid contamination causing lock-up was and continues to be a significant safety problem. The agency found no evidence supporting this assertion in the data that CAS referenced in its petition. In addition, in a litany of statements reportedly from internal GM documents, the most recent dated document was 1974. Of the statements set out on page 9 of the petition, the most current is dated April 1971.

Furthermore, after having searched the ODI data base for all complaints with "steering system" in the title for model years 1984 through 1986, the agency found 2 fatalities, 4 injuries, and 50 accidents attributable to power steering systems. These figures arise in the context of a total vehicle population of over 22 million vehicles. Each of these fatalities, accidents, or injuries was unrelated to fluid contaminants.

Petitioner has supplied no data to support its claims of the size of alleged contaminant particles in steering systems, nor of a relationship between certain sized particles and incidents of "lock-up" or "self-steer." While CAS apparently established particle size determinations with reference to various hydraulic design system manuals, there are no facts determining the size of particles within power steering systems.

For the preceding reasons, NHTSA denies the CAS petition that the agency issue a FMVSS requiring fine porosity filters in power steering systems.

(Secs. 103, 119, and 124, Pub. L. 89–563, 80 Stat 718, 115 U.S.C. 1392, 1407, 1410a); delegations of authority at 49 CFR 1.50 and 49 CFR 501.8)

Issued on April 29, 1987.

Barry Felrice,

Associate Administrator for Rulemaking.

[FR Doc. 87–10388 Filed 5–6–87; 8:45 am]

BILLING CODE 4910–59–M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 215

[Docket No. 70477–7077]

Subsistence Taking of North Pacific Fur Seals; Request for Public Comment

AGENCY: National Marine Fisheries Service (NMFS), NOAA, Commerce.

ACTION: Notice and request for public comment.

SUMMARY: The 1986 rule on Subsistence Taking of North Pacific Fur Seals requires NMFS to publish in the **Federal Register** by April of each year, a summary of the data obtained from the previous year's harvest and a discussion of the number of seals expected to be taken that year to meet the subsistence needs of the Aleut residents of the Pribilof Islands. This notice summarizes the 1986 harvest and estimates the number of seals which may be taken in 1987. Following a 30-day public comment period, a final notice of the expected harvest levels will be published before the start of the harvest season on June 30.

DATE: Comments must be received on or before June 8, 1987.

ADDRESS: Comments may be mailed to Nancy Foster, Director, Office of Protected Species and Habitat, F/M4, NMFS, Washington, DC 20235.

FOR FURTHER INFORMATION CONTACT: Steven Zimmerman (Alaska Regional Office), 907–586–7233 or Georgia Cranmore, 202–673–5351.

SUPPLEMENTARY INFORMATION:

Background

Northern fur seal (*Callorhinus ursinus*) meat has heen a dietary staple of Aleuts living on the Pribilof Islands,

Alaska, for 200 years. The use of fur seals for subsistence continues to this day. On both St. Paul Island and St. George Island, fur seals remain the most heavily used animal resource (see Veltre and Veltre, 1981).

Aleut dietary requirements for fur seal meat were traditionally met from animals taken in an annual commercial harvest of pelts. This harvest, which ranged between 22,000 and 25,000 animals annually between 1980–84, was suspended in 1984 with the lapse of the Interim Convention on Conservation of North Pacific Fur Seals. This Convention had governed the commercial harvest and cooperative international management of fur seals since 1957. Because the United States Senate did not ratify a Protocol which would have extended the Convention, a commercial harvest for seal skins could not be conducted in 1985 or 1986. Without authority to allow a commercial harvest, NMFS issued emergency interim regulations in 1985 to ensure that the dietary requirements of the Pribilovians would be met while providing protection for the fur seal population (50 FR 27914, July 8, 1985). Permanent regulations to govern the subsistence harvest were published on July 9, 1986 (51 FR 24828).

The 1986 rule requires, in 50 CFR 215.32(b), that NMFS publish in the **Federal Register** by April 1 of each year, a summary of the data obtained from the previous year's harvest and a discussion of the number of seals expected to be needed that year to meet the subsistence requirements of the Aleuts on each island. This notice summarizes the 1986 harvest and estimates the number of seals which may be taken in 1987. Following a 30-day public comment period, a final notice of the expected harvest levels will be published.

Summary of the 1986 Harvest

(1) Duration of the Harvest and Number of Animals Taken

St. Paul Island

Although the fur seal harvest season opened on June 30, fur seals were first taken on St. Paul Island on July 14. With the exception of Monday, August 4, the harvest was carried out each weekday through August 8. A total of 1,228 seals were taken during this four week period. As required by 50 CFR 215.32(f)(1), the harvest was terminated on August 8. On September 10, NMFS received a request from the Acting Chairman of the St. Paul Aleut Fur Seal Commission, requesting an extension of the harvest through September 30. Such an extension is permissible under the terms of 50 CFR 215.32(f)(2) if certain conditions are met. This request stated that 36 individuals had requested an additional 359 seals to fulfill their subsistence needs. After obtaining the comments of interested parties, the Assistant Administrator for Fisheries, NMFS, determined that the subsistence needs of the residents of St. Paul Island had not been set and that the harvest could continue through September 30, until the island's subsistence needs had been met, or until the accidental take of female seals exceeded allowable levels. On September 27 an additional 71 animals were harvested. Because six of these animals were initially determined to be female, (this number was later increased to 12 based on laboratory analyses of teeth and reproductive tracts), the harvest had to be terminated after the single additional harvest day.

To protect the reproductive potential of the declining northern fur seal population, the subsistence regulations place strict limits on the number of female seals that can be taken. After the first week in August, the likelihood of subadult females being present on the hauling grounds is substantially increased. Section 215.32(f)(2) specifies that the harvest will terminate if, during an extension beyond August 8, the percentage of females taken exceeds 0.5 percent of the total number of seals harvested or more than five female seals are taken within any consecutive seven-day period. The number of female seals taken on September 21; exceeded both of these limits and, therefore, the harvest on St. Paul Island was terminated. The total number of seals harvested during 1986 on St. Paul Island was 1,299.

St. George Island

On St. George Island the harvest began on July 15. Seals were harvested on three other occasions prior to the close of the season on August 8. A total of 119 seals were taken during this period. On August 13 the NMFS received a request from the President, Traditional Village Council of St. George, requesting an extension of the subsistence harvest on St. George Island through September 30. After holding a meeting in Washington, DC to obtain comments from interested parties, the request for the extension was granted by the Assistant Administrator for Fisheries, NMFS, on August 25. While informing the NMFS observer on St. George Island of the decision to extend the harvest, it was learned that several seals had been found dead of undetermined causes and that an empty box of rifle shells had been found near some of the dead seals. Pending an investigation into the cause(s) of death of those seals, NMFS effected a temporary suspension on the harvest extension. After surveying the major rookeries, approximately 100 dead seals had been found. The investigation confirmed that one seal had been illegally taken out of season and off limits at the Staraya Artil Rookery but determined that the other deaths could not be attributed to human activities. Accordingly, on August 27 the North Rookery was reopened for subsistence harvesting.

On August 28 the Zapadni Rookery was also reopened. Because the cause of death of the seals at North Rookery remained undetermined, St. George residents were concerned about the safety of the seal meat for human consumption and decided to forego further subsistence harvesting until tests for contamination had been conducted. Four animals were sacrified to provide tissues for these analyses. This brought the total number of seals taken on St. George Island during 1986, including the one confirmed illegal take, to 124. No female animals were harvested.

(2) Use of the Meat and Other Parts

St. Paul Island

During the 1985 and 1986 harvests NMFS collected data on the percent-use of seal carcasses, and the weight of seal meat taken for human consumption. During 1986 these values were estimated by weighing approximately 10 percent of the carcasses taken each day before and after butchering. For a discussion of estimation methods, see Zimmerman and Letcher, 1986.

Approximately 47 percent of each seal carcass was used tor subsistence purposes on St. Paul Island in 1986. This is slightly higher than the estimated 44 percent-use recorded in 1985. Although the difference between years is not statistically significant, there did appear to be a greater use of hindquarters in 1986 than was observed in 1985. In 1985, the community employed persons who carried out the butchering under the direction of a foreman. Consequently, butchering was quite uniform each day; shoulders, flippers, chests, ribs, backbones, hearts and livers were taken for consumption. Very few hindquarters were taken in 1985, and no use was made of pelts, blubber, skulls or internal organs other than hearts and livers. In 1986, the harvest was carried out by experienced sealers based on requests for seals by members of the community. Butchering was generally done by the individuals who had requested the seals for their own use. Many of these individuals were observed removing only the skull, pelt, blubber, and some

internal organs and then taking the rest of the carcass intact and the heart and liver.

The mean weight of meat taken per seal in 1986 was 11.1 kg (24.4 pounds). This is somewhat less than the 12.5 kg (28.5 pounds) per seal taken in 1985. The difference results from the smaller size and younger age of seals taken in 1986. There was a greater percentage of two year old animals harvested in 1986 (38 percent) than in 1985 (7 percent). Most of the animals taken in 1985 were three year olds (78 percent). In 1986, three year old animals only accounted for 54 percent of the animals harvested. This reduction in size and age of animals harvested is believed to reflect an Aleut preference for younger animals for food. Greater selectivity in the size of animals to be harvested was possible in 1986 because fewer animals were harvested each day. In 1985, 225 seals were harvested per day, compared to 65 seals per day in 1986.

The estimated total amount of meat taken for human consumption on St. Paul Island in 1986 was 14,412 kg (31,706 pounds). In 1985, meat not removed for direct personal consumption was stored by the community either in a large freezer or in large boxes after salting. Because questions were raised concerning the quality of the meat, there was little subsequent demand for this stored meat. There was no community storage of seal meat in 1986. Instead, the daily take in 1986 was based on the number of orders placed with the Conservation Officer for the Tribal Government of St. Paul. When queried, persons who had placed large orders (5–25 animals) indicated that most of their meat would be frozen and used throughout the remainder of the year. Persons who had placed smaller orders usually indicated that they were planning to eat the meat soon thereafter. Assuming that the permanent native population of St. Paul Island is 483 (1980 census data) the 14,412 kg of meat taken for human consumption would allow a theoretical mean daily consumption of 0.08 kg (approximately 3 ounces) of seal meat (with bone) per person per day for one year.

Although 50 CFR 215.33 allows the sale of pelts or other fur seal parts after they have been transformed into articles of handicraft, most of the pelts from animals harvested on St. Paul Island were discarded. On the second day of the harvest one individual took all of the skins, indicating that he was going to "see what he could make out of them." During the rest of the harvest, skins were occasionally taken from the field for possible handicraft purposes. There was no observed taking of bacula (seal sticks) or other seal parts except for an occasional removal by teenagers who appeared to be acting out of curiosity.

St. George Island

An attempt was made to collect data on St. George Island which would be comparable to the data collected on St. Paul Island. Unfortunately, no NMFS observer was on St. George Island during the first harvest day, July 15. During the three subsequent days of harvesting, such a small number of seals were taken, and the butchering proceeded so rapidly, that it was impossible for the single observer to obtain a representative number of unbiased samples. In addition, of the eight total samples taken, three weights were determined to be inaccurate because of a malfunction in the scale. Thus, only the estimated mean weight of carcasses may be considered reliable. Based on the limited samples available, it appears that somewhat larger seals (27.3 kg; 60.0 pounds) were harvested on St. George Island than on St. Paul. Percent use of carcasses on St. George Island appeared to be somewhat less than on St. Paul Island although taking in a "wasteful manner", as defined in 50 CFR 215.2(i), was not observed on either island.

Estimated Number of Seals Needed for Subsistence in 1987

NMFS is required by its regulations to include in this notice a discussion of the anticipated harvest levels for 1987 that will satisfy the subsistence needs of the residents of the Pribilof Islands. Because employment levels have fluctuated widely on the Pribilof Islands and economic conditions are currently unpredictable, the Pribilovians' need for seal meat may vary from year to year. Furthermore, it is difficult to provide a point estimate of needs since a purely subsistence harvest has been conducted for only two seasons and the available data on subsistence needs are limited. Because of these difficulties in calculating point estimates of the subsistence needs for each island, the NMFS is providing a projected range of the expected harvest levels.

St. Paul Island

During the 1986 harvest, 1,228 seals were harvested on St. Paul Island by the August 8 close of the season. A survey of island residents conducted in late August indicated that an additional 359 seals would be needed to meet the remaining subsistence needs. Since the 1986 harvest was carried out on a personal demand basis, and since the August survey was carried out by island residents without any known bias, it must be assumed that the number of seals needed by residents of St. Paul Island in 1986 was 1,587.

However, until harbor construction on St. Paul Island has been completed, and the economy has stabilized, it will be difficult to estimate each year's subsistence needs. Based upon the 1986 harvest, the lower bound of the range of projected subsistence needs may be set at 1,600 seals. Once the lower bound is reached, the harvest must be suspended for up to 48 hours, under 50 CFR 215.32(e)(1)(iii), pending a review of the harvest data to determine if the subsistence needs of St. Paul Island residents have been met. The upper end of the range for 1987 is set at 4,000 seals, which is not greatly in excess of the 3,384 seals which were taken for subsistence on St. Paul Island in 1985.

St. George Island

NMFS does not believe that the number of seals harvested on St. George Island in 1986 (124 seals) represents the true subsistence needs of residents of that island. Because of conflicts with other activities, residents apparently had planned to harvest most of their seals during an extension period (August 25–September 30). The discovery in August of a number of dead seals on the North Rookery (discussed above), however, led to concern among island residents that the seal meat might not be fit for human consumption. Chemical analyses of seal meat to determine its safety could not be completed by September 30. Consequently, much of the proposed seal harvest on St. George Island never occurred. Since the population of St. George Island is approximately one-third that of St. Paul Island, it is reasonable to assume that their subsistence needs might be proportionately similar. Therefore, the lower end of the projected range for St. George is 530 seals and the upper end of the range is accordingly set at 1,320 seals.

References

Veltre, D.W. and M.J. Veltre. 1981. A preliminary baseline study of subsistence resource utilization in the Pribilof Islands. Subsistence Division, Alaska Department of Fish and Game, P.O. Box 3–2000, Juneau, Alaska 99802. Technical Paper 57, 216p.

Zimmerman, S.T. and J.P. Letcher. 1986. The 1985 subsistence harvest of northern fur seals, *Callorhinus ursinus*, on St. Paul Island, Alaska. Marine Fisheries Review 48(1): 10–14.

Dated: April 30, 1987.

William E. Evans,

Assistant Administrator for Fisheries.

[FR Doc. 87–10372 Filed 5–6–87; 8:45 am]

BILLING CODE 3510-22-M

Notices

Federal Register
Vol. 52, No. 88
Thursday, May 7, 1987

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF AGRICULTURE

Soil Conservation Service

Upper Locust Creek Watershed, Missouri

AGENCY: Soil Conservation Service, USDA.

ACTION: Notice of availability of a record of decision.

SUMMARY: Paul F. Larson, Responsible Federal Official for projects administered in the State of Missouri under the provisions of Pub. L. 83–566, 16 U.S.C. 1001–1008, is hereby providing notification that a record of decision to proceed with the installation of the Upper Locust Creek Watershed project is available. Single copies of this record of decision may be obtained from Paul F. Larson at the address shown below.

FOR FURTHER INFORMATION CONTACT: Paul F. Larson, State Conservationist, Soil Conservation Service, 555 Vandiver Drive, Columbia, Missouri 65202, telephone 314/875–5214.

(This activity is listed in the Catalog of Federal Domestic Assistance under No. 10.904—Watershed Protection and Flood Prevention—and is subject to the provisions of Executive Order 12372 which requires intergovernmental consultation with State and local officials.)

Dated: April 3, 1987.

Paul F. Larson,

State Conservationist.

[FR Doc. 87–10338 Filed 3–6–87; 8:45 am]

BILLING CODE 3410–16–M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

North Pacific Fishery Management Council; Amended Meeting Notice

AGENCY: National Marine Fisheries Service, NOAA, Commerce.

The agenda as published in the **Federal Register** (52 FR 15365, April 28, 1987) for the North Pacific Fishery Management Council's public meeting (May 20–22, 1987) has been amended to include discussion of procedures for processing management measures for halibut, as well as review of foreign permit applications received since the last Council meeting. The Council has been requested to review NOAA's penalty schedules for fishery violations and to make recommendations for changes.

All other information remains unchanged. For further information contact Jim H. Branson, Executive Director, North Pacific Fishery Management Council, P.O. Box 103136, Anchorage, AK 99510; telephone: (907) 274–4563.

Dated: May 4, 1987.

Richard B. Roe,

Director, Office of Fisheries Management, National Marine Fisheries Service.

[FR Doc. 87–10369 Filed 5–6–87; 8:45 am]

BILLING CODE 3510–22–M

Western Pacific Fishery Management Council; Public Meetings

AGENCY: National Marine Fisheries Service, NOAA, Commerce.

The Western Pacific Fishery Management Council's advisory bodies will convene public meetings as listed below, at 1164 Bishop Street, Conference Room 602, Honolulu, HI (telephone: 808–523–1368).

Precious Corals Plan Monitoring Team; and Advisory Panel—will convene jointly, May 15, 1987, at 1 p.m., to review a plan amendment to increase the Hawaii "exploratory area" quota from 1,000 kilograms to 5,000 kilograms.

Bottomfish Advisory Panel—will convene May 19, 1987 at 9 a.m., to review a two-tiered permit system for limiting access into the fishery for bottomfish in the Northwestern Hawaiian Islands.

Pelagic Species Plan Advisory Panel (Hawaii members only)—will convene May 19 at 1 p.m. to review an experimental permit to fish with drift-gillnet gear; review the final rules for the Pelagic Species Fishery Management Plan (FMP) which became effective March 23, 1987; discuss the trigger mechanisms in the FMP; discuss the Planning Team Report.

Bottomfish and Seamount Groundfish Plan Monitoring Team—will convene May 20 at 9 a.m. to discuss the status of the annual report preparation; discuss Amendment #1 to the FMP; discuss the two-tiered permit system for the Ho'omolu Zone, as well as discuss other Team business. For further information contact Kitty Simonds, Executive Director, Western Pacific Fishery Management Council, 1164 Bishop Street, Room 1405, Honolulu, HI 96813; telephone: (808) 523–1368.

Dated: May 4, 1987.

Richard B. Roe,

Director, Office of Fisheries Management, National Marine Fisheries Service.

[FR Doc. 87–10370 Filed 5–6–87; 8:45 am]

BILLING CODE 3510–22–M

Western Pacific Fishery Management Council; Public Meetings

AGENCY: National Marine Fisheries Service, NOAA, Commerce.

The Western Pacific Fishery Management Council's Pelagic Species Plan Monitoring Team will convene a public meeting, May 15, 1987, at 9 a.m., at the National Marine Fisheries Services, Honolulu Laboratory, 2570 Dole Street, Conference Room #120, Honolulu, HI (telephone: 808–523–1368 or 943–1221). The Team will review an experimental permit to fish with drift-gillnet gear; discuss the status of the annual report preparation; review the final rules of the Pelagic Species Fishery Management Plan, and discuss the status of programmatic funding requests.

For further information contact Kitty Simonds, Executive Director, Western Pacific Fishery Management Council, 1164 Bishop Street, Room 1450, Honolulu, HI 96813; telephone: (808) 523–1368.

Dated: May 4, 1987.

Richard B. Roe,

Director, Office of Fisheries Management, National Marine Fisheries Service.

[FR Doc. 87–10371 Filed 5–6–87; 8:45 am]

BILLING CODE 3510–22–M