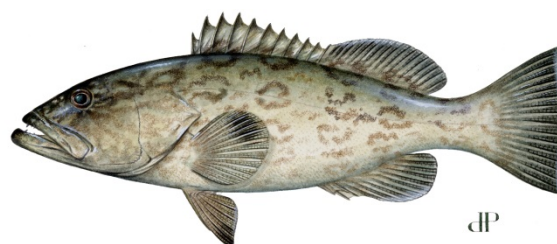


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Headboat Collaborative Pilot Program 2014 Annual Report



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March 18, 2015

SERO-LAPP-2015-01



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List of Abbreviations

CS System	Catch Share System
Council	Gulf of Mexico Fishery Management Council
EFP	Exempted Fishing Permit
e-Log	Southeast Headboat Survey's electronic logbook system
GG	Gag
HBC	Headboat Collaborative
FMP	Fishery Management Plan
MRIP	Marine Recreational Information Program
RA	Regional Administrator
RS	Red snapper
SERO	Southeast Regional Office
SRHS	Southeast Region Headboat Survey
VMS	Vessel Monitoring System

EXECUTIVE SUMMARY

The 2014 Headboat Collaborative (HBC) pilot program annual report is intended to provide an overview of data and information collected since the start of the program. This report is not intended to be a full comprehensive assessment of the program. The HBC program in 2014, consisted of 17 vessels and the headboat manager. Vessels were from four different regions: Florida west coast, Florida panhandle, Alabama, and Texas. Allocation for the HBC program was recorded in numbers fish, instead of weight. All allocation transfers and landings were tracking in next to real-time data in an online database, housed in the Gulf of Mexico's Catch Shares system.

The HBC program completed over 3,000 trips, with 60% of the trips landing either red snapper or gag. By the end of the year, the HBC program had landed 98% of the red snapper quota and 50% of the gag quota. Trips landed between 1 - 170 red snapper per trip and 1 - 50 gag per trip. The greatest landings occurred in June and July for red snapper and April, May and December for gag. The majority of red snapper landings, by numbers of fish, occurred in the Florida west coast and Texas regions, while the majority of gag were landed in the Florida west coast. Average weights were taken throughout the season to ensure that the HBC participants did not exceed their allocation in pounds. In-season weights differed from pre-season weights by 1.1% for gag and -3.3% for red snapper

HBC participants actively transferred allocation between vessels throughout the year. The reasons for allocation transfers included selling to another HBC vessel and bartering with another HBC vessel for allocation in the other share category. The majority of the allocation transfers that indicated a transfer reason were listed as bartering for allocation. Most of the transfers occurred within the same region.

Port agents were able to validate 19% of all trips. These validations revealed that the HBC vessels had accurate reporting by the HBC vessels, with a limited amount of discrepancies. When validation counts differed from the hail-in, the count was in general off by only a few fish. Exceptions to this occurred when there were typographical errors in submission or mis-identification of species. A small percentage of trips had technological errors that resulted in missing hail-outs, hail-ins, or e-Logs. All missing e-Logs were resolved as soon as identified and corrected in the databases. Port agents felt that the hail-out and hail-in requirements of the pilot program had improved sampling efficiency, reporting accuracy, and interactions and cooperation of vessel captains. While the e-mail notifications of hail-outs and hail-ins, allowed port agents to better prioritize their sampling scheme, some agents felt that a longer time frame for a hail-in would better able them to schedule sampling. These agents typically had a larger coverage area or further distance to travel.

While data centralization and improvements of the technological issues would improve the program, this program has shown that next to real-time recording of landings and catch was attainable. The second year of the program has begun, with two additional vessels participating in the program, for a total of 19 vessels.

BACKGROUND AND INTRODUCTION

The purpose of the Headboat Collaborative (HBC) pilot program was to evaluate the viability of an allocation-based management strategy for improving the conservation of marine resources and economic stability and performance of the headboat sector. Headboats participating in the pilot program were authorized to harvest red snapper and gag using quota allocation outside the designated recreational fishing seasons (e.g., red snapper begins June 1 and gag begins July 1). The HBC submitted an

application for an exempted fishing permit (EFP) to NOAA Fisheries. The application proposed evaluating the efficacy of an allocation-based management system using a limited number of headboats in a 2-year pilot study. The Gulf of Mexico Fishery Management Council (Council) reviewed the Headboat Collaborative's application at its April 2012 meeting, and recommended that NOAA Fisheries approve the application. On April 2, 2013, NOAA Fisheries published a notice of receipt of the exempted fishing permit application in the *Federal Register* and requested public comments. On August 26, 2013, NOAA Fisheries announced approval and issuance of the EFP. Since the EFP was neither a fishery management plan (FMP) nor a plan amendment, and was based on legal authority independent from the FMP, NOAA Fisheries determined that it was not subject to referendum requirements.

Exempted Fishing Permit

An EFP is an authorization by NOAA Fisheries for the target or incidental harvest of species managed under a FMP or fishing regulations that would otherwise be prohibited. EFPs may be authorized for limited testing, public display, data collection, exploratory, health and safety, environmental cleanup, and/or hazard removal purposes. EFP applicants must submit a completed application package to the Regional Administrator (RA) at least 60 days before the desired effective date of the EFP. An applicant for an EFP need not be the owner or operator of the vessel(s) for which the EFP is requested. The application package must include, but is not limited to, the following information:

- Application date,
- Applicant's name, mailing address, and telephone number,
- A statement of the purposes and goals of the exempted fishery for which an EFP is needed, including justification for issuance of the EFP
- For each vessel to be covered by the EFP, as soon as the information is available and before operations begin under the EFP:
 - A copy of the United States Coast Guard documentation, state license, or registration of each vessel, or the information contained on the appropriate document
 - The current name, address, and telephone number of the owner and master, if not included on the document provided for the vessel.
- The species (target and incidental) expected to be harvested under the EFP, the amount(s) of such harvest necessary to conduct the exempted fishing, the arrangements for disposition of all regulated species harvested under the EFP, and any anticipated impacts on the environment, including impacts on fisheries, marine mammals, threatened or endangered species, and EFH.
- For each vessel covered by the EFP, the approximate time(s) and place(s) fishing will take place, and the type, size, and amount of gear to be used.
- The signature of the applicant.

The RA may request additional information necessary to make a determination. The RA reviews each application and makes a preliminary determination whether the application contains all of the required information and constitutes an activity appropriate for further consideration. If the RA determines that any application warrants further consideration, notification of receipt of the application is published in the *Federal Register* with a brief description of the proposal. Interested persons are given 15 to 45 days to comment on the notice of receipt of the EFP application. In addition, comments may be requested during public testimony at a Council meeting. If the Council intends to take comments on an EFP application at a Council meeting, it must include a statement to this effect in the Council meeting notice and agenda.

Upon receipt of an EFP, the permit holder must date and sign the permit, and retain the permit on board the vessel(s). The permit is not valid until signed by the permit holder. In signing the permit, the permit holder: (1) agrees to abide by all terms and conditions set forth in the permit, and all restrictions and relevant regulations and (2) acknowledges that the authority to conduct certain activities specified in the permit is conditional and subject to authorization and revocation by the RA. Unless otherwise specified in the EFP or a superseding notice or regulation, an EFP is valid for no longer than 1 year. EFPs may be renewed following the application procedures in this section.

The HBC EFP established a specific allocation of red snapper and gag, as calculated and described below under quota distribution, to be harvested during the fishing year by HBC vessels. All harvest of red snapper and gag counted against the harvest authorized by the EFP. The HBC EFP exempted the HBC’s listed vessels from recreational season closures for red snapper and gag (regulations at 50 CFR § 622.34(b) and (e)). The exemption did not apply to the February-March shallow-water grouper closure offshore of 20 fathoms in the Gulf of Mexico (50 CFR §622.34(d)). For gag, HBC vessels were exempted from the closure of the recreational sector when the gag catch target was reached (50 CFR § 622.8(b)). However, the EFP did not exempt the HBC participating vessels from Section 407(d) (16 U.S.C. 1883) of the Magnuson-Stevens Fishery Conservation and Management Act. Section 407(d) requires that, if NOAA Fisheries determined the Gulf of Mexico red snapper recreational quota had been met, harvest must be prohibited for the remainder of the fishing year, even if the HBC had allocation remaining. The HBC EFP is valid for two years, from January 1, 2014, through December 31, 2015. No recreational fishing by HBC vessels may occur for red snapper or gag outside the EFP.

Eligibility and Participating Vessels

To be eligible for consideration in the HBC pilot program, headboat owners/captains needed to have a valid federal Gulf of Mexico charter/headboat reef fish permit and be a participant in the Southeast Region Headboat Survey (SRHS) for at least three years. Interested headboat owner/captains submitted an application (Appendix 1) for membership to the HBC before November 5, 2013. The HBC’s board members selected vessels from the applicants to participate in the program in 2014. A total of 17 vessels were included, with nine from Florida, four from Alabama, and four from Texas (Table 1). All vessels and vessel owners underwent a review by NOAA’s Office of Law Enforcement for prior civil or criminal actions.

Table 1: Vessels participating in the HBC pilot program in 2014

Vessel name	Homeport
Captain John	Galveston, TX
La Pesca	Port Aransas, TX
New Kingfisher	Port Aransas, TX
Scat Cat	Port Aransas, TX
Escape	Dauphin Island, AL
Gulf Winds II	Orange Beach, AL
Reel Surprise	Orange Beach, AL
Zeke’s Lady	Orange Beach, AL
Destin Princess	Destin, FL
Destiny	Destin, FL
Sweet Jody	Destin, FL
Double Eagle II	Clearwater, FL
Double Eagle III	Clearwater, FL

Fish N Xpress
 Gulf Queen
 Super Queen
 Gulf Star

Port St. Jo, FL
 Clearwater, FL
 Clearwater, FL
 Tarpon Springs, FL

PROGRAM DESIGN

Quota Distribution

The initial amount of quota distributed to the HBC pilot program was determined by taking aggregate 2011 HBC vessel landings (as reported to the SRHS) relative to all recreational landings reported in 2011 for each species (Formula 1). The 2011 landings were chosen since they were the most recent landings data at the time of the EFP application. The resulting percentage was then multiplied against the 2014 red snapper quota and gag annual catch target to determine the HBC’s quotas in pounds (Formula 2).

Formula 1. 2011 HBC Proportion

$$\frac{\text{Recreational Landings}_{\text{Species},2011}}{\text{HBC Vessel Landings}_{\text{Species},2011}} = \text{HBC}\%_{\text{Species}}$$

Formula 2. 2014 HBC Quota

$$\text{HBC}\%_{\text{Species}} \times \text{Recreational Quota}/\text{ACT}_{\text{Species},2014} = \text{HBC quota}_{\text{Species},2014}$$

Quotas in pounds were then converted to quotas in numbers of fish using 2011 average regional and species-specific average weights from the SRHS. The HBC program received 5.3146% of the 5.39 million-pound (mp) whole-weight (ww) red snapper recreational quota and 2.8343% of the 1.51 mp gutted weight (gw) recreational gag target catch level (Table 2). These percentages equated to 55,527 red snapper and 6,017 gag (Table 2). All allocation was distributed to the HBC Manager on January 1, 2014. The HBC Manager then distributed allocation to each vessel. The EFP allowed HBC participants to decide how to distribute the allocation amongst the participating vessels and allowed trading within the HBC. The HBC decided to base individual vessel allocation on the vessel’s landings history from 2011.

Table 2: HBC quota distribution

	Red snapper	Gag
Recreational quota or target catch level	5.39 mp ww	1.51 mp gw
HBC percentage	5.3146%	2.8343%
HBC allocation in pounds	286,457 lb ww	43,053 lb gw
Average fish weight	5.16 lb ww	7.16 lb gw
HBC allocation in fish	55,527 fish	6,017 fish

Program Conditions and Requirements

To ensure 100% catch accountability and to enable a transparent monitoring system, HBC vessels adhered to strict protocols to track each fish caught and landed during a trip. Each vessel had an operational vessel

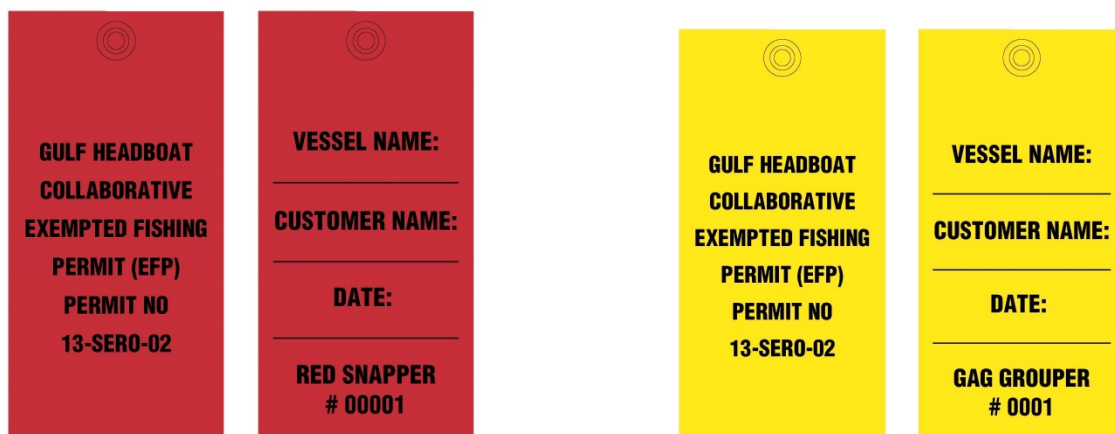
monitoring system (VMS) that allows NOAA Fisheries to track the vessel while at sea. Vessel owners were responsible for purchasing VMS units (\$1,799 per unit), coordinating installation with the vendor, and paying for monthly service costs (~\$60 per month). All vessels used the CLS America VMS unit with the Thorium tablet. CLS America built customized software forms so that HBC participants could have a simple and fast way to enter information. HBC participants submitted a VMS declaration (hail-out) through the VMS unit prior to departing on every trip, regardless of whether or not red snapper or gag were the intended target species. Participants submitted a landing notification (hail-in) through the VMS unit at least one hour prior to returning to port regardless of whether or not red snapper or gag were landed. Hail-ins contained the vessel name, landing location, time of landing, and the number of red snapper and gag landed. The hail-in requirement was intended to provide law enforcement agents/officers and port agents the opportunity to be present at the point of landing so they can monitor and enforce the HBC EFP requirements dockside.

Landing conditions required that HBC vessels only land at approved landing locations. Approved landing locations ensure sites actually exist and law enforcement officers and port agents can access these sites. Landing locations must be publicly accessible by land and water.

All harvest of red snapper and gag from HBC participants were attributed to allocation for this pilot program. HBC vessels were required to abide by a 2-fish per person per species (red snapper and gag) bag limit consistent with current recreational fishing regulations. In addition, all HBC vessels were expected to retain all legal-sized red snapper (16-inch total length) and gag (22-inch total length) that appear to be mortally injured, as long as the bag limit or vessel allocation had not been exceeded. If a vessel's harvest exceeded the allocation available in that vessel's account, the vessel owner/captain must acquire sufficient allocation through an allocation transfer to cover the overage. After a vessel account's allocation was exhausted, that vessel owner/captain needed to cease any directed fishing for red snapper or gag. Each HBC vessel owner/captain needed to account for all red snapper and gag caught aboard that vessel. On the day fishing occurred, each vessel needed to submit landing reports through the SRHS electronic reporting system (Appendix 2). Landing reports contained the vessel name, number of anglers, trip location, depth fished, species and number of fish caught and released, and other biological and socio-economic data required by the SRHS. In addition, all HBC vessels needed a copy of the EFP prominently displayed onboard the vessel and available for inspection upon request from a law enforcement officer.

To ensure accountability and ease enforcement of the program, the HBC members decided to add a fish tag system as a requirement to join the program. In 2014, the HBC manager ordered Seton Tyvek tags equal to the number of fish allocated to the HBC program. The Tyvek tags were chosen because they were weatherproof, tear proof, and durable. The cost of the tags (~\$0.25/tag) was paid for by the HBC members. The tags were sequentially numbered and color-coded by species: yellow for gag and red for red snapper (Figure 1). For each fish caught, the crew was responsible for writing the vessel name, customer name, and date on the tag. Each tag came with a pre-punched hole and a wire tag. Some crews attached the tag receipt directly to the fish, some to the stringer with the fish, and others placed it inside a Ziplock bag with the fish fillet. When allocation was transferred, the Tyvek tags were also transferred, so that every fish caught by the program was associated with a tag. HBC members said that although some of the participants did not feel the tags were necessary, others found them extremely helpful when dealing with law enforcement. When law enforcement encountered customers with red snapper during the closed season, they were able to confirm that the red snapper were legally caught through the HBC program by the tags and a phone call to the vessel for confirmation.

Figure 1: HBC Tyvek tags



Online System

The HBC pilot program took advantage of the existing Catch Shares System (CS System) infrastructure created by the Southeast Regional Office (SERO), which also hosts the Gulf of Mexico Individual Fishing Quota (IFQ) commercial red snapper and grouper-tilefish programs and Bluefin tuna Individual Bycatch (IBQ) program. The CS System is an online system (<https://portal.southeast.fisheries.noaa.gov/cs>) managed by the SERO that has the ability to track all transactions (e.g., landings, allocation transfers) in real-time. The administrative functions associated with the HBC pilot program, (e.g., registration, account access, allocation transfers) were designed to be accomplished online; therefore, a participant needed access to a computer and the Internet. A new program, with customized account roles, actions, and views, was created for the HBC pilot program. The CS system was also integrated with the VMS system and the SHRS logbook system to obtain trip declarations (hail-outs) and electronic logbook information. Each participant had an online account for viewing hail-outs, hail-ins, allocation, and landings. The CS system also allowed HBC participants to transfer allocation to the HBC manager or other HBC vessels.

The HBC pilot program had two account roles: Headboat manager (HBC manager) and Headboat vessel (HBC vessel). The HBC manager account had the ability to manage and transfer allocation to any HBC vessel account, view all HBC hail-outs, hail-ins, allocation transfers, and landings. The HBC manager account received the initial allocation at the start of the fishing year and was responsible for distributing allocation to each HBC vessel account as agreed upon by the HBC members. Each vessel approved to operate under the HBC pilot program had a HBC vessel account. Through the HBC vessel account, vessel owners/captains had the ability to transfer allocation and view their hail-outs, hail-ins, and landing transactions.

Data validation and monitoring

SERO Catch Share staff regularly audit hail-outs, hail-ins, and landing transactions. Auditing of the data occurs every 1 to 3 days, each week, with daily audits during peak red snapper season. During auditing, catch share support staff ensured that for each trip the vessel made (as validated by VMS), there was a hail-out, hail-in, and e-Log, and that the fish declared on the hail-in match the number of fish on the e-Log. If discrepancies were found, the staff contacted the HBC owner/captain and/or local port agent and

worked to resolve the issue. The auditing process involved staff monitoring the VMS system to identify when a vessel had left port and if they declared a HBC trip. Missing hail-outs were due to (1) user error - captain did not submit a hail-out, (2) VMS unit error - information entered into the unit, but it was not received or (3) VMS server error - information sent to the server, but an error occurred between the unit's server and NOAA's VMS databases. Submitted hail-ins for each HBC trip were identified and linked with a hail-out. Similar to hail-outs, missing hail-ins occurred for the reasons listed above. Landing transactions were monitored to ensure that the number of red snapper and gag reported match the hail-in. Missing landing transactions were due to (1) user error – captain did not submit an e-Log, submitted incorrect information (e.g., entered number under the wrong species), or did not correctly submit the e-Log, or (2) there was a delay or malfunction in transmitting the data from the SRHS data system to the CS system. Most landing transaction errors were due to user input, particularly failure to properly submit the e-Log (e.g., Captain thought the e-Log was sent) or failure to submit an e-Log.

To aid law enforcement, e-mails were sent to state and federal law enforcement officers, as well as state and federal port agents, each time a vessel made a hail-out or a hail-in. Law enforcement officers and port agents used the e-mails to prioritize their sampling and coordination with other law enforcement agents or port agents.

NOAA used existing dock-side and at-sea methodologies by federal and state port agents, with a priority on red snapper and gag catches, to validate HBC vessel catches. Port agents validated the number of fish on board the vessel with the number reported in the hail-in. In addition, a sub-sample of fish were measured and weighed to provide information for average in-season weights by region. Fish (in numbers) were converted to pounds using two methods: pre-season and in-season average weights. Pre-season average weights were calculated prior to the start of the program across all months by region. In-season average weights were calculated by using the current year's dockside sampling per month by region. In-season average weights were updated every 15-30 days as the information became available and landing estimates in both numbers and pounds were posted to the SERO Catch Share Web site.

PROGRAM REVIEW AND PERFORMANCE

Trip level Information

In 2014, vessels in the HBC took 3,140 trips, of which 60% (n=1,876 trips) reported landing red snapper and/or gag (Table 3). There were 1,295 trips that landed red snapper and 697 trips that landed gag. Individual HBC vessels took between 1 to 58 trips per month, averaging around 17 trips per month and 12 trips landing HBC species per month. The greatest number of trips per month occurred in the summer, June through August, with 517 trips in July (Figure 2). Most trips that did not report landing red snapper and/or gag occurred inshore and were typically half-day fishing trips.

HBC vessels took differing trips length (i.e., half-day, full-day, or multi-day trips) and there were differences in HBC species targeted and landed. The majority of trips were full-day trips (65.5%), followed by half-day trips (31%), and then multi-day trips (3.5%). Some vessels had back-to-back half day trips, where two trips were made within the same day. There were 14 vessels that completed two trips per day and 9 vessels that took multi-day trips. Of the participating vessels, only 11 vessels landed both red snapper and gag throughout the year. There were 12 vessels that landed gag, although five of these vessels had a low total amount of gag landed (<20 fish). There were 16 vessels that landed red snapper, with four vessels landing <1,000 fish total for the year.

HBC vessels that landed red snapper landed between 1 and 170 red snapper per trip, with an average of 42 red snapper per trip. Average red snapper landed per trip varied by vessel, with averages between 12 and 127 red snapper/trip. Peak red snapper landings for the HBC vessels occurred in June and July, while smaller landings occurred in the last quarter of the year (Figure 3). These smaller landings late in the year were due largely to the decreased amount of quota allocation available in the last quarter. Average landings per trip were between 37 and 55 red snapper/trip for January through August (Figure 3). In the last quarter of the year, average landings per trip were variable as the number of trips taken and the amount of allocation available decreased.

Table 3: Trips taken by HBC vessels.

Month	Total Trips	HBC Trips Landing		
		RS and/or GG	RS	GG
January	123	70	39	39
February	184	97	68	43
March	236	137	89	51
April	236	135	88	61
May	298	202	146	79
June	490	345	287	77
July	517	373	312	80
August	404	232	185	54
September	188	89	39	51
October	232	96	38	64
November	110	46	3	44
December	122	54	1	54
Total	3,140	1,876	1,295	697

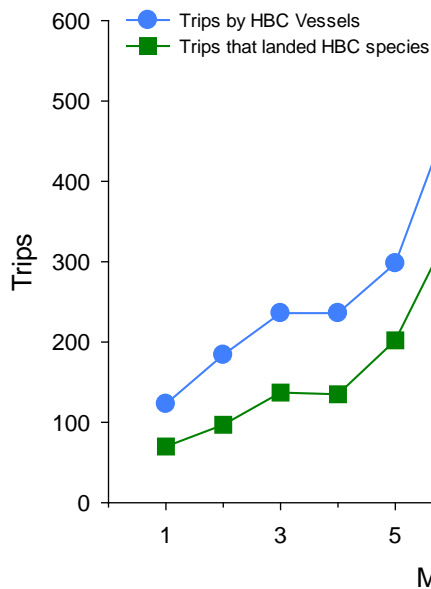


Figure 2: Total trips and trips with HBC species landed by month.

HBC vessels that landed gag landed between 1 and 50 gag per trip, with an average of four gag per trip. Average gag landed per trip for most vessels was 1-2 gag/trip. Peak gag landings occurred in April, May,

and December, with smaller landings occurring from August through October (Figure 3). Average landings per trip for gag followed a similar pattern to the total amount of gag landed. Average landings per trip were greater in March, April, and December with 6-8 gag/trip and smallest during August through October (Figure 3).

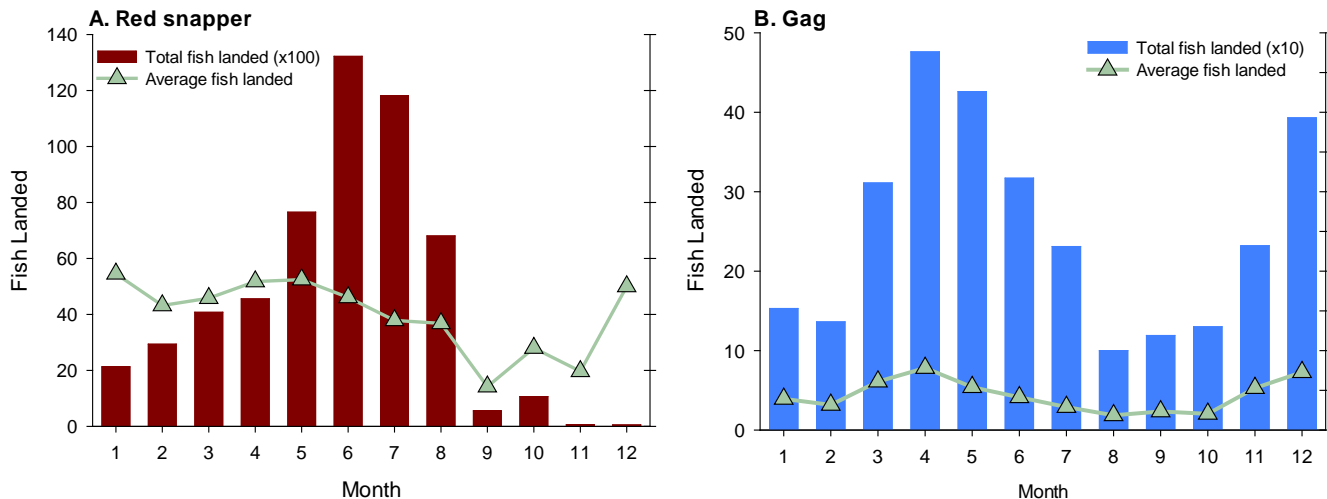


Figure 3: Total and average landings of a) red snapper and b) gag per trip

Quota Usage and Tracking

The HBC vessels landed 98.9% of the red snapper quota (54,907 red snapper) and 50.3% of the gag quota (3,024 gag). Weights from pre-season and in-season conversions were compared to each other monthly. There was very little difference overall between pre-season and in-season weights conversions for both red snapper and gag (Figure 4). Red snapper had an overall difference of -3.3%, where the pre-season weight exceeded the in-season weight (Table 4). Differences between weight conversions for red snapper varied month to month, with the greatest difference occurring in the summer months (Table 4). Most of the large percent differences in average weight were negative, with the in-season average weight being less than the pre-season average weight. Gag had an overall weight difference of 1.1%, where the in-season average weight exceeded the pre-season average weight (Table 4). Using in-season average weights, the HBC vessels harvested 274,443 lb ww of red snapper and 22,087 lb gw of gag.

Landings varied by region and month. Vessels in the Florida west coast and the Texas regions had the greatest number of red snapper fish landed (20,479 and 20,416 red snapper, respectively), followed by vessels in Alabama and the Florida panhandle (Table 5). Gag were primarily landed by vessels in the Florida regions (Table 5).

In-season weights were used to convert landings in fish to landings in pounds. Average red snapper weights ranged between 2.16 lb ww to 9.91 lb ww (Table 6). The Florida west coast region had the greatest overall average red snapper weight, followed by Texas, Alabama, and the Florida panhandle (Table 6). February and November had greater average red snapper weights, while October had the smallest average weight (Figure 5, Table 6). Average gag weights ranged between 6.04 lb gw and 14.57 lb ww (Table 7). Weights of gag were greatest in Texas (14.51 lb gw), followed by Alabama, Florida

panhandle, and Florida west coast (Table 7). December had the greatest average weight, while October had the smallest (Figure 5).

Table 4: Pre-season and in-season pounds landed by HBC species and month

Month	Red Snapper				Gag			
	Pre-season	In-season	Difference	% Difference	Pre-season	In-season	Difference	% Difference
Jan	10,435	9,839	-596	-5.7%	1,123	1,076	-47	-4.2%
Feb	15,032	16,718	1,686	11.2%	1,067	1,027	-40	-3.7%
Mar	20,993	22,589	1,596	7.6%	2,202	2,013	-189	-8.6%
Apr	22,774	23,914	1,140	5.0%	3,398	3,566	168	5.0%
May	38,682	41,323	2,642	6.8%	3,082	3,340	258	8.4%
Jun	68,156	60,184	-7,972	-11.7%	2,288	2,234	-53	-2.3%
Jul	62,929	57,565	-5,364	-8.5%	1,683	1,576	-107	-6.4%
Aug	36,292	34,476	-1,816	-5.0%	734	671	-63	-8.6%
Sep	2,876	2,878	1	0.0%	844	816	-28	-3.3%
Oct	4,946	4,357	-589	-11.9%	1,017	795	-221	-21.8%
Nov	341	336	-4	-1.3%	1,639	1,790	151	9.2%
Dec	305	265	-40	-13.0%	2,763	3,184	421	15.3%
Total	283,759	274,443	-9,316	-3.3%	21,838	22,087	249	1.1%

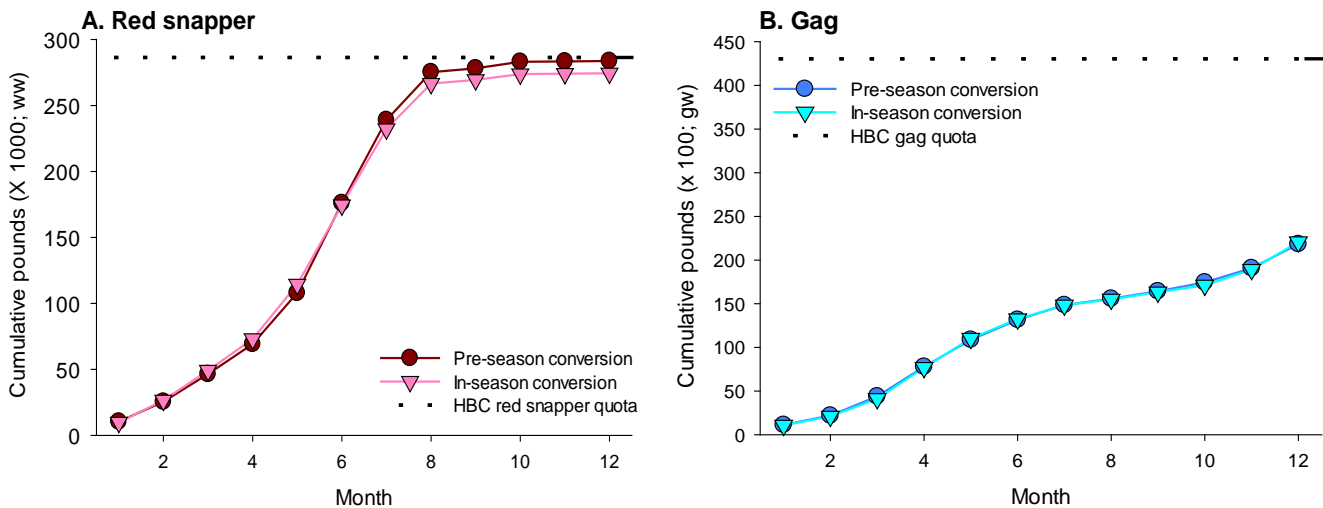


Figure 4: Comparison of pre-season and in-season weights by month for A) red snapper and B) gag.

Table 5. Landings by region and species

Region	Red snapper		Gag	
	Fish	Pounds (ww)	Fish	Pounds (gw)
Florida west coast	20,479	90,083	2877	20,533
Florida panhandle	1,179	7,252	137	1,430
Alabama	12,833	66,409	8	95
Texas	20,416	110,699	2	29

Table 6: Red snapper average weights by month and region

Month	Florida west coast	Florida panhandle	Alabama	Texas	Overall
Jan		4.45	5.90	4.86	4.63
Feb	9.91	5.10	5.90	6.08	5.70
Mar		4.77	4.62	6.41	5.54
Apr	9.55	4.59	5.74	6.05	5.25
May	7.93	4.99	6.29	5.70	5.40
Jun	5.99	3.88	4.67	5.15	4.55
Jul	5.24	4.04	4.97	5.14	4.87
Aug	4.07	4.09	5.43	5.16	5.07
Sep	4.22	4.15	6.40	5.04	5.20
Oct	2.16	4.04	6.40		4.10
Nov	3.73		6.40		5.70
Dec	5.30				5.30
Overall Average	6.15	4.40	5.17	5.42	

Table 7: Gag average weights by month and region

Month	Florida west coast	Florida panhandle	Alabama	Texas	Overall
Jan	6.62	11.89			7.03
Feb	6.72	10.2			7.55
Mar	6.28	14.57			6.47
Apr	7.58	14.57	14.6		7.49
May	8.21	11.42	11.4		7.84
Jun	7.69	11.42	11.4		7.05
Jul	7.39	11.42	11.4		6.82
Aug	7.31	11.42	11.4	14.51	6.71
Sep	7.36	6.04		14.51	6.86
Oct	6.14	6.04			6.12
Nov	7.72	6.04			7.72
Dec	8.17				8.10
Overall Average	7.14	10.44	11.82	14.51	

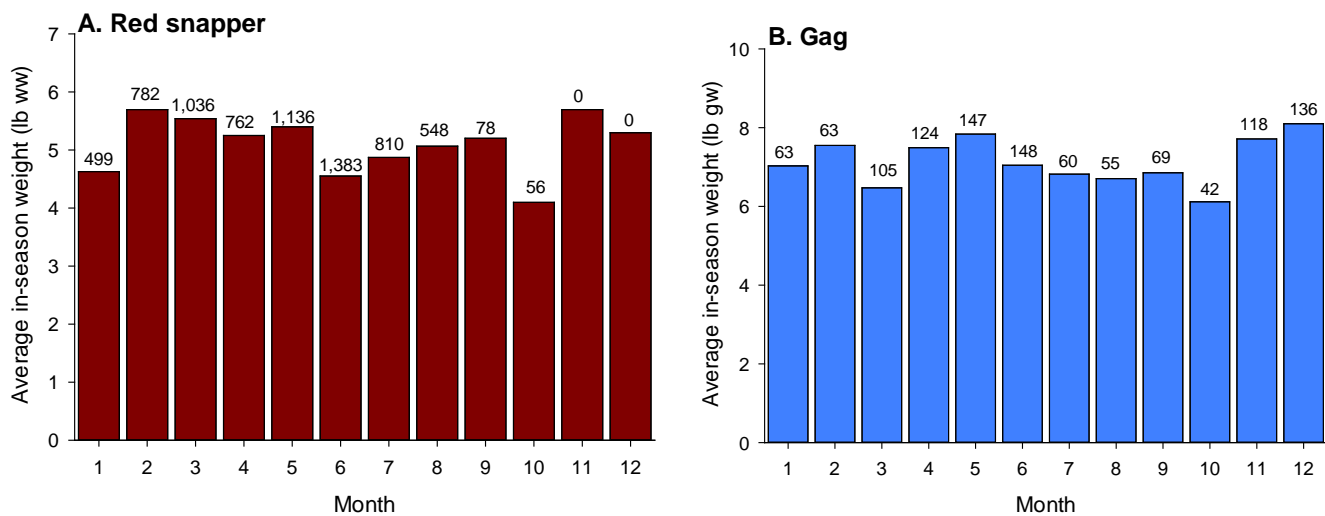


Figure 5: Average in-season weights by month for A) red snapper and B) gag.

Allocation Transfers

There were 31 vessel to vessel allocation transfers in 2014, 3 for gag and 28 for red snapper allocation. Participants transferred 3,288 red snapper and 49 gag amongst themselves. Thirteen of the transfers listed “Barter” as the reason for transfer, while the remaining transfers gave either “Sale” or “No Comment” as the transfer reason. The majority of transfers were within the same region (n = 23), while the other eight transfers were between regions.

The HBC established quota reserves of 5% each of the aggregate red snapper and gag allocations to ensure the HBC remained in compliance with its catch limits. The reserve amounts were deducted from aggregate allocations prior to individual distributions by the HBC manager. In coordination with NOAA Fisheries, the HBC Manager monitored each HBC vessel’s landings in numbers and pounds of fish throughout the fishing year. If the estimated average fish weight of red snapper or gag grouper landed by a vessel was less than or equal to the average pre-season weight used by NMFS for determining aggregate allocations, then the reserve amount was released to that vessel. If estimated average fish weights landed by a vessel exceeded average pre-season weights, then the Manager either adjusted initial distributions as necessary to ensure the maintenance of the reserve amount was sufficient to avoid an overage or released a portion of the reserve amount to that member if the release would not result in an overage. Accordingly, the HBC remained below its catch limits (as expressed both in numbers and pounds of fish) for red snapper and gag in 2014.

Reporting Compliance

A total of 707 trips (23%) were validated by federal or state port agents. On average, there were 59 trips per month validated, with a range from 35 to 97 trips per month (Table 6). The greatest percentage of trips validated occurred in January when the program was initiated. The smallest percentages of trips validated occurred in June and July, mainly due to the high volume of trips taken during those months. The greatest number of trips validated occurred in August.

Table 8: Trips taken by HBC vessels.

Month	Total Trips	Trips Validated	% Validated
January	123	58	47%
February	184	65	35%
March	236	62	26%
April	236	44	19%
May	298	74	25%
June	490	63	13%
July	517	55	11%
August	404	97	24%
September	188	52	28%
October	232	60	26%
November	110	42	38%
December	122	35	29%
Total	3,140	707	23%

There were 22 trips where a port agent’s trip validation count differed from the submitted hail-in. No discrepancies were found for gag. Red snapper discrepancies had both over-counts (captain entered more red snapper on the hail-in than were actually present) and under-counts (captain entered less red snapper than reported on the hail-in). Both over- and under-counts were generally only off by 1 to 2 fish. The largest discrepancy found was 6 red snapper. Throughout the year, the HBC vessels reported 21 less fish than were on board the vessel and reported 10 more fish than were on board the vessel, for a net difference of 11 fish. These 11 red snapper compromise less than 1% of the red snapper landed by HBC vessels. All discrepancies, both under and over-counts, were corrected in allocation deductions and landings by SRHS and SERO staff.

Discrepancies happened for a variety of reasons: mate or captain unfamiliar with the protocols and/or software, misidentification or misreporting of vermilion snapper as red snapper, counts recorded as the wrong species in the e-Log submission form (e.g., red porgy instead of red snapper), transposing numbers when entering them into the system (hail-in or e-Log), and confusing trip counts when two trips were taken on the same day. Many times, the captain/owner was proactive in notifying the port agent when a typographical error was made in entering the counts into the hail-in or e-Log forms.

Out of the 3,140 trips, there were a small percentage of trips that had a missing hail-out, hail-in, or e-Log. There were 177 (6%) trips with a missing hail-out, but most of these (161) were due to technical problems in receiving the VMS information and not due to the captain forgetting to submit the hail-out. Similarly, of the 154 missing hail-ins, only 22 were due to the captain not submitting a hail-in. The majority of unsubmitted hail-outs/hail-ins occurred at the start of the program, although there was a small amount in nearly every month. Throughout the year, there were 62 e-Logs (2%) that were not submitted on the day of the trip. SERO staff followed up with the captain/owners of the vessel during auditing and all 62 e-Logs were eventually submitted. In some of these cases, the captain/owner did submit the e-Log into the system but failed to hit submit or there was a glitch in the connection between the SRHS database and the SERO database. There were some instances where the captain/owner forgot to submit the e-Log, especially when many trips were being taken or a new captain was operating the vessel that was less familiar with the reporting requirements. All missing e-Logs were resolved within a few days after SERO staff contacted the owner.

Socio-economic Impacts

HBC members are working collaboratively with Dr. Joshua Abbott at Arizona State University to conduct a socio-economic study of the effects of the HBC program. HBC members signed confidentiality waivers allowing historical and HBC vessel and trip specific landings and fishing effort data to be released for use in the socio-economic analysis. Additional survey instruments are also being used to gather socio-economic data from captains, vessels owners, and HBC customers. Data collection was focused on assessing: (1) How the pilot project has changed the temporal and spatial distributions of fishing, (2) how the number of anglers/customers has changed as a result of the pilot program, (3) how/if headboat owners are utilizing increased flexibility to provide more differentiated trips/services to customers, (4) and how the pilot project has affected costs and net revenue.

In addition to confidential, vessel- and trip-specific data, NOAA Fisheries released aggregated, non-confidential data from non-participating HBC vessels for use in socio-economic analyses per a request from Dr. Joshua Abbott. This data will allow for comparative socio-economic analyses to be conducted between HBC and non-HBC vessels.

Socio-economic results are not presented in this report. A presentation will be given by Dr. Joshua Abbott at the Council's March 2015 meeting discussing preliminary socio-economic results for year-1 of the pilot program. Per the conditions of the EFP, a draft report summarizing the results of the socio-economic study will eventually be provided to NOAA Fisheries for review and comment. NOAA Fisheries personnel will review the socio-economic study and determine if it is based on the best available scientific information.

Enforcement and Port Agent Sampling

As part of the review of the first year of the program, port agents and law enforcement officers/agents were asked to provide feedback about the program. Their feedback fell into three main categories: e-mail notifications of hail-outs and hail-ins, sampling efficiency, and cooperation of HBC captains.

Most agents appreciated the e-mail notifications of hail-outs and hail-ins because they allowed them to prioritize sampling. The hail-ins contain the expected number of HBC species on board, and for agents that receive the hail-in prior to traveling to the marina this allowed them to ensure they had sufficient supplies for biological sampling available. Some agents felt that the one-hour notification was not sufficient advanced notice for dock-side inspection/sampling, as distances may involve 1 to 4 hours of driving time. These agents that had a long distance to travel rely on the hail-outs for scheduling their sampling for the day. Some agents went an extra step and called the business or marina to help determine when the vessel would return. All agents agreed that the expected number of fish on the hail-in allowed them to immediately identify a discrepancy between the actual count and the hail-in count, and found this feature invaluable for monitoring the program. There were times when hail-outs and/or hail-in e-mails did not arrive in the agent's e-mail a timely manner. These were generally due to either VMS problems or glitches in the e-mail system, as described earlier.

Many of the agents felt that the hail-out/hail-in notifications had improved sampling efficiency and reporting accuracy, as the vessels knew that accurate reporting was required for program participation and that validation checks occurred to ensure accurate reporting. Agents suggested that two agents per vessel be assigned during the busier time frame or summer months. In summer months, the fish tend to be kept on ice and out of the sun as much as possible, which delayed counts and biological sampling. By having

two agents, one could count fish while the other began the biological sampling. Multiple port agents would also be useful for boats that completed two trips a day and were generally scheduled to leave an hour after returning from the first trip. Agents also suggested requiring the vessels to keep the snapper/groupers separate (e.g., separate stringers). This would increase sampling efficiency, as agents would not have to search through all the boxes for snappers and groupers. The reduction in looking for snapper/grouper would reduce counting time, increase counting accuracy, and increase time for biological sampling. A final recommendation from the agents was that if any state or federal law enforcement agent intercepted an HBC vessel instead of a port agent that the state enforcement agent report the fish count on board to help verify reported versus landed fish.

All agents felt that there was good cooperation with the HBC vessels and that the captains were very helpful during sampling. Agents felt that the program has created a much closer relationship with the owners, captains, office personnel, and vessel crew, with many of the agents now on a first name basis with the crews. This increased cooperation has also been seen when the vessel crew encouraged the anglers on board to have their fish biologically sampled before filleting the fish. Even when discrepancies in counts occurred, the captain and agent worked together and recounted the fish to verify the accuracy of reporting.

Program Administration

The HBC pilot study included oversight and administration by NOAA Fisheries. Both direct and indirect costs were associated with the program during the first year. Indirect and direct costs included software development of the online system, personnel for customer service and auditing of notifications and landings, travel to meetings with HBC members, dockside sampling by port agents, and enforcement by NOAA and state law enforcement agents/officers. No new personnel were hired by SERO to support the program. Partial staff time for some SERO Catch Share personnel, information technology specialists, and NOAA law enforcement agents/officers familiar with catch share programs was used to administer, develop, implement, and monitor the HBC. The Gulf States Marine Fisheries Commission also entered into contracts with independent contractors as port agents to validate catches and trip reports of HBC and non-HBC vessels. The contractors also collected biological samples and effort data from headboats which operate from Texas to Florida. Total costs for contracting port agents to sample both HBC and non-HBC vessels in 2015 were approximately \$441,000.

Program Challenges

While many aspects of the program worked extremely well during the first year of the pilot study, there were still areas for future improvement. One challenge that occurred was the submission of hail-outs, hail-ins, and e-Logs. As the VMS hail-out and hail-in requirements were new to the captains, there was a learning curve in the early months of the program as the captains learned how to properly send hail-outs and hail-ins. Additionally, timeliness of e-Logs continues to be an area for improvement. All e-Logs, even those trips that did not catch HBC species, were required to be submitted on the day of the trip, which was different from the SRHS weekly reporting requirements. SERO staff monitors all hail-out, hail-in, and e-Log reports, and contacts the HBC owners or captains when data were missing or late.

Another challenge with this program was the reliability of the VMS system. The CLS America units use blue-tooth connectivity; in some instances there were vessels that had problems with the blue-tooth connection. The failure of the blue-tooth connection was not always obvious, and therefore the captains believed their hail-outs/hail-ins were submitted when they were not actually submitted. In addition, there

were problems with data connections between CLS America system, VMS and the SERO CS system. Failures could occur between any of these connections, and identifying where a failure occurred was sometimes difficult to troubleshoot. Technical support from all (CLS America, VMS, Visma Consulting, and SERO technical support) parties was involved in identifying problems and providing solutions.

Problems also arose with data connections between the SRHS system and the SERO database. The link between these two systems was not instantaneous. This led to SRHS staff spending additional time confirming trip reports. The SRHS system currently has no method to flag when a record has been corrected. This led to SERO staff spending additional time tracking down data corrections and ensuring that those corrections were updated in the SERO CS system and allocation correctly assigned.

One lesson learned from this pilot program is that the data entry should be centralized with all information (e-Logs, validations, corrections) being entered through one data platform. Validation activities required careful collaboration between state agencies and NMFS, but are essential to a smoothly working system. Some additional technical changes would be to add a trip submission date field, include a flag to indicate when a record was updated, and to assign a unique identifier to all records to help with data processing.

Another concern for the HBC program is the number of biological samples taken per region and month. These samples were used to estimate in-season weights. For some regions and months there were insufficient samples to estimate in-season weights. SERO staff resolved this by combining similar months, regions, or months and regions to generate in-season weights. In-season weights were important as the HBC allocation is in number of fish instead of weight. With the differences in weight by region and month, accurate weight samples help to ensure the HBC pilot program does not go over their quota in weight.

Some additional improvements were suggested by various staff working with the program. In particular, an automatic method to link a trip from hail-out, to hail-in, to landing would be beneficial. This would reduce the amount of time staff takes in manually linking hail-outs, hail-ins, and landings and provide an efficient method to determine when a data connection failed. This would allow a view to be built so that HBC vessel owners could self-monitor their trips. Additionally, port agents recommended that hail-outs also indicate (1) whether the trip was targeting HBC species and (2) if they were fishing in federal or state waters. Port agents also mentioned that they receive both commercial hail-in notifications as well as HBC hail-in notifications, and many would prefer to not receive the commercial hail-in notifications.

Changes to the Program – Year 2

All 17 vessels that participated in the first year of the pilot study will also be participating in the second year of the program. In addition, two more vessels were added: the America II based out of Orange Beach, Alabama, and the New Buccaneer based out of Galveston, Texas. The other change that occurred in the second year of the program was the calculation of the red snapper quota based on the new Marine Recreational Information Program (MRIP) calibration that occurred during 2014. The percentage of the recreational quota that the HBC pilot program received is based on the total recreational landings in 2011 and the amount of landings by HBC vessels in 2011. The MRIP calibration that occurred late in 2014 increased the red snapper recreational landings for 2011 from 4,305,989 lb ww to 6,737,110 lb ww. The HBC vessels red snapper landings increased slightly due to the additional vessels added to the program and went from 234,085 lb ww to 269,576 lb ww. The proportion of recreational red snapper landings that were landed by HBC vessels decreased from 5.4363% to 4.0031%. This resulted in a smaller red snapper quota allocated to the HBC pilot program in 2015, despite an increase in the number of vessels participating. The red snapper quota allocated to the HBC program went from 293,017 lb ww in 2014 to

215,767 lb ww in 2015. In March 2015, the Council approved an increase in the total allowable catch of red snapper from 11 to 14.3 mp ww for 2015. If this increase is approved and implemented by NOAA Fisheries, the HBC quota will be increased during 2015 from 215,767 lb ww to 280,497 lb ww.

Appendices

Appendix 1. Headboat Collaborative Application Questions

1. Name, Vessel Name, Permit #
2. Homeport
3. Size of Vessel (length and number of passengers)
4. Average fishing trip duration
5. Approximately how many days do you fish during each year on average?
6. Do you typically land more red snapper or gag? What are your other primary target species?
7. Have you ever received a Notice of Violation and Assessment or Notice of Permit Sanction from NMFS?
8. Have you reviewed the terms of the EFP issued by NMFS for this pilot program?
9. Why do you want to participate in this pilot program?
10. Is there any other information you wish to provide to assist the Collaborative in reviewing your application?

Appendix 2. SRHS e-Log forms

Southeast Region Headboat Survey (kenneth.brennan@noaa.gov) My Account Sign out

Dashboard

Trip Report

New Trip Report

Past Trip Reports

Inactivity Report

Inactivity Reports

Manage

Manage Captains

Species Favorites

Admin Panel

Manage Areas

Manage Species

Manage Vessels

Manage Users

Export Data

Maps

Area Maps

Videos

Getting Started

Create a New Trip Report

Trip Details:

Trip Report #: **215**

Depart Date/Time: 12/15/2014 00:00 Return Date/Time: 12/15/2014 00:00

Vessel: Testing Vessel Captain: -- Select --

Passenger Info:

of Anglers (customers that fished): 0 # of Paying Passengers (anglers + non anglers): 0 # of Crew (excluding captain): 0

Fuel: Fuel used (gallons): 0 Price per Gallon (estimate): 0

Depths Fished (ft.): Minimum: 0 Maximum: 0 Primary: -- Select --

Location:

Lat/Long Degrees: -- Select --

Latitude Minutes: -- Select -- Longitude Minutes: -- Select --

SAVE TRIP REPORT INFORMATION

Catch Information

Show Species Grid
 Show All Species
 Order Species By Most Reported

Species: -- Select -- Number Kept: 0 Number Released: 0

SAVE CATCH INFORMATION

	Species Name	Number Kept	Number Released	
Edit	ALMACO JACK	5	0	Delete
Edit	BANDED RUDDERFISH	7	0	Delete
Edit	ATLANTIC SHARPNOSE SHARK	0	14	Delete
Edit	BLACK SEABASS	25	300	Delete
Edit	GAG	2	1	Delete
Edit	LITTLE TUNNY	2	0	Delete
Edit	RED PORGY	11	38	Delete
Edit	RED SNAPPER	0	21	Delete
Edit	REMORA	0	3	Delete
Edit	SPOTTAIL PINFISH	45	0	Delete
Edit	GRAY TRIGGERFISH	77	0	Delete
Edit	VERMILION SNAPPER	132	48	Delete

Appendix 3. Instructions for CLS American VMS forms

Trip Declaration (hail-out)

VMS declarations are made prior to departing for a trip, regardless of whether or not you plan to harvest red snapper or gag. Declarations are made through the CLS America VMS tablet. To declare a trip, you will need to select the Forms option on the main screen. Then select the SE Declaration (Figure A2.1), followed by SE Declaration – Headboat Collaborative Version (Figure A2.2). Then select the “Gulf of Mexico” for the Activity Code, “No” for the power down exemption, “No” for the research trip exemption, “Reef Fish” for the target species, and “Headboat Collaborative EFP” for the type of fishing. Click the submit button to submit the declaration.

Figure A2.1

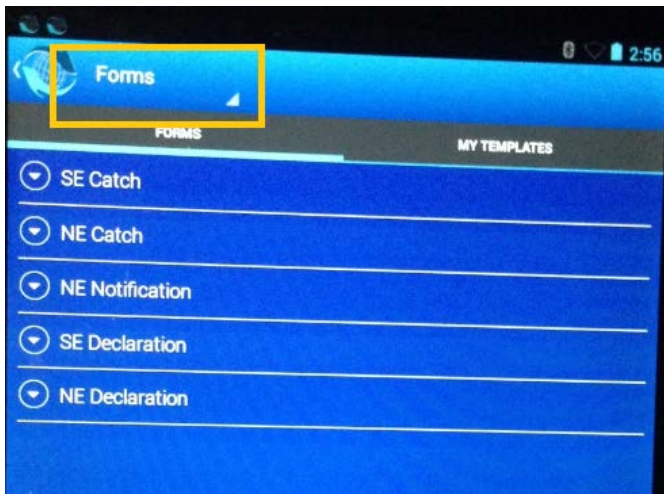
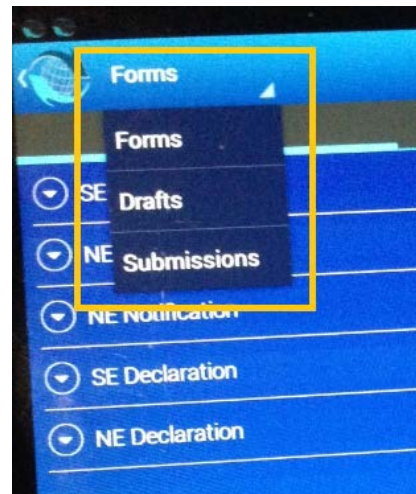


Figure A2.2



Appendix 4. Screenshot of the Catch Share Website

Headboat Vessel Homepage

The screenshot shows the NOAA Fisheries SERO Catch Shares Program Headboat Vessel Homepage. The page is titled "Headboat Collaborative System - Headboat Vessel Home". It features a navigation menu with the following items: Home, Allocation, Hail Out, Landing Locations, Landings, Notifications, Messages, My Account, and Log Out. The header includes the NOAA logo, the text "NOAA FISHERIES | SERO Catch Shares Program", and the version number "OPERATIONAL v4.2.0.4". The main content area contains an "Important Messages" section with a message dated 12/2/2014, and an "Allocation Summary for 2014 in numbers of fish" table. The table has five columns: Share Category, Allocation Transfers In, Allocation Transfers Out, Landings, and Current Allocation. The data in the table is as follows:

Share Category	Allocation Transfers In	Allocation Transfers Out	Landings	Current Allocation
HBC GAG	0	0	0	0
HBC RED SNAPPER	0	0	0	0

At the bottom of the page, there is a "Customer Support Toll-Free 866-425-7627" and "Customer Support Email NMFS.SER.CatchShare@noaa.gov" section, along with an "Additional Information" button and a warning: "WARNING: Using the browser's refresh or back button will log you out of the application. All unsaved transactions will be lost."

This is the first screen Headboat Vessels will see after logging on to the HBC system.

Features:

1. The menu bar allows you to access other pages which you can use to view and transfer allocation, review your hail outs, review landing locations, review landings, review hail-ins, view messages, and update your account.
2. The top portion of the screen will list all important messages that relate to the HBC program.
3. The lower table will summarize your HBC annual allocation by share category. The table will also include allocation transferred into and out of your account during the year, total annual landings, and current allocation remaining to be used.

View Allocation

View Allocation

1

Shareholder Allocation

Share Category	Quantity	Units
HGG		NUMBERS
HRS		NUMBERS

2

Vessel Allocation

[Print PDF](#)

Vessel Account	Vessel Name	Vessel Number	Share Category	Quantity	Units
GLFQ4621	GULF QUEEN	611950	HGG		NUMBERS
GSTR2539	GULF STAR	1039798	HGG		NUMBERS
GWND8439	GULF WINDS II	904227	HGG		NUMBERS
REEL7251	REEL SURPRISE	904088	HGG		NUMBERS
CPJN8641	CAPT JOHN	1152450	HGG		NUMBERS
DBLE2542	DOUBLE EAGLE II	522907	HGG		NUMBERS
DBLE3683	DOUBLE EAGLE III	622650	HGG		NUMBERS
SPRQ9065	SUPER QUEEN	541178	HGG		NUMBERS

On the menu bar select **Allocation** then select **View Allocation**.

Features:

1. The table on the left summarizes the annual allocation (in numbers of fish) held by your account. This table will include only allocation that has not been landed during the year or that has not been transferred to a Headboat Vessel account.
2. The table on the right summarizes allocation (in numbers of fish) on all Headboat Vessel accounts. Allocation may be transferred to your Headboat Vessel account from the Headboat Manager account or from other Headboat Vessel accounts. The allocation in your Headboat Vessel account must be sufficient to cover the amount being landed on a trip.

View Vessel Allocation

NOAA Home | Weather | Oceans | Fisheries | Charting | Satellites | Climate | Research | Coasts | Careers | Privacy

NOAA FISHERIES | SERO Catch Shares Program
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

OPERATIONAL v4.2.0.4

Home Allocation Hail Out Landing Locations Landings Notifications Messages My Account Log Out

View Vessel Allocation

Vessel		Share Category	Numbers
DPRN7145	1041055	HGG	
DPRN7145	1041055	HRS	

Transferred In

Date	From UserID	From Name	Share Category	Numbers	Conf. Number

Transferred Out

Date	To UserID	To Name	Share Category	Numbers	Conf. Number

On the menu bar select **Allocation**, then select **View Vessel Allocation**

1. The top table provides a summary of the allocation currently in your Headboat Vessel account.
 2. The next table shows each allocation transfer INTO your Headboat Vessel account. This can be sorted by date, transferee, share category, or number of fish.
- The last table shows each allocation transfer OUT of your Headboat Vessel account. This can be sorted by date, transferee, share category, or number of fish.

View Landing Notifications (Hail-ins)

NOAA Home | Weather | Oceans | Fisheries | Charting | Satellites | Climate | Research | Coasts | Careers | Privacy

NOAA FISHERIES | SERO Catch Shares Program
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

OPERATIONAL v4.2.0.4

Home Allocation Hail Out Landing Locations Landings **Notifications** Messages My Account Log Out

View Notifications

Search: 2014

Date	Vessel Account	Vessel	Dealer	Dealer	Landing Conf.	Notification Conf

Detail of Selected Landing

Landing Date: Dealer: Vessel:

Conf. Number: DBA: Shareholder:

Trip Ticket Facility:

Total Price: Address:

Total CRF: City, State:

Species	Share Category	Quantity	Units	Type	Price/Unit	Total Price	CRF

On the menu bar select **Notifications** then select **View Notifications**

Every landing notification that you have made will be displayed on the **View Notifications** page. You can use this page to match up your landings transaction history (previous page) with your landing notifications.

1. You can search your notifications by vessel, confirmation number, date, or landing location.
2. Select a landing notification from the table by clicking it to highlight the row in blue. Details from the landing transaction that you select will be displayed in the space below.

You can also view your landings from previous years by selecting the year filter at the top.

Glossary

HBC Shares – The HBC program receives a **percentage of the recreational quota**. This percentage was based on HBC vessels' 2011 landings relative to the entire 2011 recreational landings.

Share Category – HBC share categories are established for two species: Gag (*Mycteroperca microlepis*) and Red Snapper (*Lutjanus campechanus*)

Allocation – For the HBC program, allocation refers to number of fish per share category you are ensured the opportunity to possess, land, or sell in a calendar year. Any unused red snapper allocation expires when it is determined that the quota was met. Any unused gag allocation expires on December 31 of each year. Allocation is calculated by multiplying the HBC shares by the entire recreational quota, resulting in pounds of allocation. Allocation pounds are then converted to fish by applying an average weight by region and species. The HBC manager receives all of the allocation at the start of each year and distributes allocation to the HBC vessels. Allocation may change from year to year if the total recreational quota changes or average weights by region and species change.

HBC Manager – The HBC manager is an individual responsible for managing and transferring initial allocation to all HBC vessels. The HBC manager receives initial allocation at the start of the fishing year and may view all vessels' landings and allocation transfers.

HBC Vessel – These are vessels approved to operate under the HBC pilot program. Each vessel has an account in the HBC online system where they can transfer allocation and view their landings. A maximum of 20 vessels are authorized to participate in the HBC each year.

Landing Notification (Hail-in)- You must make a landing notification at least one hour in advance of landing. When providing a landing notification, you will be asked to provide your vessel identification number, landing location, date and time of landing, and estimated landings in numbers per share category. Landing notifications can be submitted using your vessel's VMS unit.

Landing- Landing means to arrive at a dock, berth, beach, seawall, or ramp.

Landing Transaction – Landing transactions are processed through the SRHS electronic-logbook (e-Log) program. Landings must be entered by the end of each day a trip is taken. Landing reports are transferred to the HBC Online system, where they are debited from a HBC vessel's allocation.

VMS Declaration (Hail-out)- You must make a trip declaration prior to leaving the dock. VMS declarations can only be made through your VMS unit.