

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE REPORT ON
RANGE OF MANAGEMENT MEASURES FOR CALIFORNIA'S
2023-2024 COMMERCIAL AND RECREATIONAL GROUND FISH FISHERIES

The California Department of Fish and Wildlife (CDFW) provides the following potential changes to management measures for commercial and recreational fisheries for 2023-24 that are based on the outcome of adopted stock assessments and resultant harvest specifications, public input received to date, and other amendments identified to improve clarity or operational efficiency. The intent of this list is to solicit public input early in the biennial process. The measures described below should be considered a preliminary range and may be refined, amended or added to. Additional discussions with other agencies and the public will inform which measures are a priority for stakeholders and allow for evaluation of associated workload.

Items not further considered - Salmon Troll Trip Limits

CDFW supported a new incidental yellowtail rockfish trip limit for the salmon troll fishery south of 40° 10' N lat. in the 2021-2022 biennial cycle. At this time, limited landings ticket information suggests this opportunity is not currently being utilized enough to prioritize considering increases or expansions to other species. Although industry is requesting additional groundfish species be considered for inclusion in additional/higher trip limit opportunities because of apparent bycatch and discarding at sea incidental to salmon operations, there is little information or mechanism to sufficiently quantify the species interactions in the salmon troll fishery to confidently inform an analysis, as the salmon troll fleet has no logbook requirement or onboard observer data. Without these supporting data streams, in addition to the regulatory complexities of salmon trollers being able to operate inside the Non-trawl Rockfish Conservation Areas (NT-RCA) without the need for Vessel Monitoring Systems, CDFW views the expansion of incidental trip limit opportunities as affording minimal benefits yet would come with significant additional cost in terms of workload to analyze and implement. CDFW supports alternative options/future workload packages that could provide better opportunity for targeting groundfish under a consistent set of rules/regulations across sectors.

Proposed 2023-24 Harvest Specifications and Management Measures

Catch Controls

Commercial

1. Evaluate or adjust cumulative trip limits, sub-limits and/or prohibitions to implement 2023-24 harvest specifications and to be consistent through all periods, including but not limited to:
 - a. Squarespot rockfish south of 40° 10' N lat.
 - b. Copper rockfish south of 34° 27' N lat.
 - c. Quillback rockfish (statewide)
 - d. Vermillion rockfish south 40° 10' N lat.
 - e. Shelf rockfish north of 40° 10' N lat.
 - f. Shelf rockfish south of 40° 10' N lat.
2. Clarifications and corrections from prior specification cycles

Recreational

1. Evaluate recreational season structure, bag (and sub-bag) limit changes and/or prohibitions in management areas depending on new stock assessment results and harvest specifications. Changes may include but are not limited to:
 - a. Vermilion rockfish
 - b. Copper rockfish, quillback rockfish, squarespot rockfish within the 10-fish Rockfish Cabezon Greenling Bag Limit
2. Clarifications and corrections from prior specification cycles

New and Routine Management Measures

Repeal of Cowcod Conservation Areas and Rockfish Conservation Area Modifications

Under the 2023-2024 Harvest Specifications and Management Measures Planning agenda item in June 2021, CDFW submitted a report proposing the Cowcod Conservation Areas (CCA) be repealed and replaced with depth-based NT-RCAs around islands, banks, and other high spots in these areas ([Agenda Item G.6.a, Supplemental CDFW Report 1, June 2021](#)). Given the rebuilt status of cowcod, CDFW continues to support repealing the CCAs and adding the proposed NT-RCAs as a priority among RCA modifications.

In addition to repealing the CCA and adding the proposed NT-RCAs specific to the CCAs, several other minor waypoint modifications are proposed below including requests from CDFW law enforcement, industry requests to better align boundary lines with the depth contour, and modifications to fix crossovers between boundary lines.

CDFW has received and evaluated requests for waypoint changes over the past several months, resulting in the proposals below. Specific to industry requests, while NT-RCA boundary lines may not closely approximate the depth contour, in some instances it was not possible to better align the boundary line and depth contour without creating crossovers or potentially creating enforcement concerns. Regarding crossovers, NT-RCA boundary lines which cross over one another are identified in the text, though not all of the waypoints defining the crossed lines require modifications. Please refer to the tabular information below for specific latitude/longitude information associated with current and proposed waypoint amendments.

As enumerated in the tables below, CDFW's proposals for conservation area modifications all fit into at least one of the following categories:

1. Repeal the CCAs and implement new NT-RCAs around the islands, banks, and high spots within the CCAs
3. Address CDFW enforcement requests
4. Industry requests to better align coordinates with depth contour
5. Crossover corrections

In the figures and tables below, the proposed modifications are arranged from north to south, with explanatory text preceding each figure. CDFW welcomes public input and review of individual proposed waypoints and lines in preparation for the upcoming biennial cycle and encourages industry or the public to contact Andrew.Klein@wildlife.ca.gov for questions or technical support.

42° to 40° 10' N latitude

Industry requested modifications to the 100 fathom NT-RCA boundary line around Eel Canyon off Eureka, CA to better align with the depth contour. Additional modifications are proposed for the area around Mendocino and Mattole Canyons, just north of the 40° 10' N lat. management line, to address crossovers between the 125, 100, 75, 60 and 50 fathom boundary lines (Figure 1 and Table 1). As currently specified, the commercial NT-RCA is from 40 fathoms¹ to 100 fathoms and is seaward of 30 fathoms for the recreational fishery between 42° N lat. (OR/CA border) and 40°10' N lat. (Cape Mendocino).

¹ Between 46° 16' and 40° 10' N lat. and the 30 fathom line and 40 fathom line, fishing is only allowed with hook-and-line gear with no allowance for bottom longline and dinglebar.

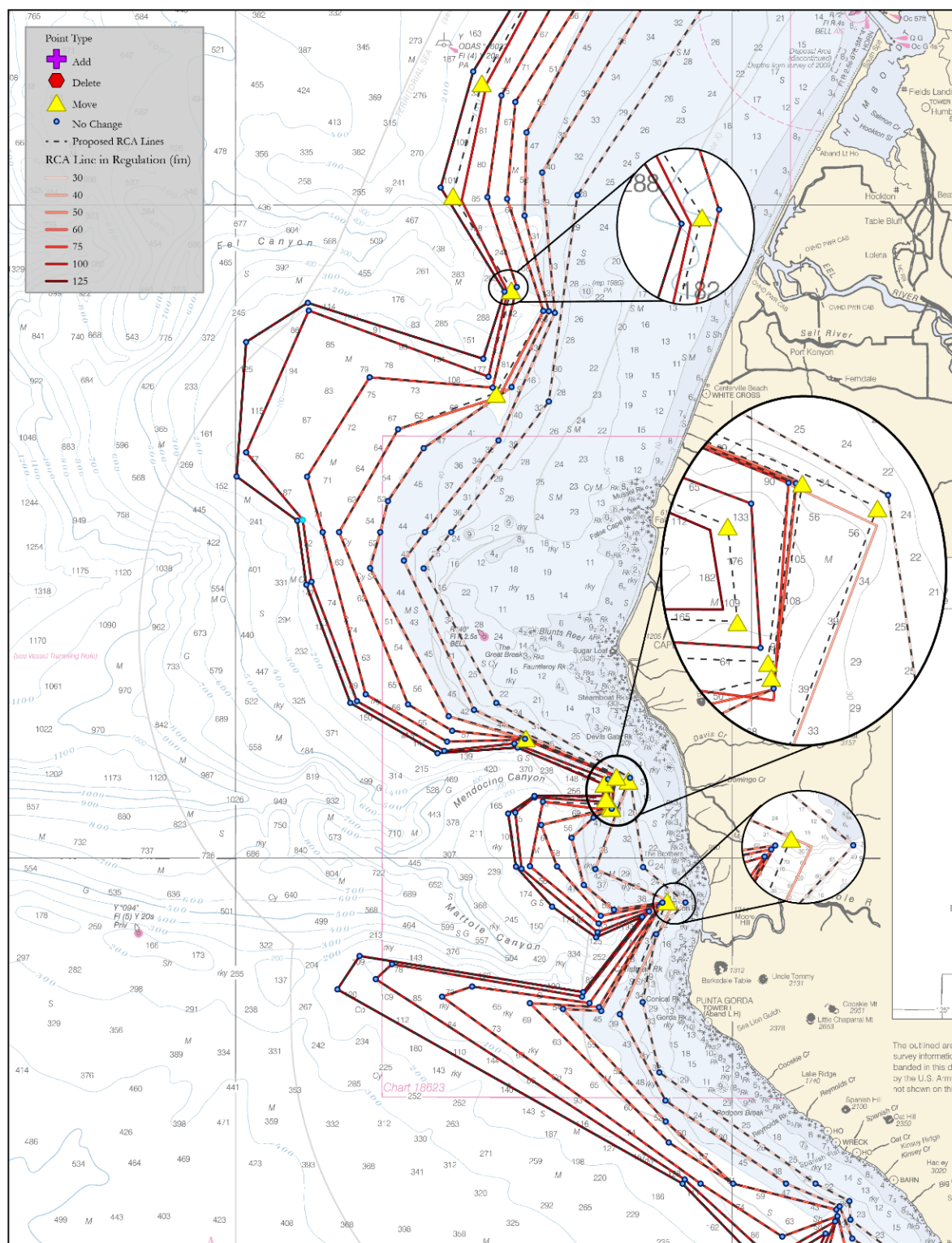


Table 1. Proposed waypoints for the NT-RCA boundary line modifications around Eel Canyon, near Eureka, CA, (better depth contour alignment) and around Mendocino and Mattole Canyons (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	188	Move	40	22.3	124	25.27	40	22.32	124	25.15
4	125	189	Move	40	21.91	124	25.18	40	21.85	124	25.09
3	100	157	Move	40	43.71	124	29.89	40	43.76	124	30.09
3	100	158	Move	40	40.14	124	30.9	40	40.31	124	31.25
3	100	159	Move	40	37.35	124	29.05	40	37.44	124	28.91
4	75	108	Move	40	21.46	124	24.86	40	21.65	124	24.89
4	60	89	Move	40	34.13	124	29.39	40	34.26	124	29.52
4	60	96	Move	40	21.51	124	24.86	40	21.58	124	24.87
4	50	74	Move	40	23.66	124	28.35	40	23.71	124	28.32
4	50	75	Move	40	22.54	124	24.71	40	22.53	124	24.67
4	40	95	Move	40	22.32	124	24.19	40	22.41	124	24.19
4	40	97	Move	40	18.63	124	22.38	40	18.71	124	22.63

40° 10' to 34° 27' N latitude

In the area between 40° 10' N lat. and 38° 57.5' N lat. (Point Arena), the NT-RCA for the commercial fishery is from 40 fathoms to 125 fathoms and is seaward of 30 fathoms for the recreational fishery. Industry requested modifications to the 40 fathom NT-RCA boundary line in the area around Albion, CA, to better align the boundary line with the depth contour. The 40 and 30 fathom NT-RCA boundary lines currently in regulation cross over one another, which resulted in roughly eight square miles that had been permissible to fish to be closed when the 40 fathom NT-RCA was implemented in 2021. Modifications are proposed to address the crossover and generally better align the NT-RCA boundary lines with the depth contour (Figure 2 and Table 2).

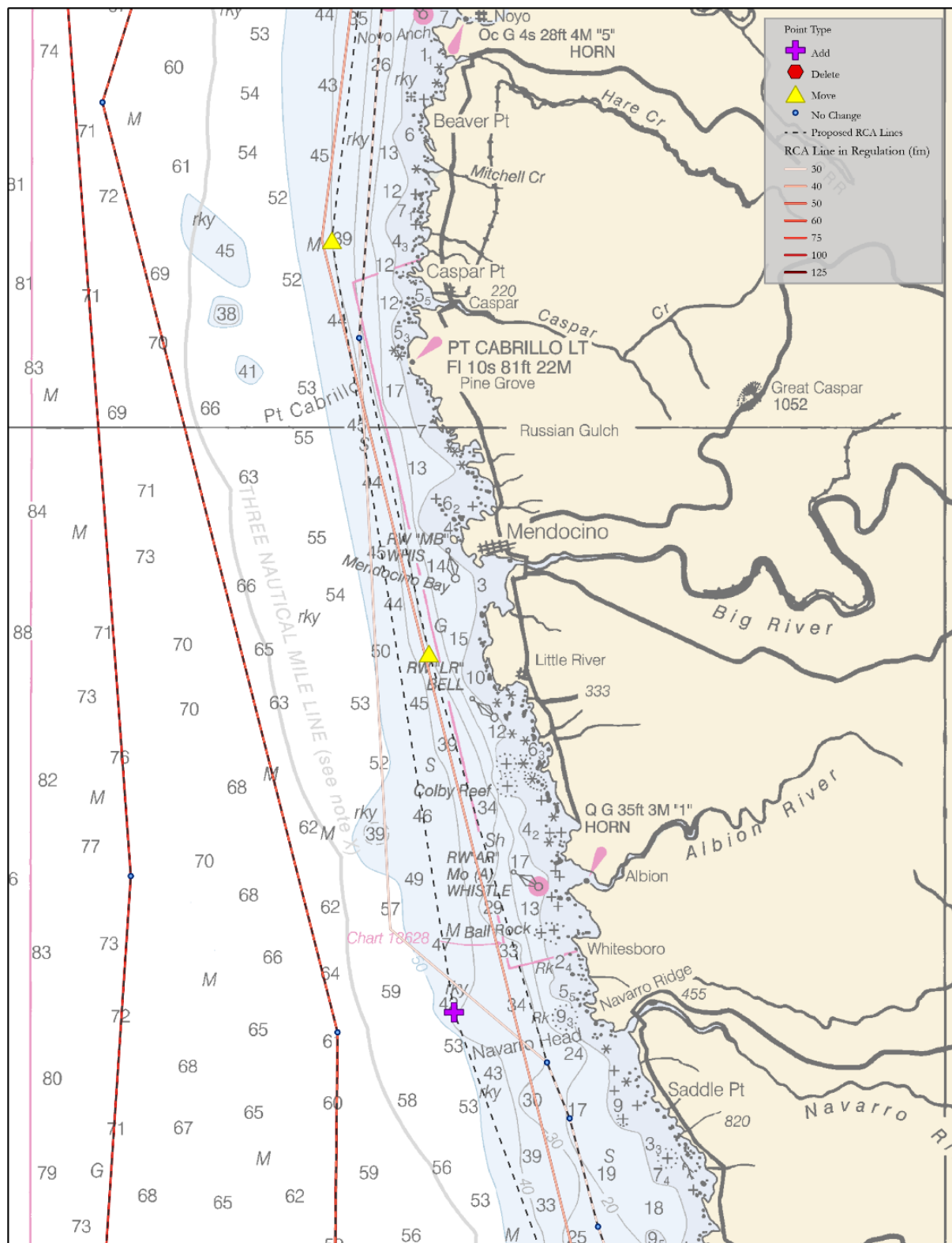


Figure 2. Proposed NT-RCA boundary line modifications near Albion, CA (crossover correction and better depth contour alignment).

Table 2. Proposed waypoints for the NT-RCA boundary line modifications near Albion, CA (crossover correction and better depth contour alignment).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
3 and 4	40	112	Move	39	22.62	123	51.21	39	22.63	123	51.03
3 and 4	40	112.1	Add					39	11.86	123	48.83
3 and 4	30	144	Move	39	13	123	47.65	39	16.88	123	49.29

In the area between 38° 57.5 N lat. and 34° 27' N lat. (Point Conception), the NT-RCA for the commercial fishery is from 50 fathoms to 125 fathoms and is seaward of 50 fathoms for the recreational fishery. Industry requested modifications to the 50 fathom NT-RCA boundary line around the Farallon Islands, off San Francisco, CA, to better align the boundary line with the depth contour. As currently specified in regulation, the 50 and 40 fathom NT-RCA boundary lines cross over, which resulted in an area that had been permissible to fish under the 40 fathom NT-RCA boundary line to be closed when the 50 fathom NT-RCA boundary line was implemented in 2021. Additional modifications are proposed to address crossovers between the 125, 100 and 75 fathom NT-RCA boundary lines (Figure 3 and Table 3).

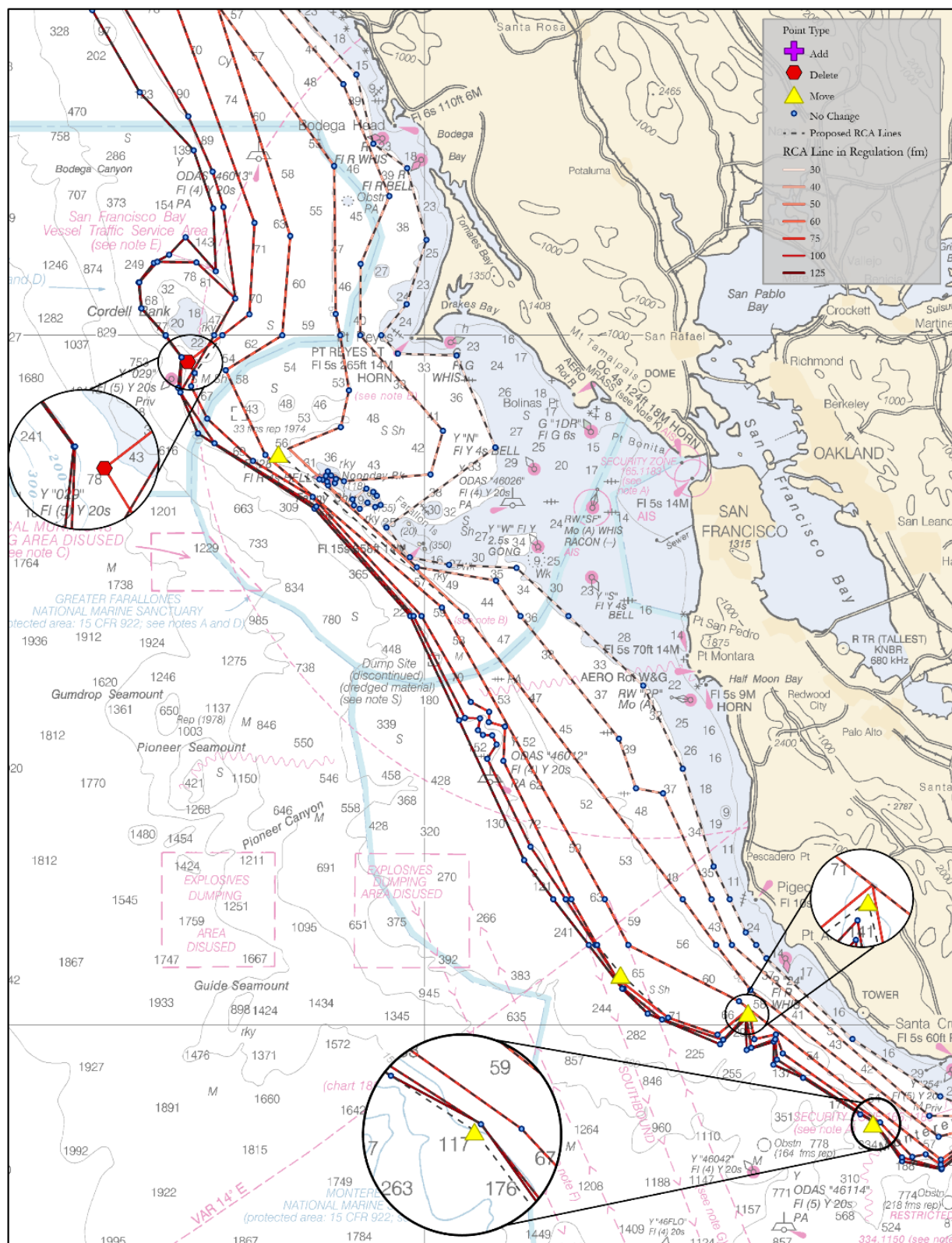


Table 3. Proposed waypoint for the NT-RCA boundary line modification around the Farallon Islands, near San Francisco, CA, (better depth contour alignment) and other waypoint modifications (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	264*	Move	36	51.53	122	10.67	36	51.44	122	10.789
4	75	140	Delete	37	57.7	123	25.98				
4	75	154	Move	37	4.12	122	38.94	37	4.489	122	38.501
4	75	157	Move	37	1.41	122	24.41	37	1.159	122	24.497
3	50	106	Move	37	50.21	123	14.9	37	49.836	123	16.045

*Waypoint #264 also appears in Figure 4; but the proposed waypoints are only included in Table 3.

Various modifications are proposed to address crossovers in the Monterey Bay, CA area between the 125, 100, 75, 60 and 50 fathom NT-RCA boundary lines (Figure 4 and Table 4).

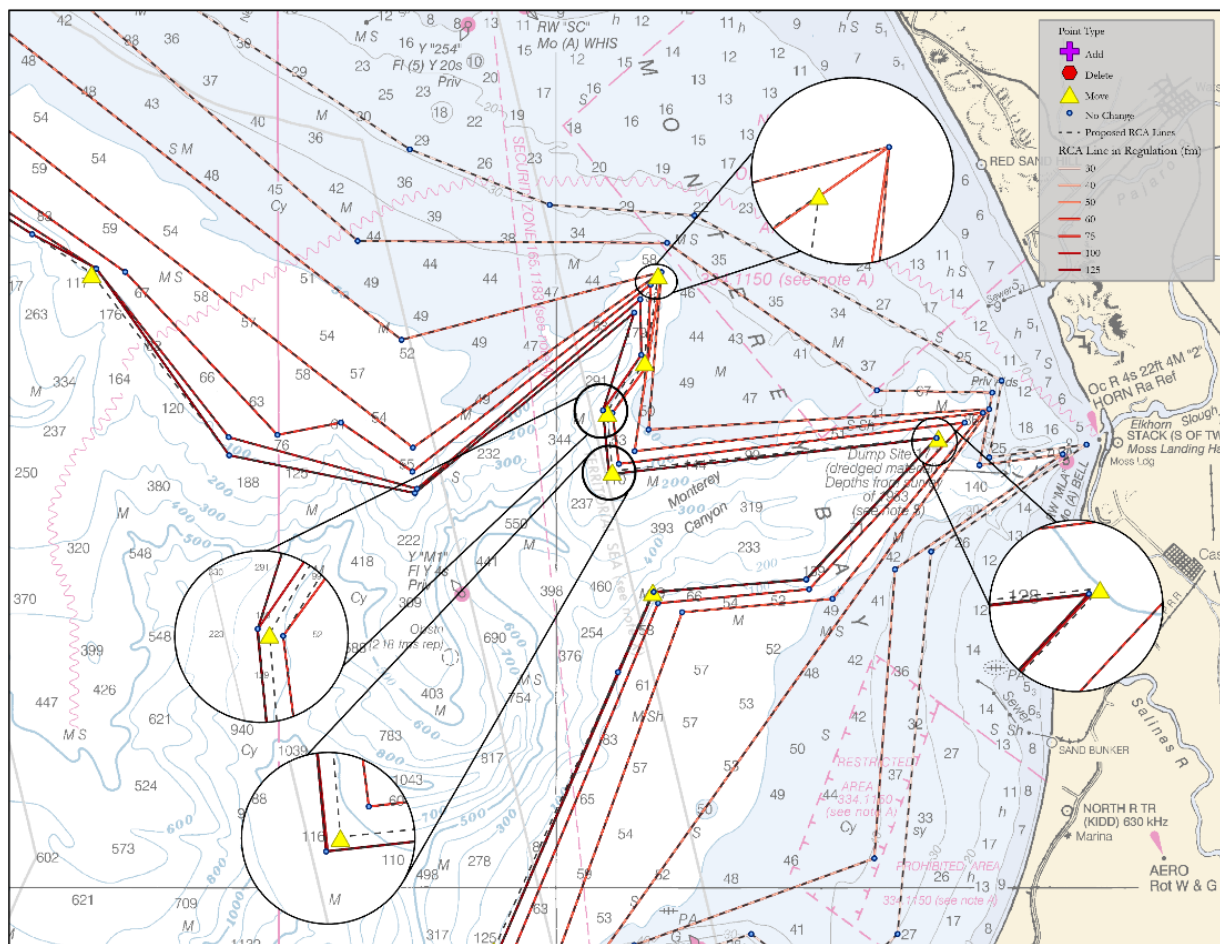


Figure 4. Proposed modifications to the NT-RCA boundary lines in the Monterey Bay, CA area (crossover corrections).

Table 4. Proposed waypoints for the NT-RCA boundary line modifications in the Monterey Bay, CA area (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	272	Move	36	45.5	121	57.73	36	45.524	121	57.742
4	100	243	Move	36	48.88	121	58.9	36	48.856	121	58.797
4	100	244	Move	36	47.7	121	58.75	36	47.761	121	58.684
4	100	245	Move	36	48.37	121	51.14	36	48.391	121	51.103
4	75	166	Move	36	49.72	121	57.87	36	49.799	121	57.93
4	60	129	Move	36	51.46	121	57.54	36	51.416	121	57.621

Just south of Monterey Bay, CA, modifications are proposed to address crossovers between the 125 and 100, as well as 40 and 30 fathom NT-RCA boundary lines (Figure 5 and Table 5).

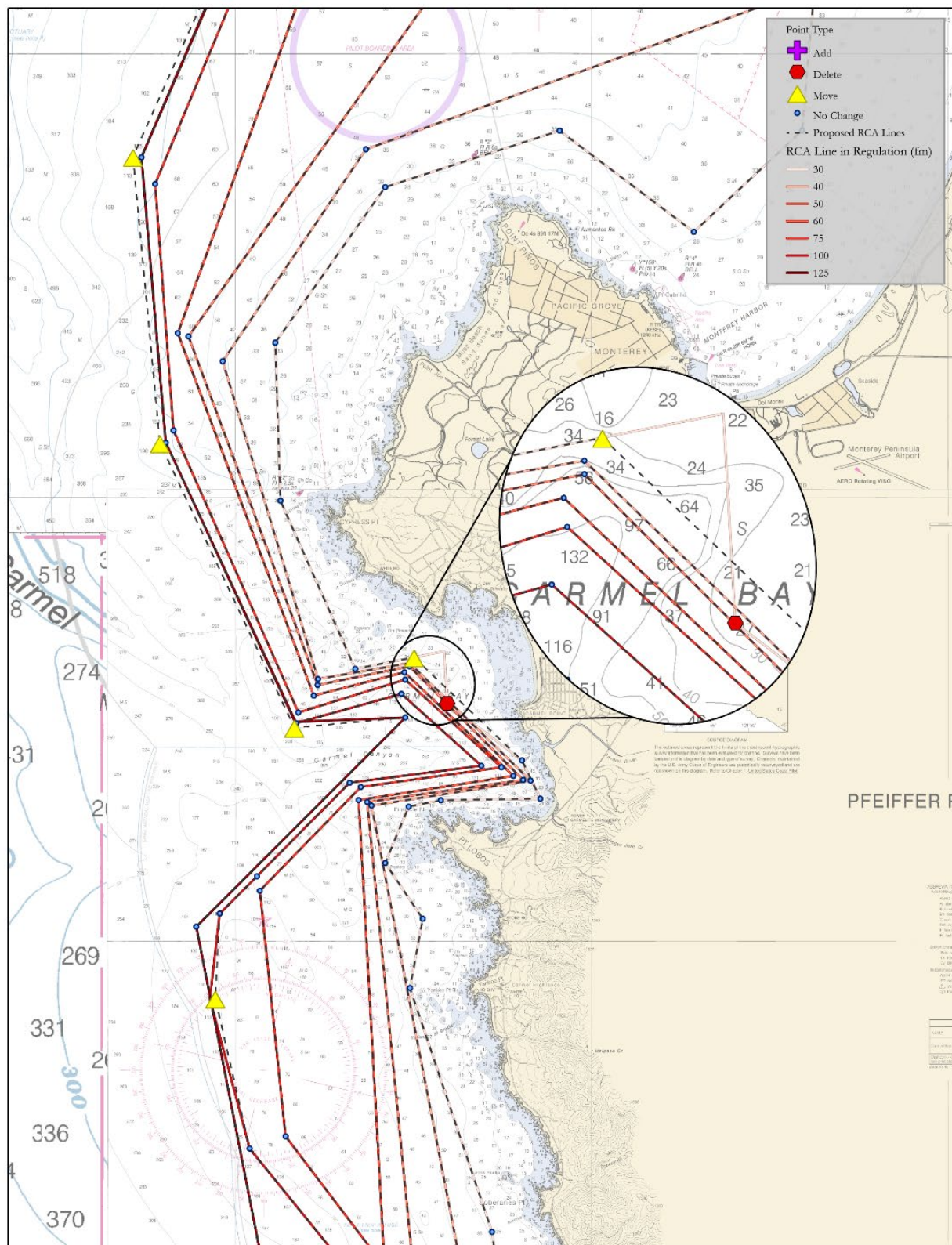


Figure 5. Proposed modifications to the NT-RCA boundary lines south of Monterey Bay, CA (crossover corrections).

Table 5. Proposed waypoints for the NT-RCA boundary line modifications south of Monterey Bay, CA (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	274	Move	36	38.84	122	1.32	36	38.84	122	1.44
4	125	275	Move	36	35.63	122	0.98	36	35.62	122	1.06
4	125	276	Move	36	32.47	121	59.17	36	32.41	121	59.18
4	100	256	Move	36	29.35	122	0.36	36	29.35	122	0.28
4	30	192	Move	36	33.27	121	57.07	36	33.20	121	57.50
4	30	193	Delete	36	32.68	121	57.03				

Near Point Sur, which is located between Monterey and Morro Bay, CA, modifications are proposed to address crossovers between the 125, 100, 75, 60 and 50 fathom NT-RCA boundary lines (Figure 6 and Table 6).

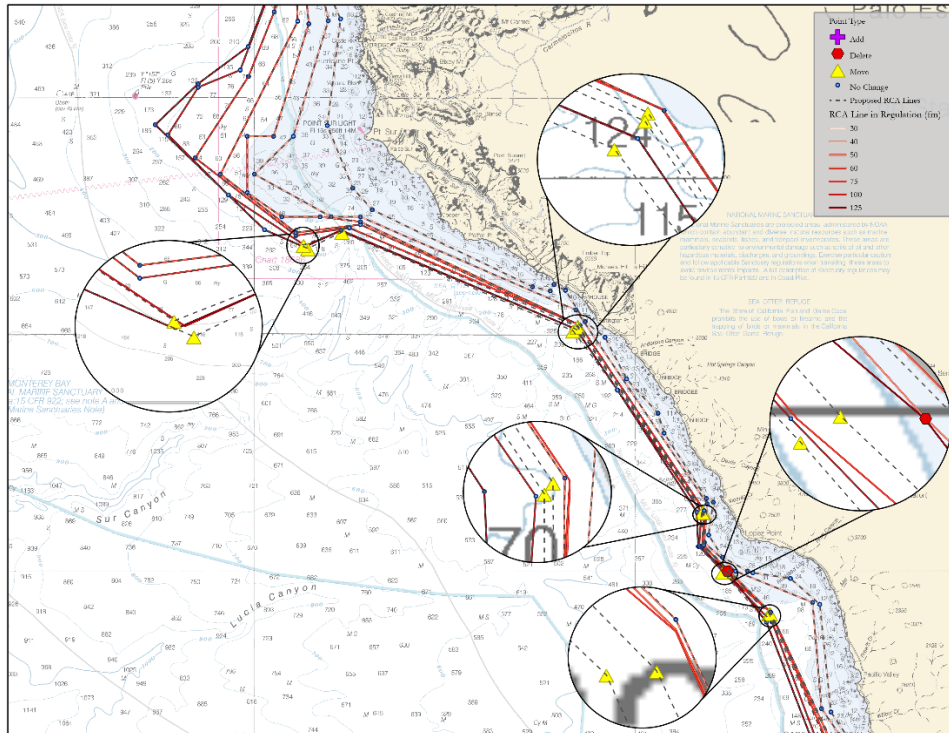


Figure 6. Proposed modifications to the NT-RCA boundary lines near Point Sur, CA (crossover corrections).

Table 6. Proposed waypoints for the NT-RCA boundary line modifications near Point Sur, CA (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	284	Move	36	13.73	121	57.38	36	13.66	121	57.168
4	125	285	Move	36	14.41	121	55.45	36	14.351	121	55.384
4	125	286	Move	36	10.25	121	43.08	36	10.18	121	43.255
4	125	290	Move	36	0	121	35.15	35	59.963	121	35.393
4	100	263	Move	36	13.76	121	57.27	36	13.808	121	57.399
4	75	186	Move	36	10.42	121	42.9	36	10.348	121	43.026
4	75	187	Move	36	2.55	121	36.35	36	2.499	121	36.47
4	75	189	Move	36	0	121	35.4	36	0.004	121	35.315
4	75	190	Move	35	58.25	121	32.88	35	58.204	121	32.967
4	60	143	Move	36	10.42	121	42.9	36	10.398	121	43.004
4	60	144	Move	36	2.55	121	36.35	36	2.542	121	36.429
4	60	146	Move	35	58.25	121	32.88	35	58.208	121	32.904
4	50	130	Delete	36	0	121	35.15				

In the Morro Bay, CA area, modifications are proposed to address crossovers between the 125, 100, 75, 60 and 50 fathom NT-RCA boundary lines (Figure 7 and Table 7).

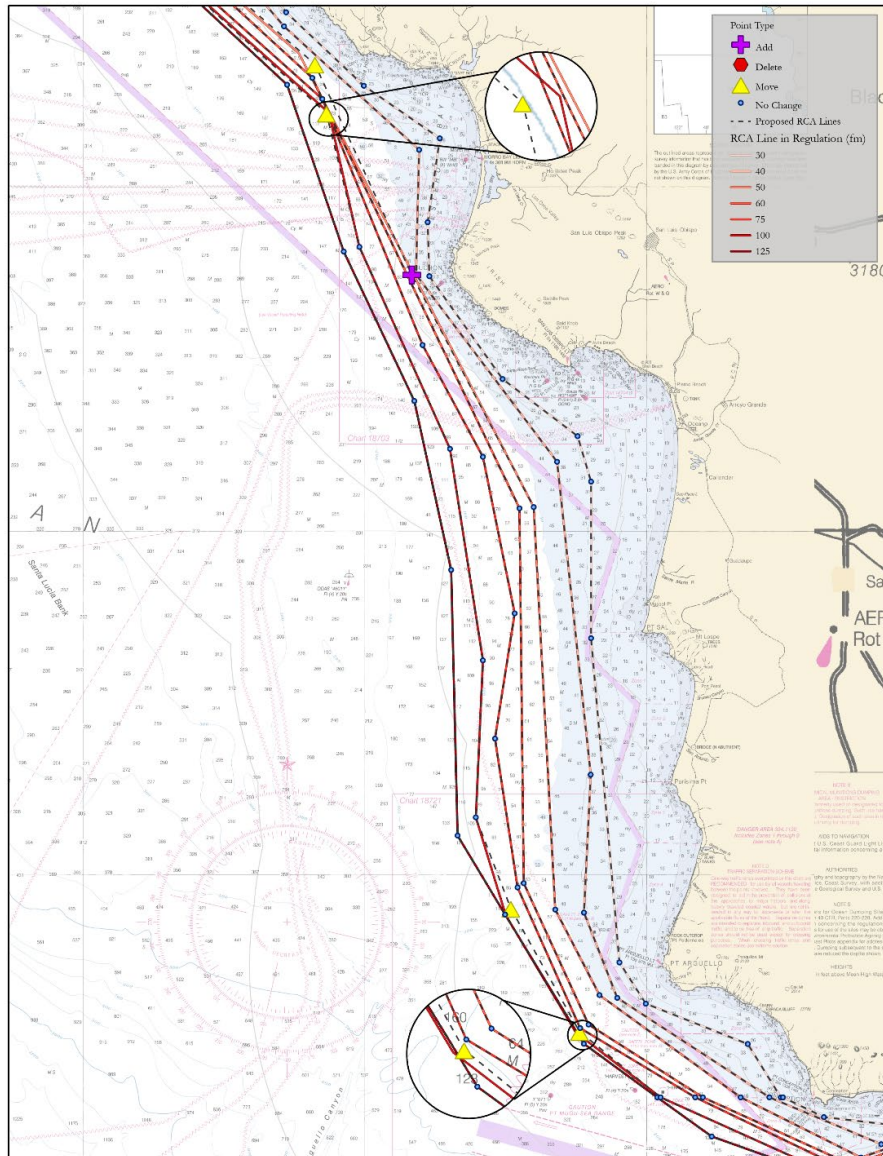


Figure 7. Proposed modifications to the NT-RCA boundary lines in the Morro Bay, CA (crossover corrections).

Table 7. Proposed waypoints for the NT-RCA boundary line modifications in the Morro Bay, CA area (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	100	273	Move	35	24.3	121	2.56	35	24.274	121	2.739
4	100	278	Move	34	37.64	120	49.99	34	38.056	120	49.645
4	100	279	Move	34	30.8	120	45.02	34	30.85	120	44.764
4	50	132*	Move	35	40.38	121	22.59	35	40.443	121	22.426
4	50	133	Move	35	27.74	121	4.69	35	27.111	121	3.552
4	50	133.1	Add					35	14.907	120	56.67

*Waypoint #132 is not included in Figure 7 due to scale.

South of 34°27' N latitude

The NT-RCA for the commercial fishery is from 100 fathoms to 150 fathoms and is seaward of 100 fathoms for the recreational fishery. In the area around Santa Barbara, CA, and the northern Channel Islands, modifications are proposed to address crossovers between the 125, 100, 75, 60, 50, 40 and 30 fathom NT-RCA boundary lines (Figure 8 and Table 8).

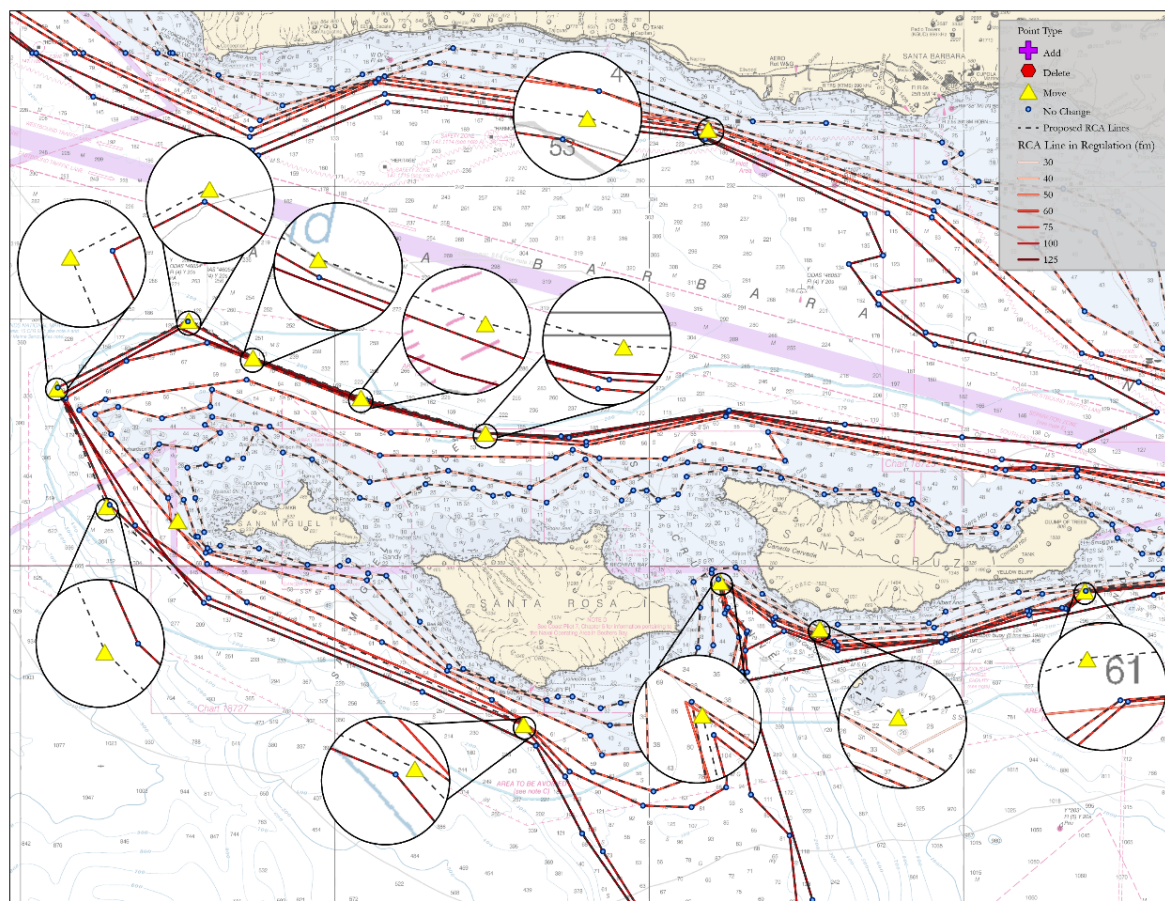


Figure 8. Proposed modifications to the NT-RCA boundary lines around Santa Barbara, CA, and the northern Channel Islands (crossover corrections).

Table 8. Proposed waypoints for the NT-RCA boundary line modifications around Santa Barbara, CA, and the northern Channel Islands (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	318	Move	34	7.03	120	10.47	34	7.06	120	10.42
4	125	319	Move	34	8.77	120	18.46	34	8.93	120	18.34
4	125	320	Move	34	11.89	120	28.09	34	11.04	120	25.20
4	125	321	Move	34	12.53	120	29.82	34	13.01	120	29.29
4	125	322	Move	34	9.02	120	37.47	34	9.41	120	37.69
4	125	323	Move	34	1.01	120	31.17	34	3.20	120	34.52
4	75	29*	Move	33	52.00	120	8.15	33	51.69	120	7.98
4	60	155	Move	34	23.18	119	56.17	34	23.05	119	56.25
4	60	17*	Move	33	59.32	119	55.65	33	59.22	119	55.49
4	50	18*	Move	33	58.68	119	32.36	33	58.76	119	32.27
4	50	33*	Move	34	2.20	120	30.37	34	2.47	120	30.00
4	30	13*	Move	33	56.45	119	49.12	33	56.75	119	49.13

*Waypoint numbering deviates and follows the Code of Federal Regulations Section 660.72 (k) as part of “Around the Northern Channel Islands” RCA section.

In the area around Port Hueneme, CA, modifications are proposed to address crossovers between the 125, 100, 75, 60, 50, 40 and 30 fathom NT-RCA boundary lines (Figure 9 and Table 9).

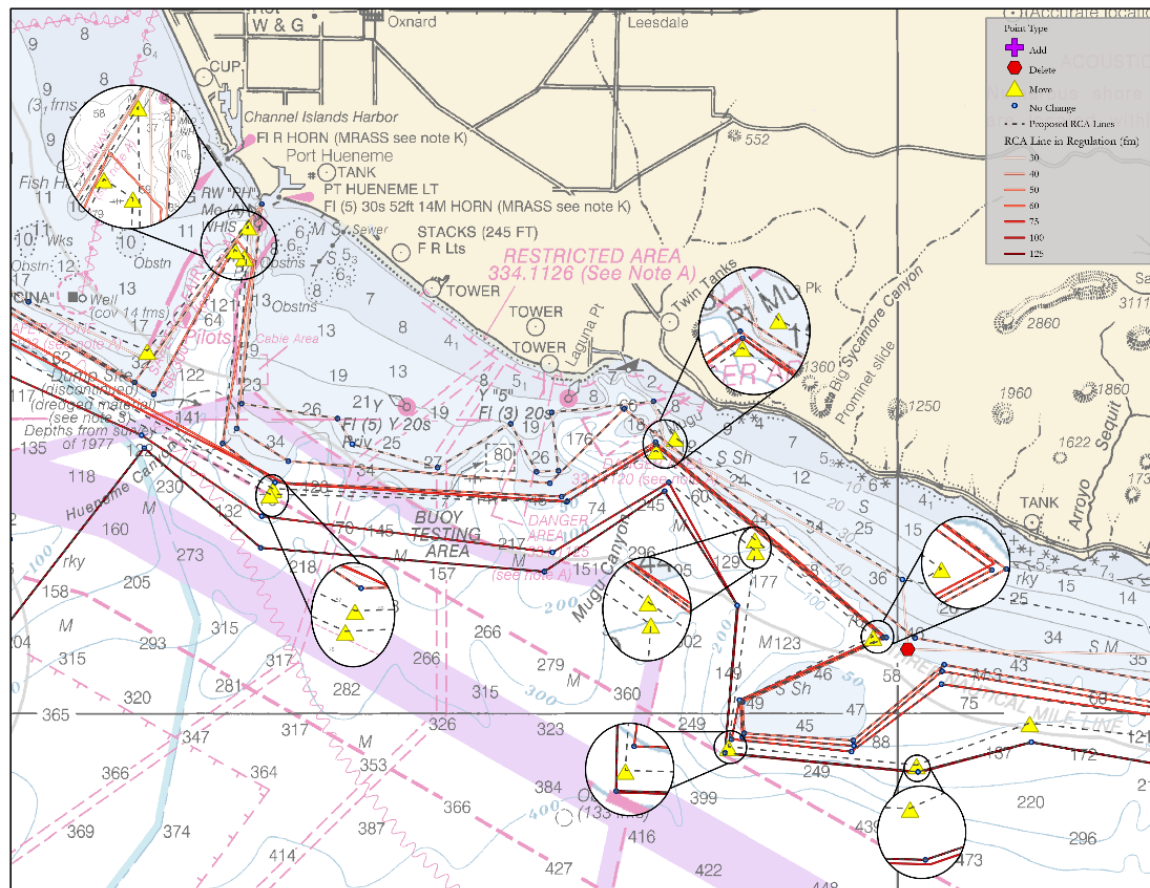


Figure 9. Proposed modifications to the NT-RCA boundary lines near Port Hueneme, CA (crossover corrections).

Table 9. Proposed waypoints for the NT-RCA boundary line modifications near Port Hueneme, CA (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	100	293	Move	34	1.8	119	3.23	34	2.75	119	2.88
4	100	294	Move	33	59.32	119	3.5	33	59.44	119	3.43
4	100	295	Move	33	59	118	59.55	33	59.12	118	59.59
4	100	296	Move	33	59.51	118	57.25	33	59.84	118	57.29
4	75	206	Move	34	3.89	119	12.47	34	3.70	119	12.77
4	75	208	Move	34	4.53	119	4.9	34	4.44	119	4.90
4	75	209	Move	34	2.84	119	2.37	34	2.94	119	2.89
4	75	210	Move	34	1.3	119	0.26	34	1.30	119	0.48
4	60	159	Move	34	3.88	119	12.46	34	3.80	119	12.70
4	50	146	Move	34	7.98	119	13.43	34	7.83	119	13.48
4	50	147	Move	34	7.64	119	13.1	34	7.71	119	13.29
4	40	180	Move	34	8.6	119	12.93	34	8.23	119	13.21
4	30	264	Move	34	5.93	119	15.17	34	6.13	119	15.26

4	30	275	Move	34	4.51	119	4.7	34	4.66	119	4.51
4	30	277	Delete	34	1.08	118	59.77				

In the northern area of Santa Monica Bay, CA, modifications are proposed to address various crossovers amongst the 125, 100, 75, 60, 50, 40 and 30 fathom NT- RCA boundary lines (Figure 10 and Table 10).

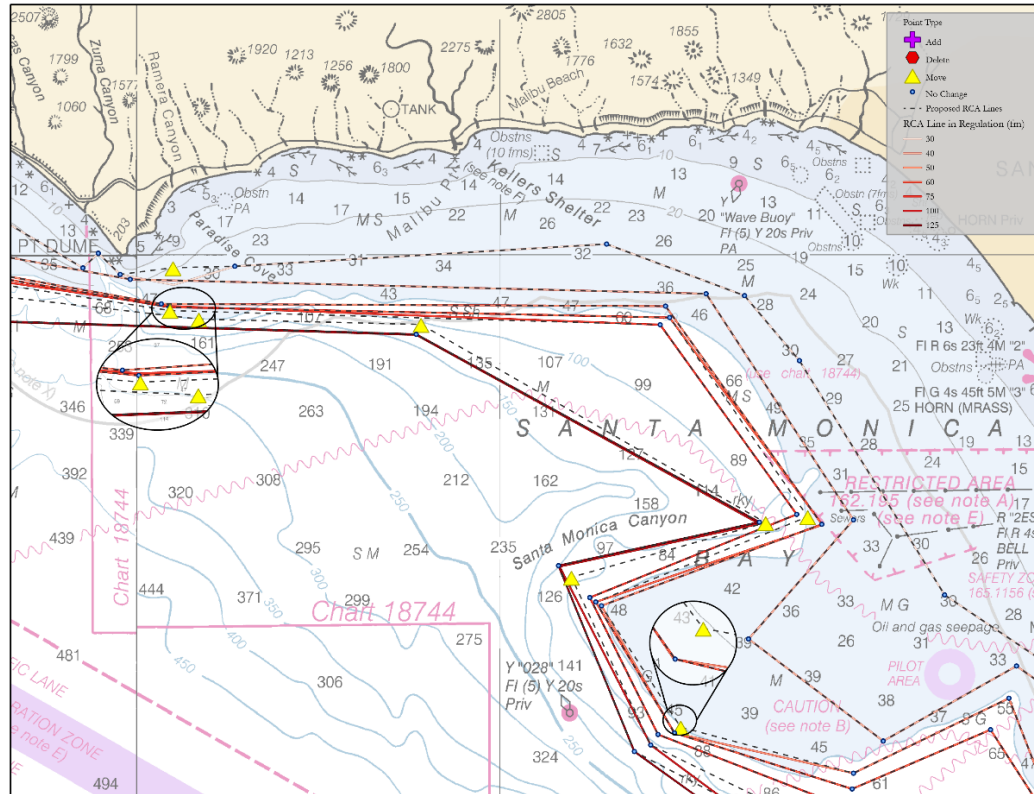


Figure 10. Proposed modifications to the NT- RCA boundary lines in the northern area of Santa Monica Bay, CA (crossover corrections).

Table 10. Proposed waypoints for the NT- RCA boundary line modifications in the northern area of Santa Monica Bay, CA (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	100	297	Move	33	58.82	118	52.47	33	58.83	118	46.69
4	100	298	Move	33	58.54	118	41.86	33	58.73	118	41.76
4	100	299	Move	33	55.07	118	34.25	33	55.09	118	34.11
4	100	300	Move	33	54.28	118	38.68	33	54.09	118	38.42
4	75	215	Move	33	59.07	118	47.34	33	58.99	118	47.33
4	60	169	Move	33	55.05	118	32.85	33	55.20	118	33.18
4	50	161	Move	33	51.22	118	36.14	33	51.33	118	36.00
4	30	282	Move	33	59.46	118	47.25	33	59.78	118	47.26

In the southern area of Santa Monica Bay, CA around Redondo Canyon, CDFW enforcement requested additional points on the 125 and 100 fathom boundary lines to address enforcement concerns. The current series of waypoints allows access to depths far greater than the boundary line, which creates confusion resulting in increased enforcement burdens (e.g., increased CalTIP reports of vessels suspected of fishing deeper than allowed). Additionally, modifications are proposed to address crossovers between the 60, 50, 40 and 30 fathom NT-RCA boundary lines (Figure 11 and Table 11).

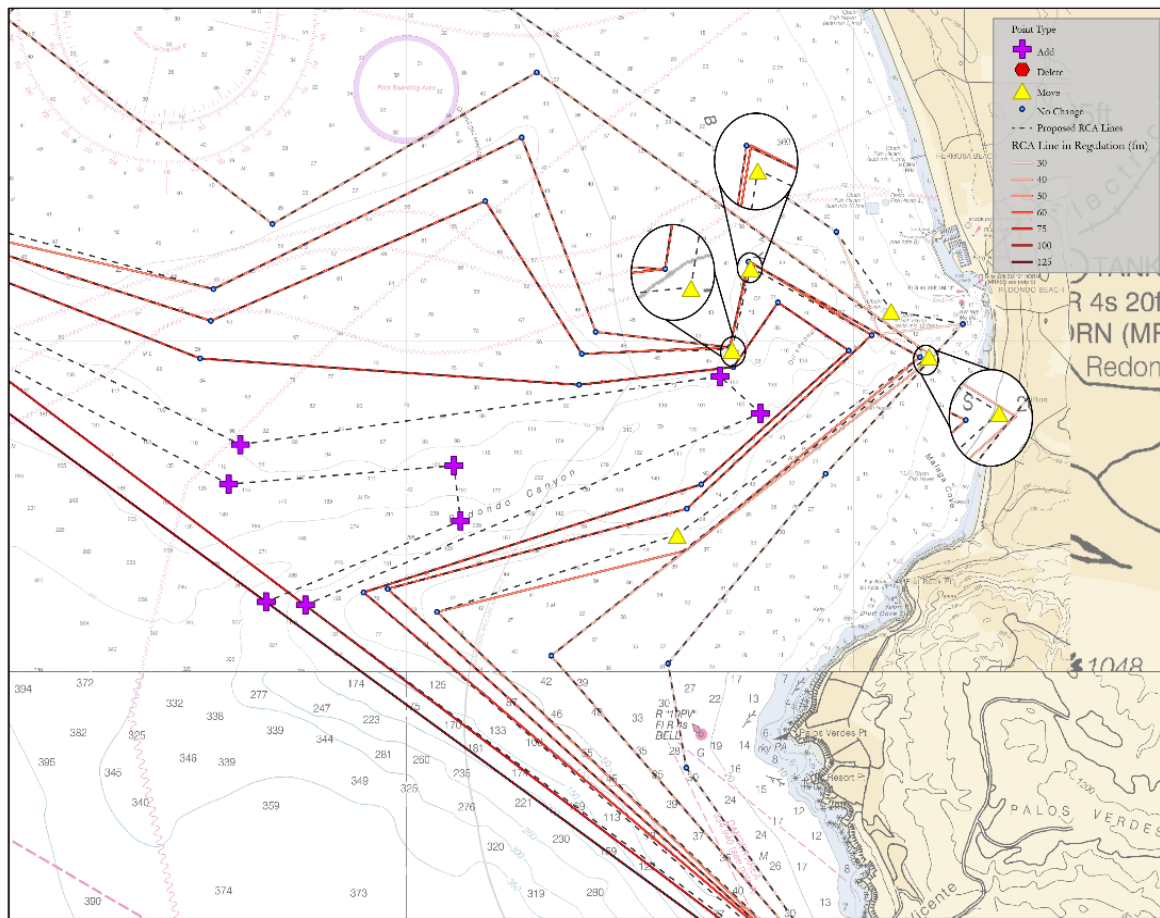


Figure 11. Proposed added waypoint modifications around Redondo Canyon (enforcement concerns) and modifications to NT-RCA boundary lines in the southern portion of Santa Monica Bay (crossover corrections).

Table 11. Proposed added waypoints around Redondo Canyon (enforcement concerns) and modifications to the NT-RCA boundary lines in the southern portion of Santa Monica Bay (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
2	125	349.1	Add					33	48.70	118	31.99
2	125	349.2	Add					33	48.87	118	29.47
2	125	349.3	Add					33	48.37	118	29.40
2	125	349.4	Add					33	47.63	118	31.57
2	100	301.1	Add					33	49.06	118	31.86
2	100	301.2	Add					33	49.69	118	26.49
2	100	301.3	Add					33	49.35	118	26.04
2	100	301.4	Add					33	47.60	118	31.13
4	60	175	Move	33	49.95	118	26.38	33	49.93	118	26.36
4	60	176	Move	33	50.73	118	26.16	33	50.68	118	26.15
4	50	168	Move	33	48.1	118	26.87	33	48.25	118	26.97
4	40	192	Move	33	49.86	118	24.1	33	49.87	118	24.15
4	30	289	Move	33	50.07	118	24.7	33	50.29	118	24.58

Off Palos Verdes, CA around Point Vincente modifications are proposed to address crossovers between the 125, 100, 75, 60 and 50 fathom NT-RCA boundary lines (Figure 12 and Table 12).

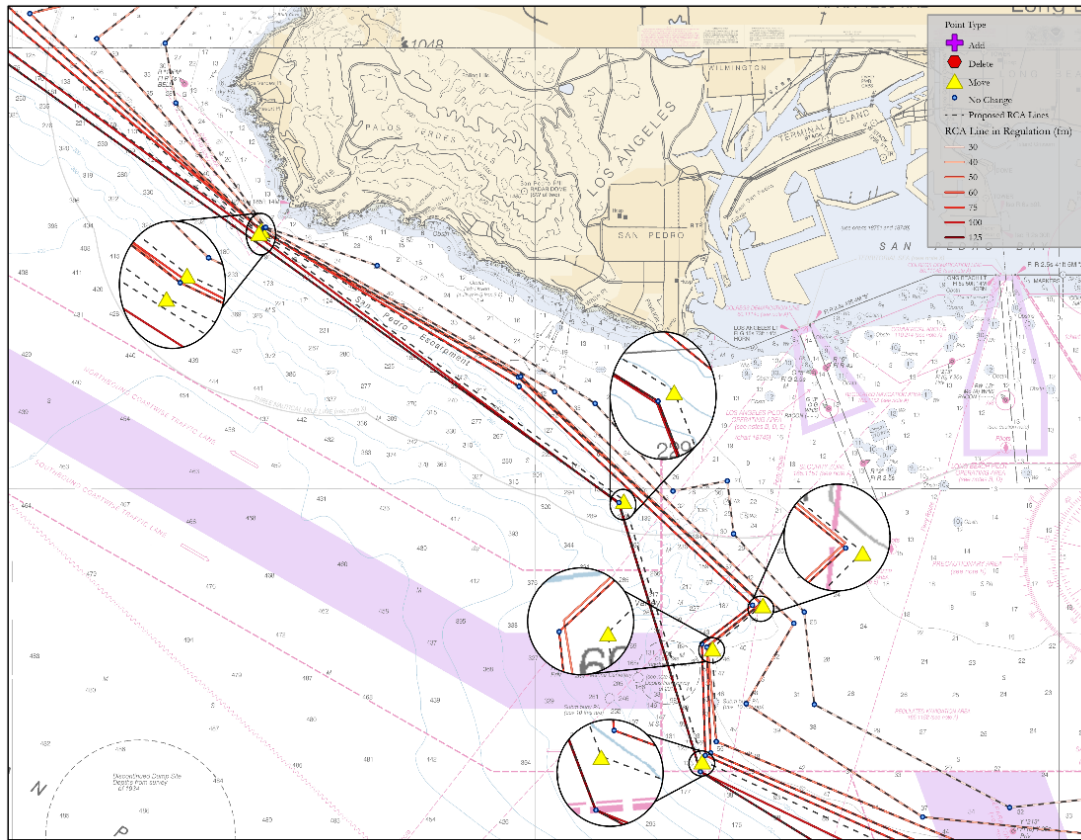


Figure 12. Proposed modifications to the NT-RCA boundary lines around Point Vicente, CA (crossover corrections).

Table 12. Proposed waypoints around Point Vicente, CA for the NT-RCA boundary line modifications (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	100	302	Move	33	39.77	118	18.41	33	39.82	118	18.31
4	100	303	Move	33	35.5	118	16.85	33	35.68	118	16.81
4	75	227	Move	33	44.11	118	25.25	33	44.07	118	25.28
4	50	170	Move	33	44.1	118	25.25	33	44.11	118	25.23
4	50	172	Move	33	38.18	118	15.69	33	38.16	118	15.65
4	50	173	Move	33	37.5	118	16.71	33	37.47	118	16.62

Around Santa Catalina Island, modifications are proposed to address crossovers between the 125, 100, 75, 60, 50, 40 and 30 fathom NT-RCA boundary lines (Figure 13 and Table 13).

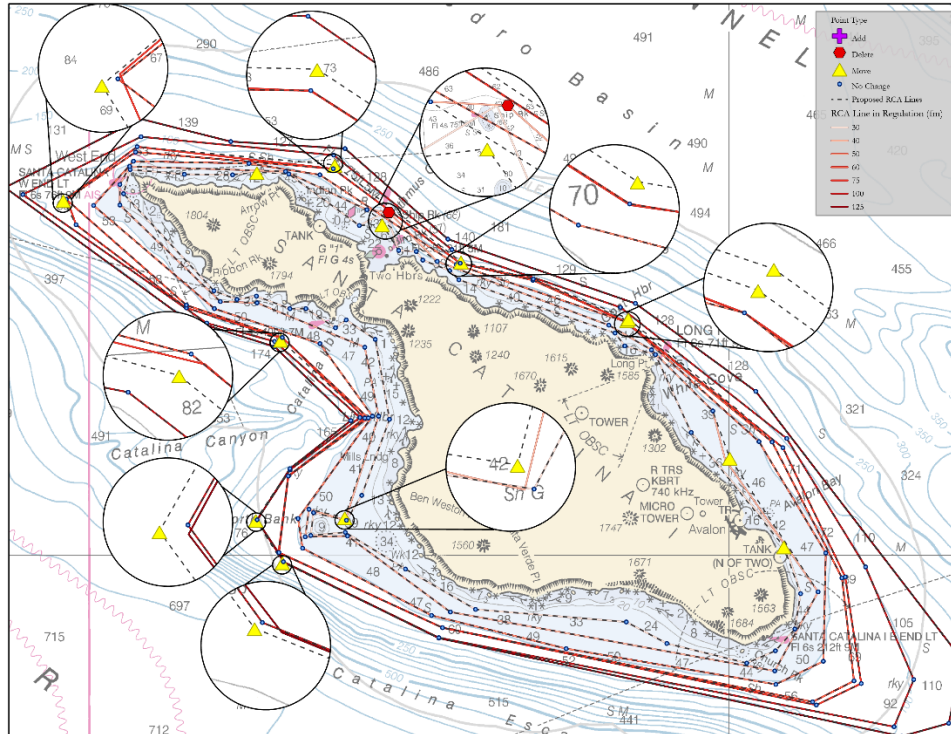


Figure 13. Proposed modifications to the NT-RCA boundary lines around Santa Catalina Island (crossover corrections).

Table 13. Proposed waypoints for the NT-RCA boundary line modifications around Santa Catalina Island (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	12	Move	33	19.83	118	32.16	33	19.85	118	32.25
4	125	13	Move	33	20.81	118	32.94	33	20.82	118	32.98
4	75	1	Move	33	28.17	118	38.16	33	28.13	118	38.25
4	75	3	Move	33	28.85	118	30.85	33	28.94	118	30.81
4	75	4	Move	33	26.69	118	27.37	33	26.73	118	27.35
4	75	6	Move	33	25.35	118	22.83	33	25.42	118	22.76
4	75	15	Move	33	24.96	118	32.21	33	24.94	118	32.29
4	75	18	Move	33	28.17	118	38.16	33	28.13	118	38.25
4	60	6	Move	33	25.35	118	22.83	33	25.39	118	22.80
4	40	8	Move	33	20.81	118	30.52	33	20.88	118	30.54
4	40	15	Move	33	22.2	118	20.11	33	22.24	118	19.99
4	40	20	Delete	33	27.85	118	29.33	33	27.85	118	29.33
4	30	27	Move	33	28.81	118	32.95	33	28.77	118	32.95
4	30	30	Move	33	27.86	118	29.41	33	27.58	118	29.51
4	30	40	Move	33	20.23	118	18.45	33	20.21	118	18.50

CDFW enforcement requested additional points be added to the 125 and 100 fathom NT-RCA boundary lines near the oil platforms off Huntington Beach, CA to address enforcement concerns over the lack of consistency and resulting enforcement difficulties, similar to the modifications made around Redondo Canyon. Additionally, modifications are proposed to address crossovers between the 125 and 100, as well as the 40 and 30 fathom NT-RCA boundary lines (Figure 14 and Table 14).

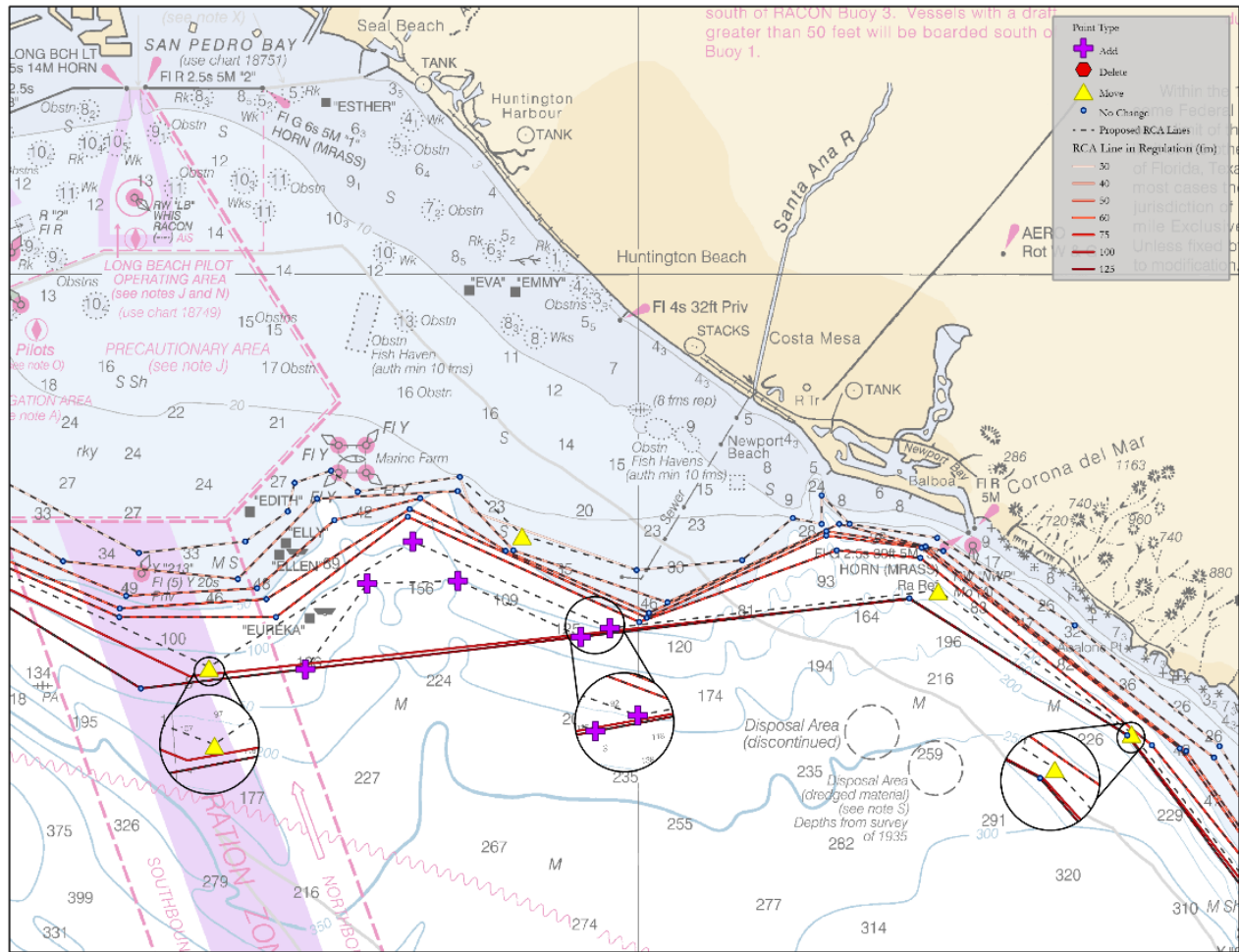


Figure 14. Proposed added waypoint modifications near the oil platforms off Huntington Beach, CA (enforcement concerns) and additional NT-RCA boundary line modifications (crossover corrections).

Table 14. Proposed added waypoints near the oil platforms off Huntington Beach, CA (enforcement concerns) and modifications to the NT-RCA boundary lines (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
2	125	352.1	Add					33	32.81	118	7.30
2	125	352.2	Add					33	34.38	118	5.94
2	125	352.3	Add					33	34.42	118	3.95
2	125	352.4	Add					33	33.40	118	1.26
2	100	304	Move	33	32.68	118	9.82	33	32.85	118	9.41
2	100	304.1	Add					33	35.14	118	4.95
2	100	304.2	Add					33	33.56	118	0.63
2	100	305	Move	33	34.09	117	54.06	33	34.25	117	53.44
4	100	306	Move	33	31.6	117	49.28	33	31.65	117	49.21
4	30	309	Move	33	35.69	118	3.64	33	35.26	118	2.55

For the area around Lasuen Knoll, off Dana Point, CA, CDFW enforcement requested modifications to the NT-RCA boundary lines to address enforcement concerns as the current boundary lines are very poorly aligned with the intended depth (Figure 15 and Table 15). Only the 125 through 250 fathom NT-RCA boundary lines are specified in regulation and CDFW is aware of public interest in establishing a 100 fathom NT-RCA boundary line at Lasuen Knoll. However, CDFW has determined the area that

would be encompassed by a 100 fathom NT-RCA boundary line is too small to be enforceable. Therefore, no 100-fathom waypoints are proposed to be added below.

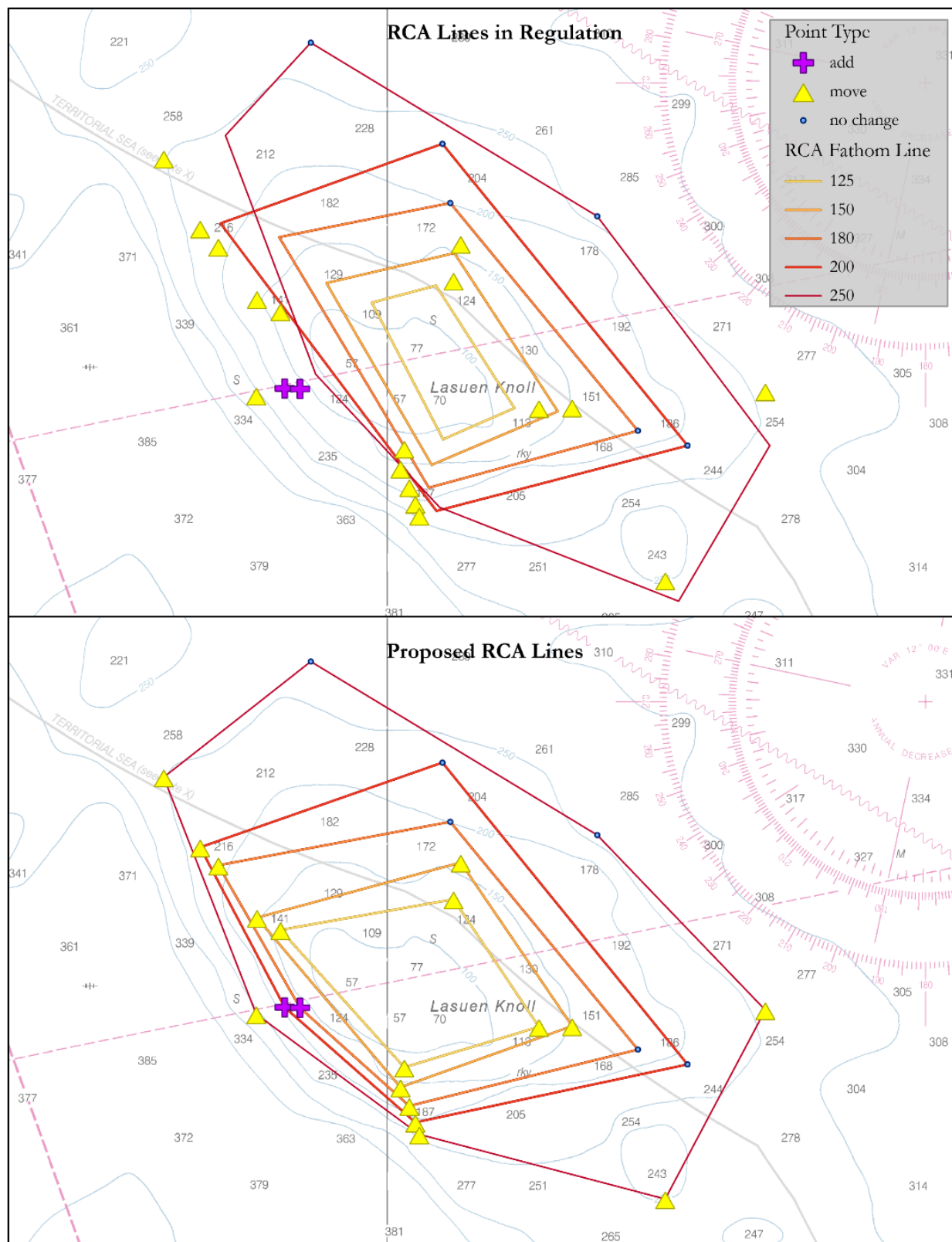


Figure 15. Proposed modifications to the NT-RCA boundary lines in the area around Lasuen Knoll (enforcement concerns).

Table 15. Proposed waypoints for the NT-RCA boundary line modifications in the area around Lasuen Knoll (enforcement concerns).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
2	250	3	Move	33	23.37	117	56.14	33	23.83	117	56.186
2	250	4	Move	33	22.06	117	57.06	33	22.24	117	57.195
2	250	5	Move	33	22.85	117	59.47	33	22.78	117	59.676
2	250	6	Move	33	23.97	118	0.72	33	23.79	118	1.32
2	250	7	Move	33	25.98	118	1.63	33	25.79	118	2.253
2	200	3	Move	33	22.82	117	59.5	33	22.88	117	59.715
2	200	3.1	Add					33	23.85	118	1.033
2	200	4	Move	33	25.24	118	1.68	33	25.2	118	1.886
2	180	1	Move	33	25.12	118	1.09	33	25.05	118	1.702
2	180	4	Move	33	23.02	117	59.58	33	23.02	117	59.776
2	180	4.1	Add					33	23.85	118	0.878
2	180	5	Move	33	25.12	118	1.09	33	25.05	118	1.702
2	150	2	Move	33	23.66	117	58.28	33	23.69	117	58.134
2	150	3	Move	33	23.21	117	59.55	33	23.18	117	59.866
2	150	4	Move	33	24.74	118	0.61	33	24.61	118	1.313
2	150	5	Move	33	24.99	117	59.32	33	25.07	117	59.258
2	125	1	Move	33	24.57	118	0.15	33	24.5	118	1.076
2	125	2	Move	33	23.42	117	59.43	33	23.35	117	59.827
2	125	3	Move	33	23.69	117	58.72	33	23.69	117	58.469
2	125	4	Move	33	24.72	117	59.51	33	24.76	117	59.33
2	125	5	Move	33	24.57	118	0.15	33	24.5	118	1.076

Around Santa Clemente Island, modifications are proposed to address crossovers between the 125, 100, 75, 60, 50, 40 and 30 fathom NT-RCA boundary lines (Figure 16 and Table 16).

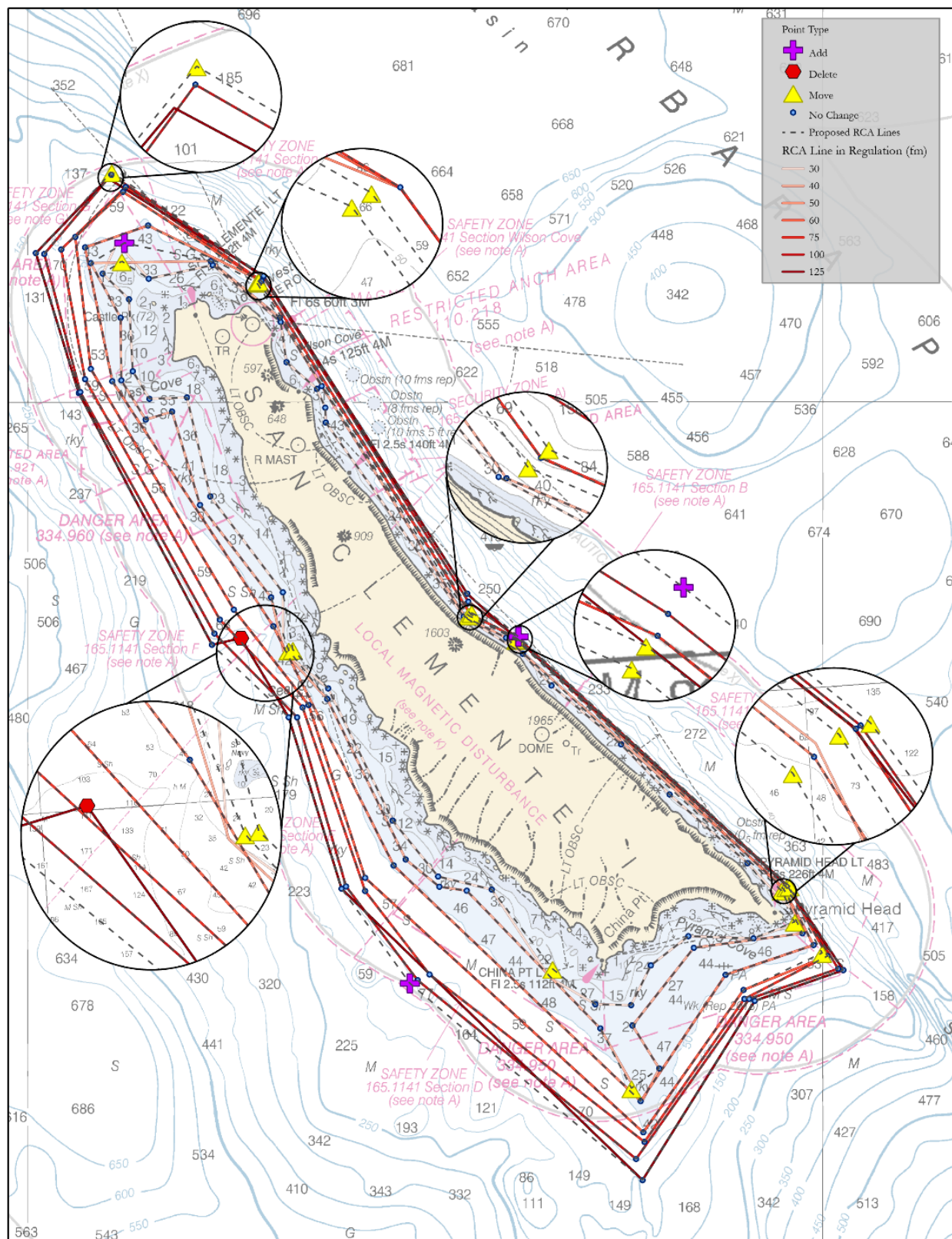


Table 16. Proposed waypoint for the NT-RCA boundary line modifications Around Santa Clemente Island (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	1	Move	33	4.73	118	37.99	33	4.86	118	37.89
4	125	3.1	Add					32	55.06	118	27.66
4	125	4	Move	32	49.79	118	20.89	32	49.79	118	20.84
4	125	7.1	Add					32	47.74	118	30.39
4	125	10	Delete	32	55.03	118	34.64	32	55.03	118	34.64
4	125	14	Move	33	4.73	118	37.99	33	4.86	118	37.89
4	75	3	Move	32	55.54	118	28.87	32	55.57	118	28.84
4	60	2	Move	33	2.56	118	34.12	33	2.56	118	34.19
4	60	4	Move	32	55.02	118	27.69	32	55.01	118	27.70
4	60	5	Move	32	49.78	118	20.88	32	49.77	118	20.92
4	60	6	Move	32	48.32	118	19.89	32	48.38	118	20.02
4	50	2	Move	33	2.56	118	34.12	33	2.53	118	34.25
4	50	3	Move	32	55.54	118	28.87	32	55.51	118	28.92
4	50	4	Move	32	55.02	118	27.69	32	54.99	118	27.72
4	40	8	Move	32	54.75	118	33.57	32	54.78	118	33.44
4	40	14	Move	32	45.24	118	24.55	32	45.53	118	24.82
4	40	19	Move	32	49.76	118	20.98	32	49.70	118	21.04
4	40	24.1	Add					33	3.36	118	37.57
4	30	1	Move	33	3.37	118	37.76	33	2.98	118	37.64
4	30	9	Move	32	54.76	118	33.58	32	54.79	118	33.34
4	30	14	Move	32	47.88	118	26.9	32	48.05	118	26.81
4	30	20	Move	32	49.06	118	20.53	32	49.04	118	20.71
4	30	34	Move	33	3.37	118	37.76	33	2.98	118	37.64

Off the main coastline of San Diego, CA, modifications are proposed to address crossovers between the 125, 100, 75, 60, 50, 40 and 30 fathom NT-RCA boundary lines (Figure 17 and Table 17).

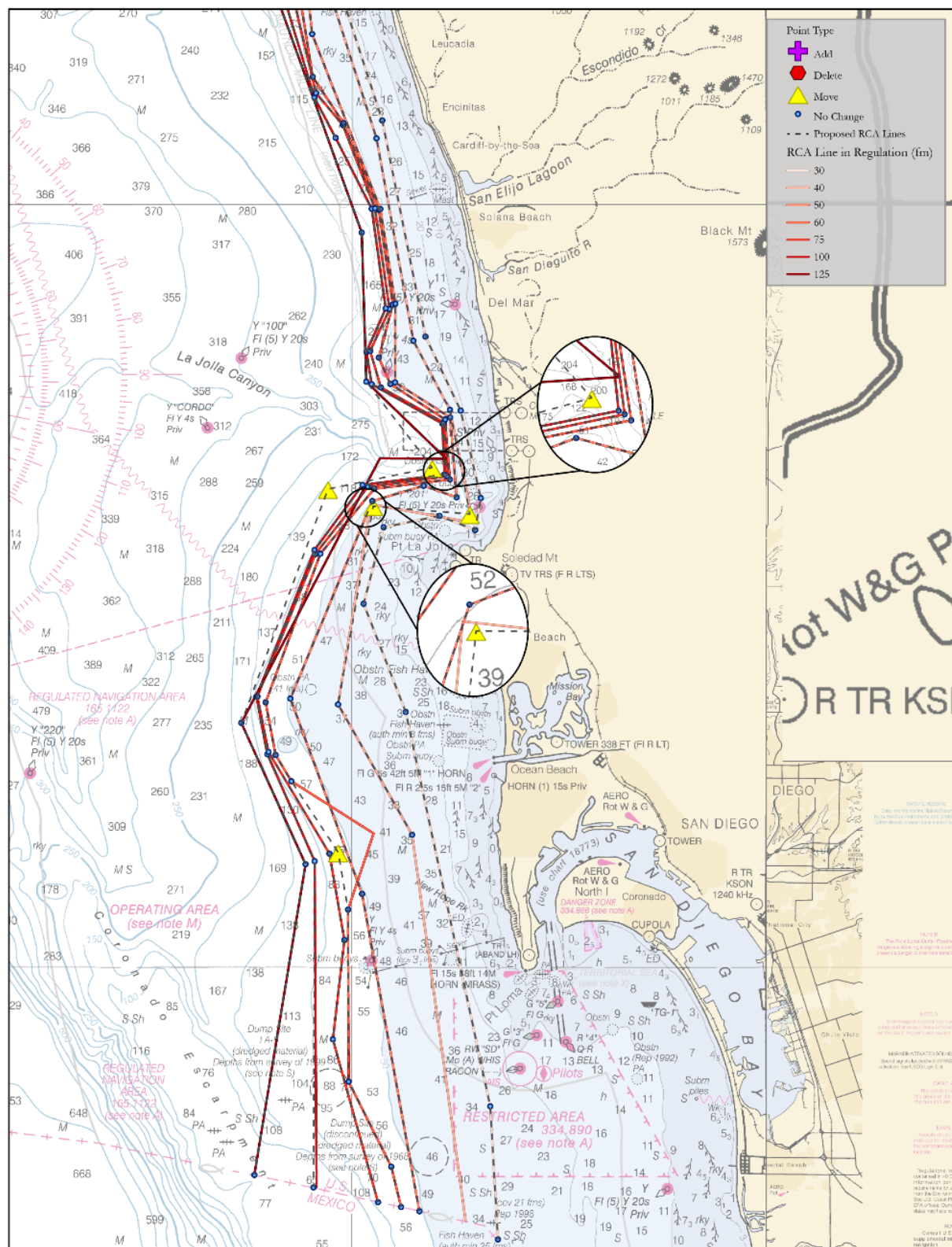


Table 17. Proposed waypoints for the NT-RCA boundary line modifications off San Diego, CA (crossover corrections).

CDFW Cat.	Fathom Line	Waypoint Number	Action	Old Lat Deg	Old Lat Min	Old Long Deg	Old Long Min	New Lat Deg	New Lat Min	New Long Deg	New Long Min
4	125	359	Move	32	53.35	117	17.05	32	53.12	117	17.49
4	125	360	Move	32	53.36	117	19.12	32	52.56	117	20.75
4	60	208	Move	32	43.52	117	19.32	32	43.03	117	20.43
4	40	214	Move	32	51.67	117	16.21	32	51.90	117	16.32
4	40	215	Move	32	52.16	117	19.41	32	52.11	117	19.33