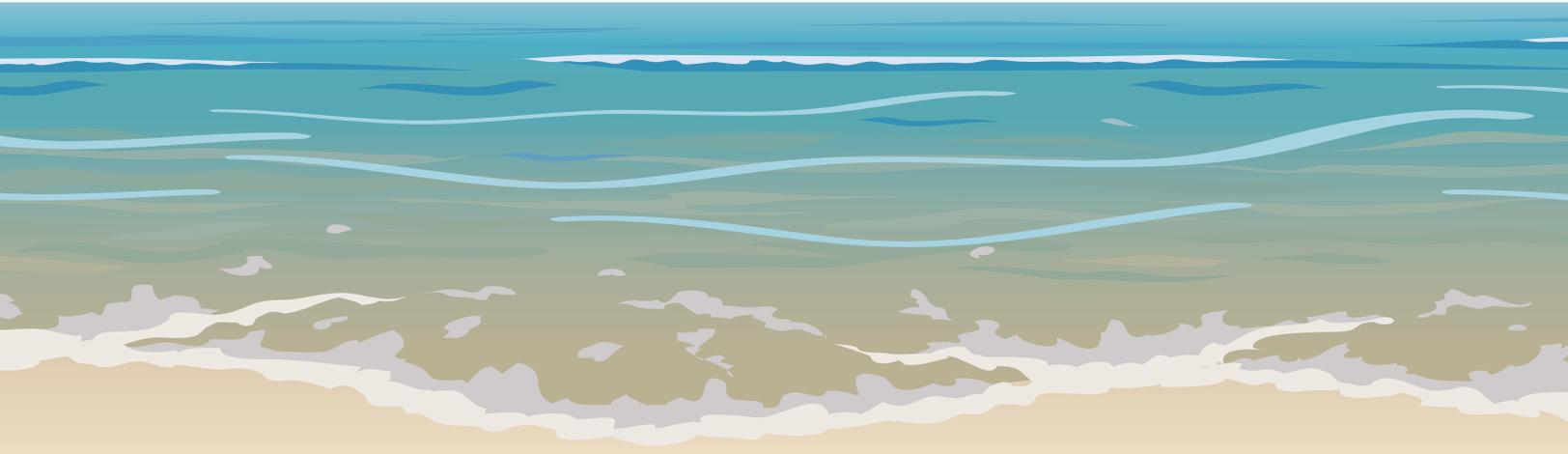
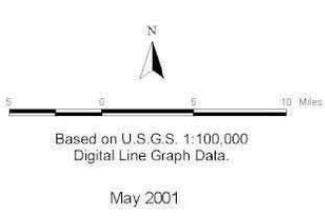




Shrimping THE SOUND

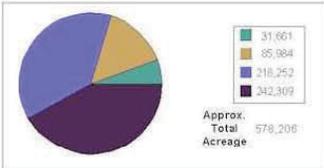


A newsletter of the
Mississippi Department of Marine Resources Shrimp and Crab Bureau



- Closed to all shrimping, inland and within 1 mile of Gulf Islands National Seashore shoreline
- Open to live bait shrimping only, within 1/2 mile of the shoreline
- Open to commercial & recreational shrimping on a seasonal basis until December 31
- Open to commercial and recreational shrimping on a seasonal basis until April 30
- Exclusive Economic Zone and/or other state waters

- Intracoastal Waterway
- Colregs Demarcation Line



MDMR Begins Sampling for the Annual Opening of Brown Shrimp Season

The Mississippi Department of Marine Resources (MDMR) Shrimp and Crab Bureau, along with the Gulf Coast Research Laboratory's (GCRL) Center for Fisheries Development, recently began extensive sampling for brown shrimp in the Mississippi Sound. The sampling is necessary for MDMR's fisheries scientists to determine the exact date for the opening of the 2014 shrimp season. GCRL pulls plankton tows in the Back Bay looking for brown shrimp post larvae, which is the stage of the shrimp's life cycle when it is extremely small (less than 25 mm or 0.98 inches), while MDMR staff pulls trawls Coastwide to find juvenile (26-40 mm or 1.02-1.57 inches) and adult brown shrimp (less than 41mm or 1.61 inches). In order for a shrimp to be of legal size (68 count per pound), it must be approximately 100 mm or 3.94 inches long. The brown shrimp season's opening date can be determined when the majority of the shrimp are of that legal size. Environmental factors such as salinity, water temperature, rainfall and moon phase are also considered when setting the opening of the season. It has been found that the optimum growing conditions for brown shrimp occur when the salinities are above 10 parts per thousand (ppt) and water temperatures are greater than 68 degrees Fahrenheit (°F).

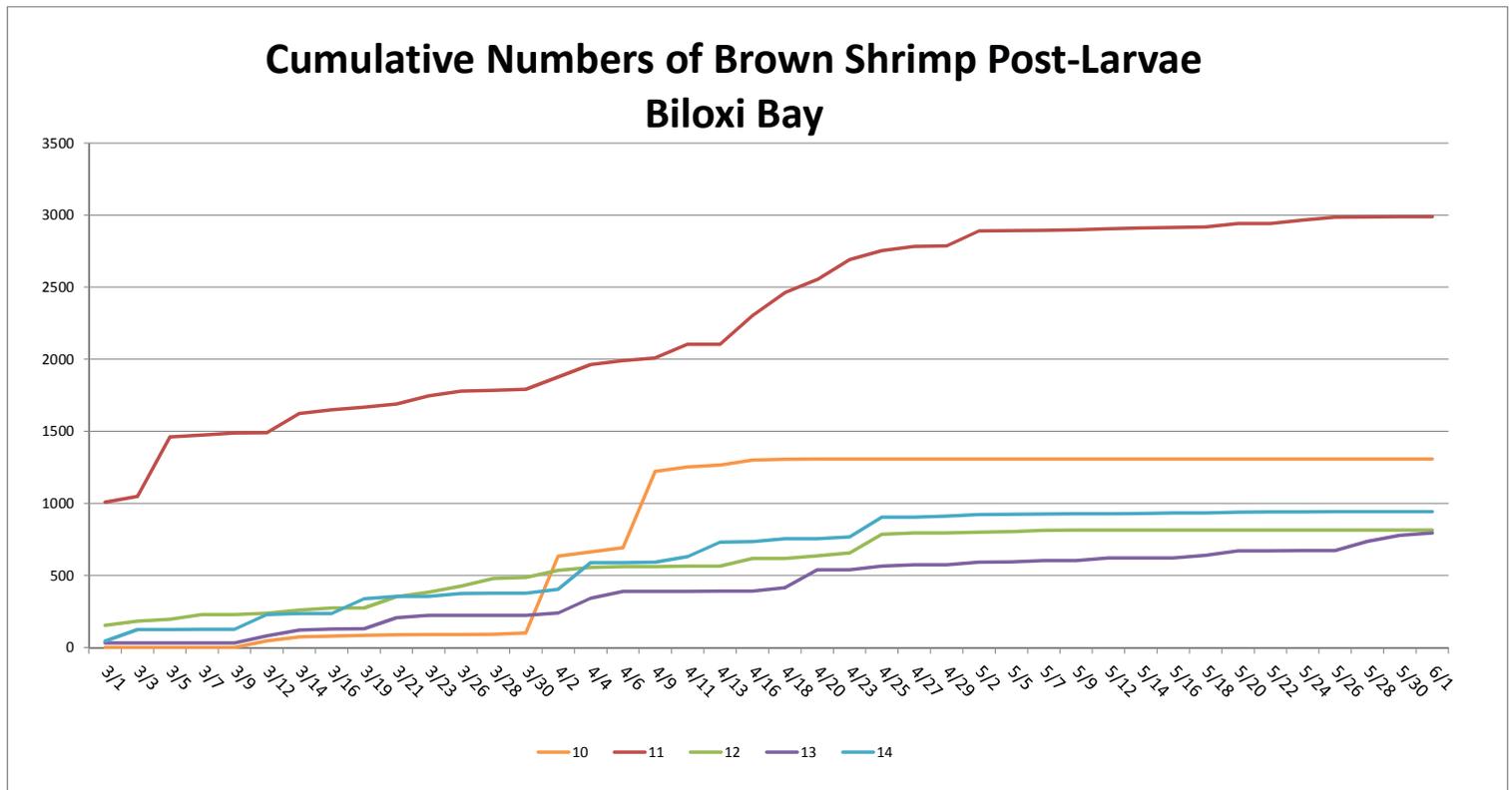


Figure 1 Comparison of Brown Shrimp Post Larvae (2010-2014)

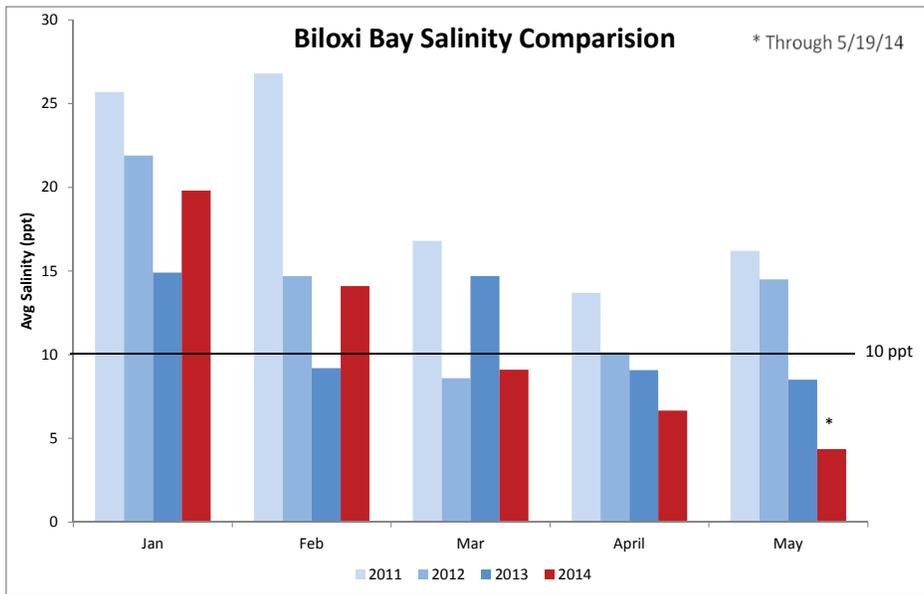


Figure 2 Biloxi Bay Salinity (January-May)

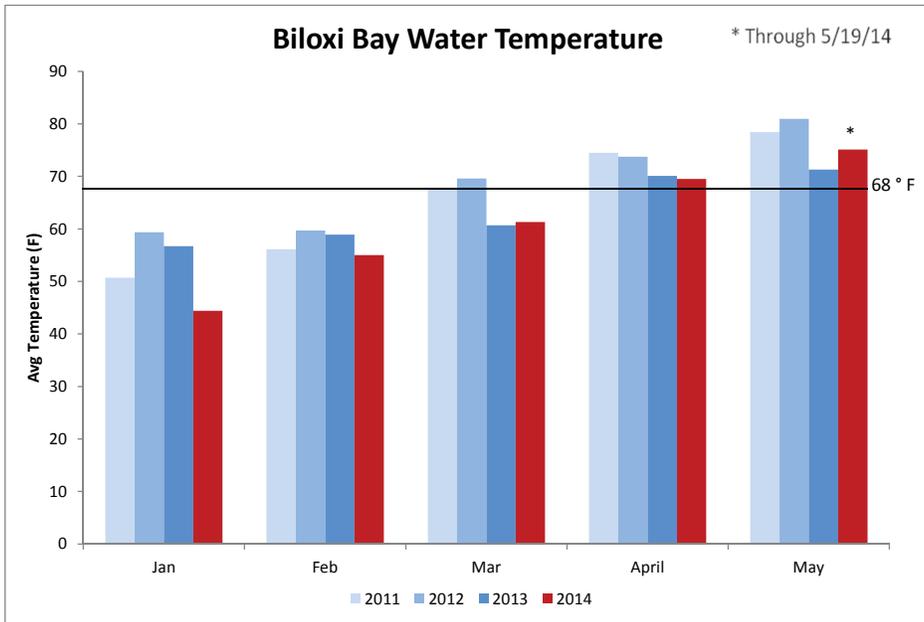


Figure 3 Biloxi Bay Water Temperature (January-May)

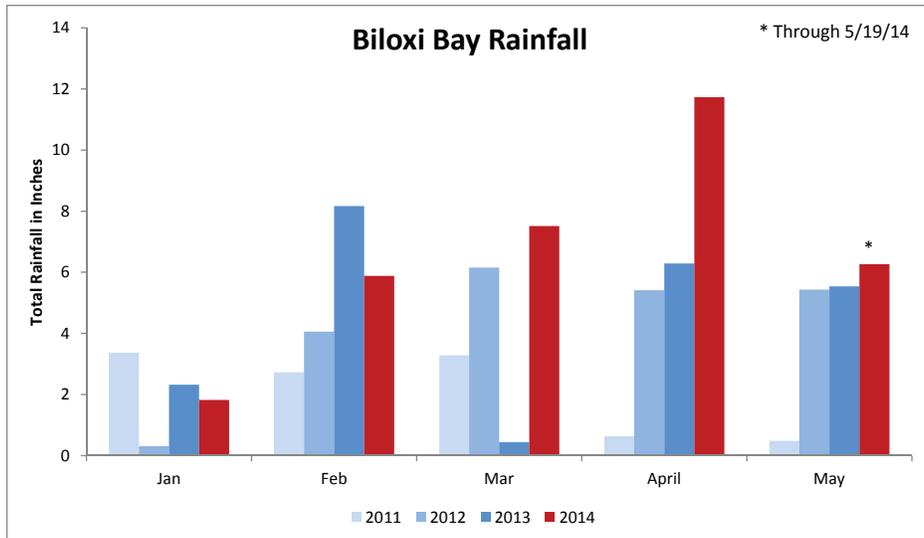


Figure 4 Monthly Rainfalls for Biloxi Bay (January-May)

Seafood Safety Update

The MDMR, along with the Mississippi Department of Environmental Quality, continues to sample seafood from Mississippi waters each month (Figure 1) in response to the Deepwater Horizon oil spill disaster. The safety of commercial seafood is determined by comparing tissue contaminant concentrations to FDA levels of concern. Toxicologists from federal and state agencies established criteria for polycyclic aromatic hydrocarbons (PAHs) in fish and shellfish using standard FDA and EPA risk assessment methods, which are protective of human health and applied consistently in each of the states and in federal waters.

For each of the four fishery categories — shrimp, crab, finfish and oysters (see Table 1) — 0.5 pounds of edible tissue is needed for testing. The number of specimens needed to extract the required amount of tissue varies by species: 10 to 12 blue crabs, 1 pound whole shrimp, etc. Finfish species used for this type of sampling include, but are not limited to, menhaden, mullet, cobia, croaker, white trout, spotted sea trout and red drum. Tissue samples are analyzed at the Mississippi State Chemical Laboratory located at Mississippi State University. All 708 Mississippi response samples collected from May 28, 2010 to April 31, 2014 have been significantly below levels of concern. The results for each of Mississippi’s four major fisheries are summarized in Table 1 below. All target PAH Compounds detected were trace amounts, well below levels of concern, as shown in Table 2.

Figure 1 Seafood Safety Samples Collected Monthly

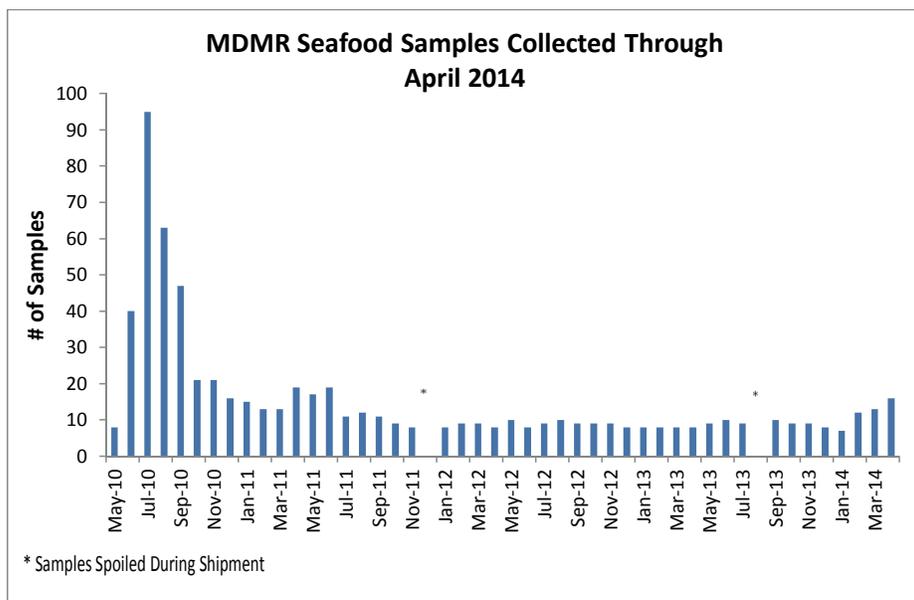


Table 1 Mississippi Response Seafood Sampling Results

Sample Dates: 5/28/10-4/30/14	Total	Above Levels of Concern	Lab Results Pending
Shrimp	149	0	2
Crab	136	0	2
Finfish	278	0	10
Oysters	145	0	2
All Seafood	708	0	16

Table 2 Amounts of Detected and Levels of Concern in parts per million (ppm)

	Shrimp		Fish		Crab		Oyster	
	Max Detected	Level of Concern						
Napthalene	0.0127	123	0.0121	32.7	0.0121	123	0.0196	133
Fluorene	0.0193	246	0.0199	65.3	0.0228	246	0.0198	267
Anthracene/Phenanthrene	0.0271	1846	0.0158	490	0.0305	1846	0.01595	2000
Pyrene	0.00366	185	0.006	49	0.077	185	0.0169	200
Fluoranthene	0.00477	246	0.006	65.3	0.0116	246	0.00294	267
Chrysene	ND	132	ND	35	0.000751	132	0.000547	143
Benzo(k)fluoranthene	ND	13.2	ND	3.5	ND	13.2	0.000703	14.3
Benzo(b)fluoranthene	ND	1.32	ND	0.35	0.000644	1.32	0.000727	1.43
Benz(a)anthracene	ND	1.32	ND	0.35	ND	1.32	0.000628	1.43
Indeno(1,2,3-cd)pyrene	ND	1.32	ND	0.35	ND	1.32	0.00189	1.43
Dibenz(a,h)anthracene	0.000505	0.132	ND	0.035	ND	0.132	0.00209	0.143
Benzo(a)pyrene	ND	0.132	ND	0.035	ND	0.132	0.00291	0.143
DOSS	0.17	500	0.25	100	0.127	500	0.075	500

ND = Non Detected at minimum detection limit of 0.01 ppm prior to July 1, 2010 and after July 31, 2010 or 0.0005 ppm for July 1 thru July 31, 2010 and after Jan 1, 2012

TR = Trace - greater than minimum detection limit of 0.0005 ppm but less than reporting limit of 0.010 ppm

Guide to Licenses and Permits Required for Certain Seafood Business Activities

Types of Seafood Licenses	BUSINESS ACTIVITIES								
	Harvesting	Selling seafood to the public fresh off the boat		Selling seafood to a retail store		Selling seafood roadside peddling		Selling seafood to a Mississippi dealer/processor wholesale	
		Harvester (sell your own catch)	Seafood Dealer (buy/resell)	Harvester (sell your own catch)	Seafood Dealer (buy/resell)	Harvester (sell your own catch)	Seafood Dealer (buy/resell)	Harvester (sell your own catch)	Seafood Dealer (buy/resell)
Commercial Fishing License	✓	✓		✓		✓		✓	
Seafood Dealers License		✓		✓		✓		✓	
Fresh Product Permit		✓		✓		✓			
Food Permit from Health. Dept. 601-576-7689				✓ *	✓ *	✓		✓ *	
<div style="display: flex; justify-content: space-between;"> ✓ = Needed * = Needed only if product is cooked </div>									

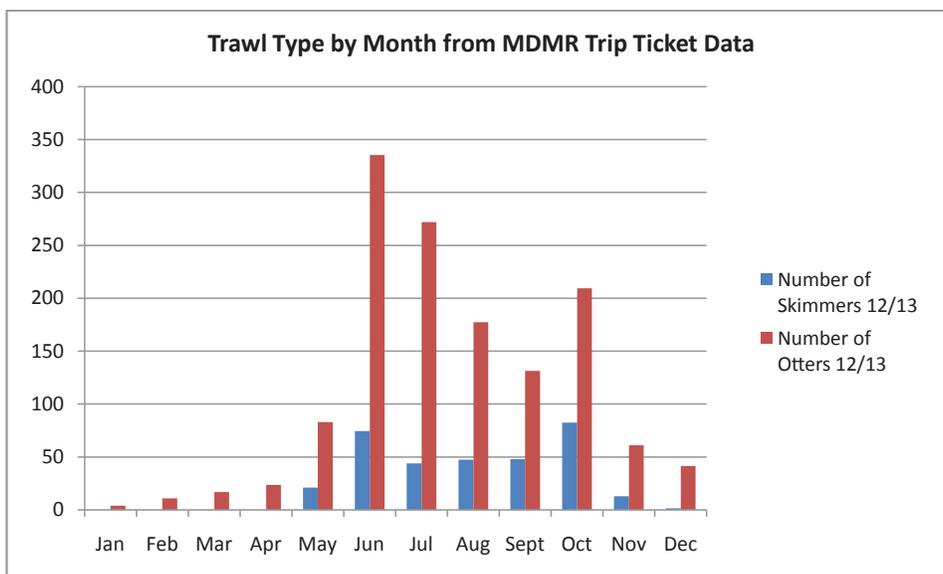
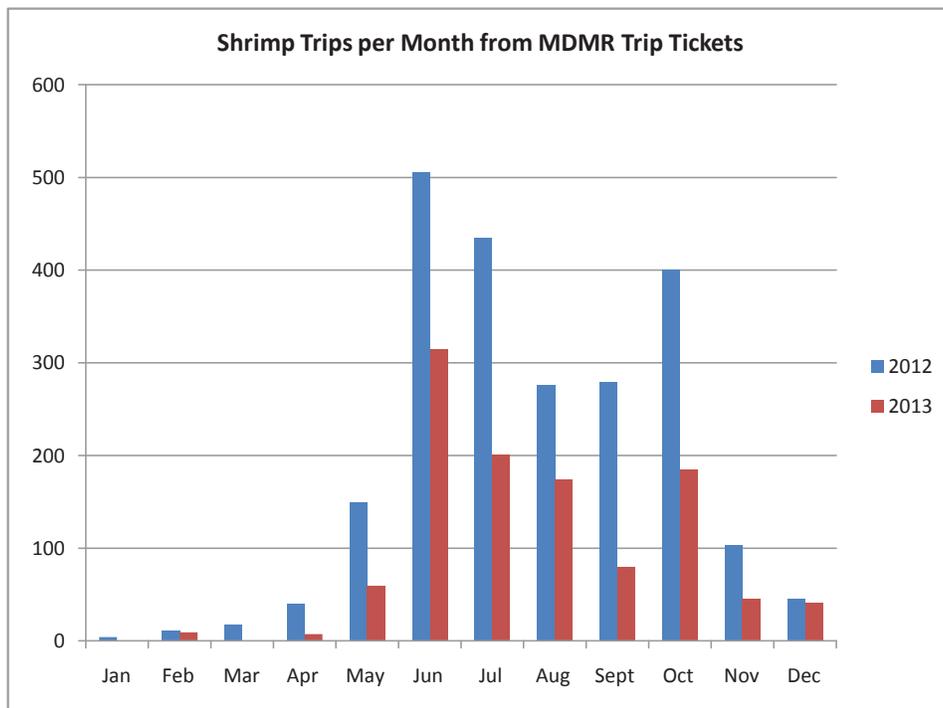
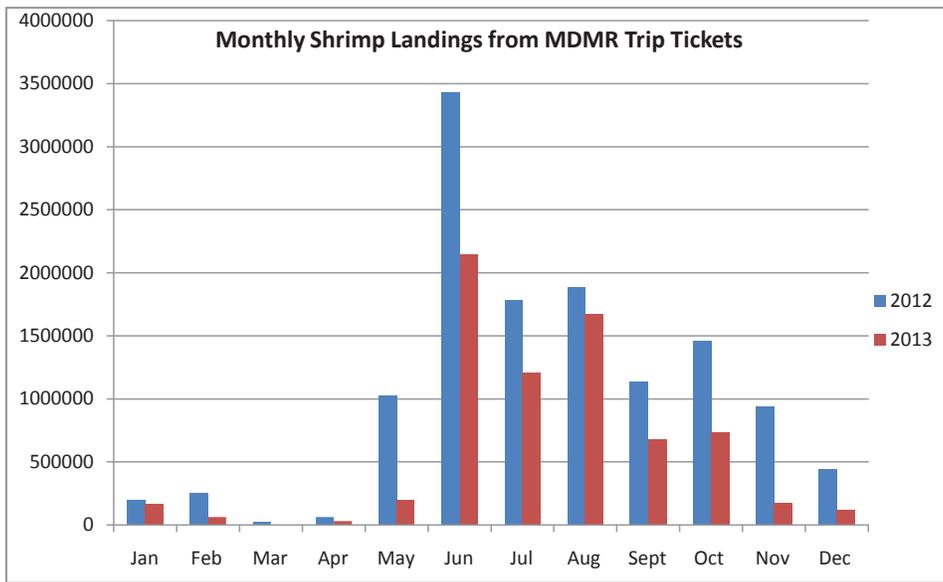
MDMR Trip Ticket Program

The MDMR Trip Ticket Program appreciates your participation. This program not only helps the MDMR in managing our fisheries, but it also assists you, the fishermen, in the case of any natural or man-made disasters. These trip tickets act as a record of your hard work in harvesting Mississippi's natural resources. It is important that your trip tickets are filled out properly, so we have included a helpful quick reference guide for you to use when completing your trip tickets. Please note that this is a mandatory program of the MDMR. This quick reference guide can be provided in Vietnamese if needed. As with any program, there is always room for improvement. Currently, upgrades are being made to enhance data processing, which will allow this program to become more efficient for fishermen and managers. Your cooperation is appreciated. We have included some of the data we have acquired from your participation. Thank you for your continued participation and if you have any questions please contact the Trip Ticket Program at 228-374-5000.

SHRIMP (Use Single Trip Ticket)

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. FISHERMAN'S NAME: Name on the commercial license 2. FISHERMAN'S LICENSE:
License number, Must be a current Type 51, 52 or 53 3. DATE LEFT DOCK: Date when trip started 4. VESSEL STATE REGISTRATION OR COAST GUARD NUMBER:
Doc – Reg No. as listed on commercial fishing license 5. PRIMARY AREA FISHED CODES:
MS Sound – 113
AL State Waters North of Dauphin Isl. – 112
Federal Waters South of MS and AL – 119
Breton, Chandeleur Sound and Marsh – 122
Lake Borgne – 121 6. PRIMARY GEAR USED CODES:
Regular Trawl – 095
Skimmer Trawl – 116
Chopsticks – 082 7. FISHING TIME:
Number of Hours the net was in the water during the trip 8. QUANTITY OF GEAR:
Number of trawls used on trip 9. SEAFOOD DEALER OR FRESH PRODUCT PERMITTEE'S NAME:
Name of your business 10. TRANSACTION DATE: Date you purchased the seafood 11. COUNTY LANDED CODES: (County where boat unloaded)
Jackson – 059
Harrison – 047
Hancock – 045 12. DEALER'S LLC. or FRESH PRODUCT PERMIT No.:
Dealers license number, Must be a current Type 16 | <ol style="list-style-type: none"> 13. SPECIES CODES:
Brown Shrimp – 7310
White Shrimp – 7340
Pink Shrimp – 7320
Seabob – 7338
Asian Tiger Shrimp – 7382 14. QUANTITY: Weight of shrimp purchased in pounds 15. UNIT CODES: Pounds – LB 16. CONDITION CODES:
Head On – 60
Head Off – 61 17. COUNT OR MARKET:
Number of Shrimp Per Pound (Examples) –
U-15, 16-20, 21-25, 26-30, 31-35, 36-40, 41-50, 51-60, 61-70, 71-80
Shrimp Sold as Bait – BT 18. PRICE PER UNIT:
How much you paid the fisherman for each pound of shrimp |
|--|--|
- When Filling Out All Trip Tickets
Reporting Reminders**

 - You must send in a monthly submission form at the end of every month, even if you did not buy any seafood from fishermen.
 - Do not write messages in the squares. You may write notes in the white area or on a separate paper.
 - It is important that you write legibly and stay within the outlined boxes.
 - Do not use dashes, commas or periods.
 - Use only one number per block.
 - If a mistake is made liquid paper may be used or use a new trip ticket.
 - Use only black ball point pen.



Mississippi Beneficial Use Program Restores Nursery for Shrimp

Mississippi has lost thousands of acres of tidal marsh that it couldn't afford to lose, and it didn't need to lose them. Normal dredging activity in the state produces enough clean material to restore hundreds of acres of marsh and other habitats every year. This means we have an opportunity to recover natural systems we need for clean water, recreation, storm protection and seafood production. This isn't just about nature; this is about our economy. Our wetlands-dependent commercial and recreational fisheries, as well as our ports and related industries can all benefit if we are able to change the way we do business in regards to dredged materials.

Right now, Mississippi is losing approximately 200 acres of marsh per year, and that translates to about 10,000 acres of coastal habitat since 1950. Our shoreline loss rate is exceeded only by Louisiana's, and we see some of our marshes retreating at more than 30 feet per year. Marsh loss directly impacts shrimp, menhaden and blue crab fisheries and eliminates nursery habitat for trout, redfish and flounder. It also leaves our habitats more vulnerable to storms.

In the meantime, in support of navigation and industry, Mississippi has to routinely dredge about 5-8 million cubic yards every year. This is enough to fill the Coast Coliseum about 75 times. This amount of material could restore 1,000 or more acres of marsh and just as "dirt" is worth \$60 million to \$100 million for restoration annually. However, most of it is still being thrown away in landfills or dumped offshore. Beneficial use of dredge material (BU), if done right, can cost less than either of these "trash can" options, and we wind up with badly needed new habitat as a bonus.

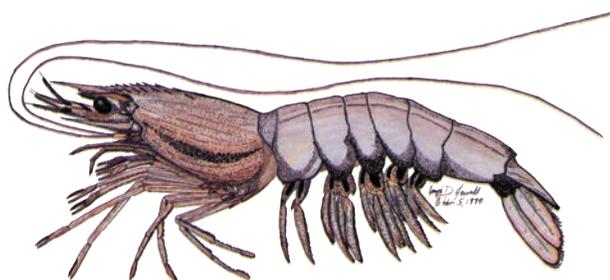
- So, why should we restore marsh? Our tidal marshes are rapidly turning to open water due to unintended impacts of development, shipping channel maintenance and other activities, as well from natural processes, such as erosion, storms and sea-level rise.
- Why should we use dredged materials? It is important that the material be used to restore the damaged marsh from which it originated. This is material that would have historically replenished our tidal marsh systems if it had been left alone in the first place. Most importantly, by recycling materials that have already been dredged, we don't dig new holes in the environment and create additional damage.
- Are the dredged materials safe? Yes, all materials that are used for marsh creation are rigorously tested for contaminants before being placed back into the environment. The most important aspect of these projects is creating healthy and viable habitats for wildlife and human use.
- How do we know this will work? Texas, Alabama, and Louisiana all have extensive and active programs that use dredged materials to restore marsh. Some of their projects are now more than 25 years old. NOAA states that constructed marshes can be 70% as productive as natural ones and that they are from 12 to 150 times as productive as bare shallow water bottoms.

Mississippi's BU Program (MSBU) is new but is making progress. Effective July 1, 2010, Section 49-27-61 of the Mississippi Code of 1972 was amended to support a beneficial use of dredge materials program. The revisions require projects that dredge more than 2,500 cubic yards participate in the BU program.

A shortage of BU sites is a current challenge, and more funding will be needed to get the program fully up to speed. Planning, surveying and permitting are needed to develop multiple sites for each coastal county that will be ready whenever dredged material becomes available.

However, in just 5 years, without any dedicated funding, Mississippi's BU Program, along with the Mississippi Beneficial Use Group (BUG), has developed several major public/private projects. These include two projects on Deer Island with the Port of Gulfport and an ongoing restoration at Round Island with V.T. Halter Marine and the Port of Pascagoula. Mississippi has the means to fully restore decade's worth of lost habitat in just a few short years.

The bottom line is that Mississippi can do this. We can restore critical parts of our environment and fisheries without a lot of expense by simply managing dredged materials better. Dedicating dredged materials to BU will be a win for the environment, as well as our marine dependent economy.





Greenwood Island Project

The Greenwood Island Beneficial Use Site, originally constructed by the Port of Pascagoula, has a rock dike that encloses about 28 acres of shallow water bottoms. Materials from a number of local dredging projects are being placed into the site. Right now, about 6 acres of the site (upper right) has been brought up high enough to begin growing marsh.



Round Island Project

A first phase of restoration is underway at Round Island with a 70-acre Beneficial Use project on the island's north shoal. Funded by V.T. Halter and the Port of Pascagoula, sand from the shoal has been scooped outward to form a sand dike. Materials dredged from Bayou Casotte will be pumped inside the sand dike until the bottom is brought high up enough to begin support marsh plants. When complete, the project will offer a natural beach shoreline with a marsh and small bayous on the inside. The dike will stay open on its north end so that sea life can move freely in and out with the tides.

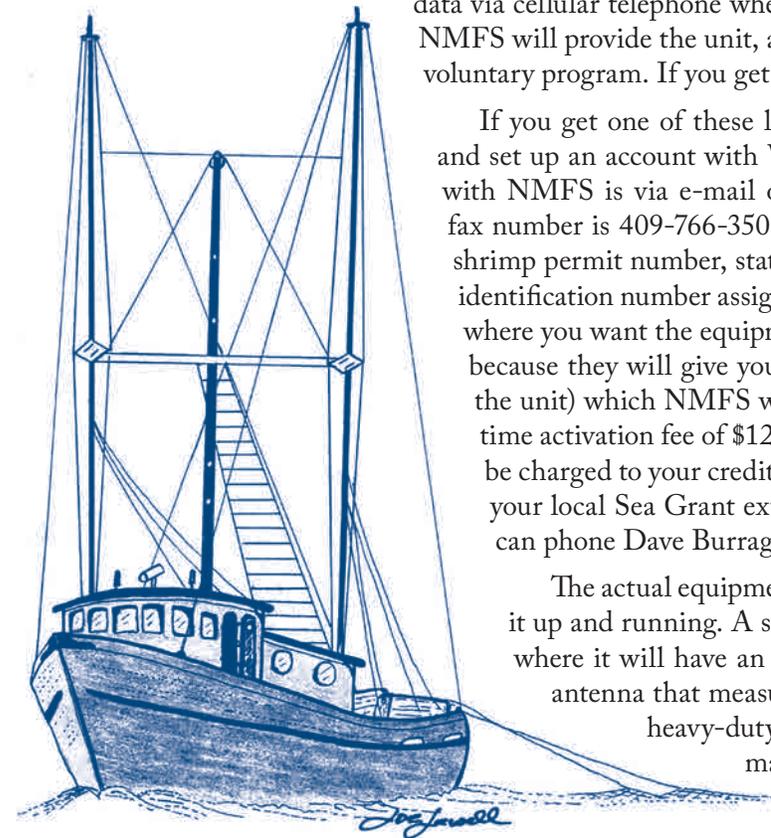


Deer Island Project

Deer Island is home to the first major Beneficial Use project in Mississippi. The Mobile Corps of Engineers built the first one on the northeast tip of Deer in 2003 (right, foreground) and the Port of Gulfport built the second project just behind it to the west in 2012. The main protection for these projects is a sand dike although rock armors the eastern face. Once complete, these projects will have about 100 acres of marsh, beach and dunes.

Next Generation Electronic Logbook Program for Gulf Shrimpers Being Phased In

If you have a federal Gulf of Mexico Shrimp Permit, chances are you have received or will receive a letter from the National Marine Fisheries Service (NMFS) informing you that your boat has been selected to be outfitted with a new Cellular Electronic Logbook (ELB). Vessels are selected at random and when fully implemented, about 40 percent of the fleet will be using the devices. You may already have one of the previous generation ELBs on your boat, in which case you will be using both systems for a while so that NMFS can compare data generated. The biggest difference in the old and new units is that the new ones do not need to have the chips swapped out from time to time in order to download the data. The new units will instead transfer the data via cellular telephone when they are in range of a tower. This is a cost-share program — NMFS will provide the unit, and you will be responsible for the cellular account. This is not a voluntary program. If you get selected, you must install the ELB or risk losing your permit.



If you get one of these letters, you have 30 days to register with NMFS in Galveston and set up an account with Verizon Wireless. At the present time, the only way to register with NMFS is via e-mail or fax. The e-mail address will be given in the letter and the fax number is 409-766-3508. The registration is simple. You provide your full name, your shrimp permit number, state registration or Coast Guard documentation number, the unit identification number assigned to your permit (this is provided in the letter), and an address where you want the equipment mailed. It is a good idea to set up the Verizon account first because they will give you a mobile data network number (basically a phone number for the unit) which NMFS will require before they send you the equipment. There is a one-time activation fee of \$12.99 for the Verizon service and a monthly fee of \$18.99 that will be charged to your credit card. If you don't have access to email or a fax machine, contact your local Sea Grant extension agent and they will be glad to help. In Mississippi, you can phone Dave Burrage or Peter Nguyen at 228-388-4710.

The actual equipment will be shipped in a kit containing everything you need to get it up and running. A small "hockey puck" antenna is placed horizontally in a location where it will have an unobstructed view of the sky. This is a dual-purpose GPS/cell antenna that measures 2 ½ inches in diameter by ½ inch thick. We suggest using heavy-duty Velcro on the cabin roof, but every boat is different and you may come up with a better method. About 33 feet of included cable can be run to wherever you want to put the unit. The unit itself comes in a small waterproof box which measures 4

by 8 inches. It runs on a wide range of DC power and a AC/DC transformer is also provided. Once you provide power to the unit, it is on. There are no switches you need to throw or buttons to push. Since it doesn't need to be serviced or tweaked, we suggest putting it somewhere out of the way and forgetting about it. The only reminder you will get that you have one is that \$18.99 per month charge on your credit account.

Please Report Asian Tiger Shrimp Sightings

The MDMR is asking fishermen and seafood processors to be on the lookout for exotic Asian tiger shrimp (*Penaeus monodon*). This species, native to South East Asia, Australia and the Philippines has been found recently in Mississippi waters and could pose a threat to native shrimp species.

Commercial shrimp fishermen reported landing 16 Asian tiger shrimp from Mississippi waters in 2012 and 15 in 2013. Tiger shrimp were captured in the Mississippi Sound near Pascagoula, Bellfountain Point, Round Island, east of Cat Island, south of Horn Island and near the Chandeleur Islands. The first recorded Mississippi Sound sightings occurred near Pascagoula in 2009. Tiger shrimp have also been found in the waters of Louisiana, Alabama, Florida, Texas and the Carolinas.

These exotic shrimp are presumed to have escaped from aquaculture facilities in the Caribbean and carried here by ocean currents. Although no tiger shrimp are currently being raised commercially in the United States, past aquaculture facilities have operated in Texas, Alabama, Florida and South Carolina. Potential environmental threats from exotic shrimp introductions include diseases and aggression affecting native shrimp, including competition for food and habitat.

Asian tiger shrimp can easily be identified by the distinctive black and white "tiger" striping pattern on the shell and their large size compared to native shrimp. These giant crustaceans can grow to more than 10 inches long and weigh more than half a pound. When cooked, the meat turns white and the stripes turn red.

****New for the 2014-2015 Shrimp Season, Asian Tiger Shrimp can be reported on your shrimp trip tickets using the Species Code 7382.****

WANTED

Tiger Shrimp (*Penaeus monodon*)



Photo above of Captain Benjamin Lopez, F/V Lady Monica, by Tony Reisinger.



Photos above courtesy Laurence Evans, © Ecotao Enterprises

Look for their distinct dark and light stripes.

Smaller juveniles are also wanted. They may occur in the bays and near the shore.

If you catch any tiger shrimp in your nets, please:

1. Write down the trawl information
 - Captain's Name and/or Vessel Name
 - Date and Time
 - Location (Latitude/Longitude)
 - Water Depth
2. Put each shrimp (with head on) in a separate Ziploc[®] bag with the trawl information and freeze it
3. Contact Mississippi Department of Marine Resources to arrange for pick-up:



Phone: 228-374-5000
Email: report.invasive@dmr.ms.gov



2014 Marine Mammal Authorization Certificate

The shrimp fishery has been reclassified from a Category III to a Category II fishery under the Marine Mammal Protection Act by NOAA's National Marine Fisheries Service. This means all commercial shrimp vessels must be registered and have an authorization certificate on-board. Commercial shrimpers with valid federal permits are automatically registered for the program. Commercial fishermen who believe they should be registered but have not been, or who want to verify they are registered in the NMFS Southeast Region should contact the [NMFS SERO MMAP Hotline](http://sero.nmfs.noaa.gov/protected_resources/marine_mammal_authorization_program/) at 727-209-5952. For convenience, a copy of the certificate follows this article.

More information can be found through this link:

http://sero.nmfs.noaa.gov/protected_resources/marine_mammal_authorization_program/

NOAA's NATIONAL MARINE FISHERIES SERVICE (NMFS) 2014 MARINE MAMMAL AUTHORIZATION CERTIFICATE

Authorization:

Pursuant to Section 118 of the Marine Mammal Protection Act (MMPA) (16 U.S.C. 1387), the implementing regulations at 50 CFR Part 229, and subject to the terms and conditions below, NMFS issues this Authorization Certificate, which, when presented in combination with a current and valid federal fishing permit, authorizes the taking of non-endangered marine mammals incidental to commercial fishing in Category I or II fisheries.

Terms and Conditions:

- **All incidental mortality or injury of marine mammals occurring in the course of commercial fishing operations must be reported to NMFS within 48 hours after the end of each fishing trip in which the incidental mortality or injury occurred.**
- This Authorization Certificate, or a photocopy, must be on board the vessel during commercial fishing operations.
- Authorization Certificate holders must comply with any applicable take reduction plans and emergency regulations.
- If requested to do so by NMFS or a designated contractor providing observer services to NMFS, an Authorization Certificate holder must take aboard an observer to accompany the vessel on fishing trips.
- When necessary to deter a marine mammal from damaging fishing gear, catch, other private property, or from endangering personal safety, the vessel owner, operator, or crew members may use measures which do not result in serious injury or mortality of the animal, as required by the deterrence provisions of the MMPA.
- A marine mammal may not be intentionally killed in the course of commercial fishing operations except where imminently necessary in self-defense or to protect the life of a person in immediate danger. Such lethal taking must be reported to NMFS within 48 hours. Any marine mammal incidentally taken must be immediately returned to the sea unless NMFS directs otherwise.
- This Authorization Certificate, or copy, must be made available upon request to any state or federal enforcement agent authorized to enforce the MMPA, any designated agent of NMFS, or any contractor providing observer services to NMFS.
- This certificate is not transferable. In the event of a change in vessel ownership, the Authorization Certificate is void and a new Authorization Certificate must be obtained by the new owner.
- If the registered vessel is sold or destroyed or is replaced by a new designated vessel, an authorization must be obtained for the new vessel.
- Any person who violates these Terms and Conditions, regulations under 50 CFR Part 229, or any provisions of Section 118 of the MMPA shall be subject to the penalties set forth in the MMPA.
- If there are changes in your mailing address or vessel ownership, notify the NMFS Southeast Region Protected Resources Division at 263 13th Avenue South, St. Petersburg, FL, 33701, (727) 209-5952, within 30 days.
- This certificate is valid from January 1, 2014 through December 31, 2014.



MARINE SAFETY ALERT

Inspections and Compliance Directorate

April 08, 2013
Washington, DC

03-13

Surge Protective Devices Onboard Vessels

We've all seen them and used them. Surge protective devices (SPDs), more commonly known as surge protectors or power strips help protect our expensive electronic devices from being damaged from excessive currents and allow us to deliver power to multiple devices simultaneously. This safety alert addresses the use of certain electrical protection devices onboard vessels and the inherent risks they may cause. Most commercially available SPDs are designed for use ashore and will interrupt *only* the hot conductor when a surge occurs. What does that mean for the ship owner/operator? It means that while these devices may provide protection in our homes and offices, these same devices may be a fire risk onboard vessels.

A marine casualty investigation of two separate stateroom fires onboard a U.S. Flag Container ship revealed that the sources of the fires were attributed to the use of SPDs plugged into a lighting circuit. It was discovered that a ground had developed on another circuit that was connected to the same distribution panel providing power to the staterooms. This ground created an imbalance of voltage between the two power conductors supplying the SPDs which caused excessive currents, overheating, and subsequently, a fire. In this instance, even if the SPDs automatically tripped as designed, only one power conductor would have been secured while the other would continue to provide power, possibly shorting to the device's ground wire and the structure of the vessel.



For shipboard applications, it is critical for a device to interrupt both power conductors. Underwriters Lab Standard - UL Marine 1449 – addresses this issue and applies to the use of SPDs.

The Coast Guard **recommends** that vessel Owners, Operators, Class Society Surveyors, Insurers, and other inspection personnel examine the risks associated with the use of SPDs aboard their vessels, and if necessary ensure their organizations have policies and procedures relating to their use. Vessels should have defined procedures for checking the condition and grounding capabilities of personal/portable electrical equipment, and trained shipboard personnel should be assigned to check and approve all SPDs in use or brought on board for compatibility with the vessel's electrical distribution system prior to use. Routine checks of switchboard and distribution system 120 VAC ground detection systems are necessary to detect the presence of grounds that may cause similar circumstances with non-marine type SPDs. These recommendations are not mandated rather just an advisory based on lessons learned from the casualty.

This document is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the Office of Investigations and Casualty Analysis, United States Coast Guard Headquarters, Washington, DC. Questions can be addressed to HQS-PF-fldr-G-PCA@uscg.mil.

NOAA to End Printing Paper Nautical Charts

NOAA's Office of Coast Survey, which creates and maintains the nation's suite of over a thousand nautical charts of U.S. coastal waters, has announced major changes ahead for mariners and others who use nautical charts. Starting April 13, 2014, the federal government stopped printing traditional lithographic (paper) nautical charts. Since 1862, those lithographic nautical charts — available in marine shops and other stores — have been printed by the U.S. government and sold to the public by commercial vendors. The decision to stop production is based on several factors: the declining demand for lithographic charts, the increasing use of digital and electronic charts, and federal budget realities.

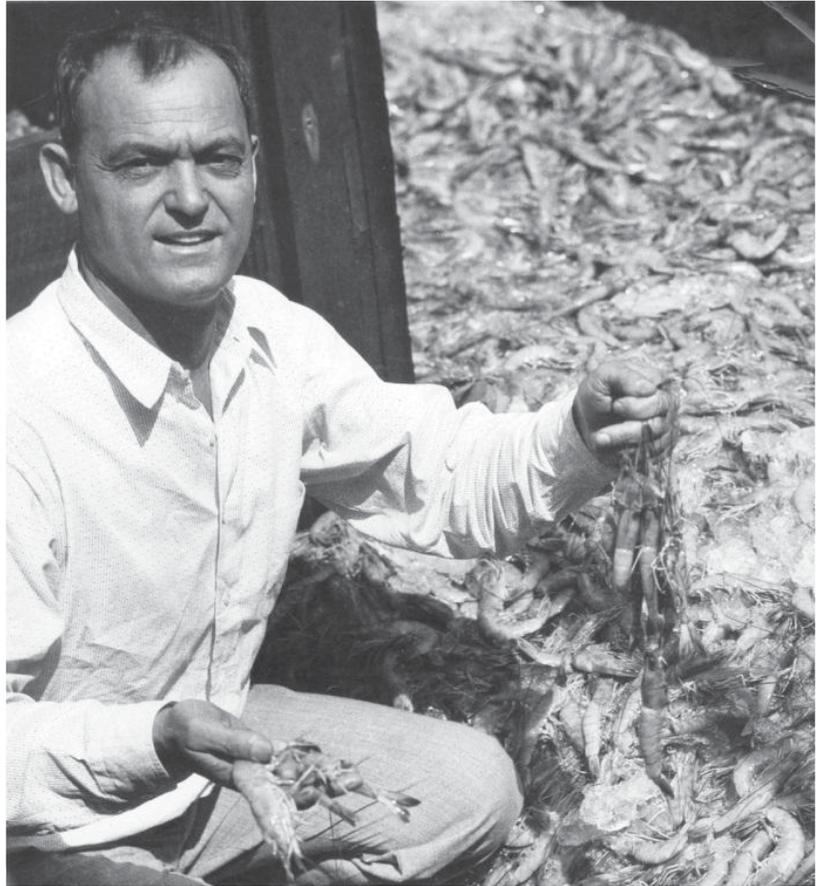
For more information please see:

<http://oceanservice.noaa.gov/news/weeklynews/oct13/nautical-charts.html>

Opening Day of 2013 Commercial Shrimp Season



Back in the Day...



Photos courtesy of Biloxi Public Library Local History & Genealogy Department



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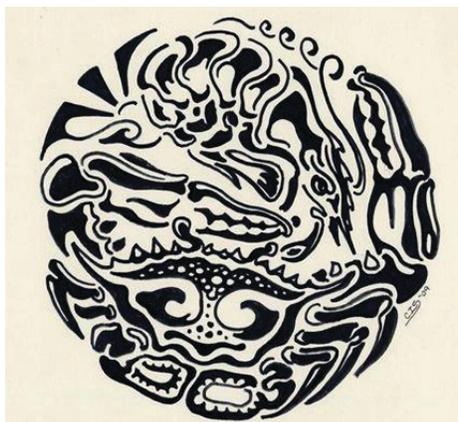
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