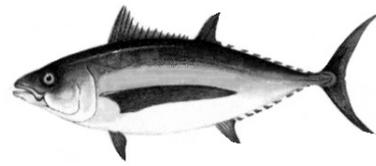


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Members:

October 10, 2015

The 2015 summer west coast albacore season has ground to a halt. It has been a rather anti-climactic one as far as prices and fishing. Sea surface temperatures, water conditions, and a hesitant market place had much to do with the season and catch. Through this winter WFOA will be getting the word out about the product available. There is also the continued movements toward more management and regulation on the albacore fishery which we remain on top of.

ANNOUNCEMENTS:

✓ **USCG Safety Exam Notice:** Mandatory dockside safety examinations are required for certain fishing vessels starting October 15, 2015. See information in this newsletter.

✓ **2016 Dues:** Invoices were sent out a week ago and we really appreciate members early payments. Also feel free to contribute to the public outreach and management support fund and be entered in the 2016 raffle at the annual meeting. Prizes on that raffle are around \$500 in value selected at the annual meeting and you do not have to be present to win.

✓ **Regular E-Mail List - NEW:** Our main email list is becoming corrupted as we keep adding and changing emails over the past 8 years. We will be creating a fresh list for 2016 season messages, both for the land based and vessel based emails. Please fill out your cards with your dues to be included on the list as we are starting from scratch and will include paid up WFOA members. WFOA will use the old lists until next June.

✓ **2016 Annual Meeting Site:** WFOA and AFRF will make a decision soon between Astoria, OR and Newport, OR with dates of March 20-23, 2016 for the annual meeting.

✓ **Fish Expo Meeting:** WFOA has scheduled an informal meeting at Expo once again on November 18th from 1 PM-3 PM.

ALBACORE CATCH: The U.S. west coast albacore troll and hook and line season was a very un-spectacular event. Catches off Oregon did begin about two weeks earlier than normal with a developing "blob" of hot water moving northward along the NW coast into Canada. This blob combined with a developing strong "El Nino" event most likely created conditions of less feed such as squid and anchovies for albacore to eat. Conditions also spread water temperatures out over a larger area not allowing feed conditions to compress which would create better catches. Given all that however, fishing was good for some and fairly steady for others especially the luckier vessels.

Landings in U.S. ports at the end of September were 9,579 st, of which 6,220/st were landed in WA, 3,357/st in OR, and 2/st in CA. This amount is problematic as the PacFin data a week later shows about a 500 ton coastal reduction for some reason. Final landing numbers will be available later in the year. Also, this number does not reflect what has been sold in off-vessel sales or fish still on vessels. We expect the total to be close to 10,000 tons or more which is a low average amount over the past 10 seasons. Thus the 2015 landings will be off about 3,000 to 4,000 st from 2014. We have yet to see Canadian landings by both Canadian and U.S. vessels. Fishing effort overall was down in 2015 also because of spotty fishing, weather, and low prices.

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MARKET & PRICES: Prices have not moved much this season. However, as it usually is at the end, blast/bled albacore now in most places is \$ 3,000/st and more. It appears some buyers may feel their supply may run short this winter unlike the last two, but there is still hesitation out there mainly overseas. Brine and brine bled is \$2,200/\$2,300/st but there may be some buyers paying more for good quality. Iced remained from \$1.00 to \$1.10 at most places. Oregon Seafoods in Coos Bay was paying as high as \$2,500/st for limited tonnage for both blast and brine bled albacore in the past month.

While disappointing for the boats and fishermen, all this is good for the local consumer as prices should be low at retail outlets this winter and there will be some promotions of local wild albacore – frozen done through the winter with WFOA and Oregon Albacore Commission with local retailers.

Low blast/bled prices are difficult for those vessels that invested a lot of money to upgrade to blast freezer systems in the past few seasons when blast prices were good. We can only assume this supply problem is at the bottom and will begin correcting itself soon. A stable market boats can rely on would be better than the roller coaster it has been on.

Almost all other competing world fisheries that sell high end albacore use blast methods so in the long-run boats should be better off installing these systems. Over the past 10 years the blast prices have been mostly volatile and in 2006 were actually less than brine for a time as low as \$1,400/st. In 2012 the prices to vessels especially in Canada peaked at more than \$5,000st. Over two seasons of high deliveries and increasing inventory, markets did not absorb the quantity rapidly.

MANAGEMENT & REGULATION:

Pacific Fisheries Management Council (PFMC):

The Pacific Fishery Management Council and its advisory bodies met September 9-16, 2015 in Sacramento, California, to address issues related to management of groundfish, highly migratory species, ecosystem management, salmon, Pacific halibut, and habitat matters.

The next session will be in November 12-19, 2016 in Garden Grove, CA: Please visit the "Current Council Meeting" webpage for complete meeting and agenda details. www.pcouncil.org. Questions? Please contact Council staff at 503-820-2280 or toll free 1-866-806-7204.

Management Strategy Evaluation (MSE): Framework for Management Strategy Evaluation for North Pacific Albacore Tuna - *From ISC Albacore Working Group*

Framework Goal: To develop a process for evaluating the performance of alternative management procedures for north Pacific Albacore Tuna (NPALB) against a range of scenarios that encompass observation (data) and process uncertainty in stock assessments and management, alternative hypotheses about stock dynamics and structural assumptions.

The key components of the framework are: (1) operating models that reflect a range of hypotheses concerning future states of nature, stock dynamics, and biology, (2) alternative management procedures (MP) comprised of data, stock assessment, and harvest control rules (HCR) including the rules in the proposed IATTC resolution and alternatives proposed by the Albacore Working Group (ALBWG), and (3) operational objectives and performance criteria to measure them, including fishery target reference points (TRP) and biological limit reference points (LRP), used to explore the expected performance of alternative management procedures...

For Full Story See AFRF Section.

Other WFOA / AFRF Reports Included Within: See a report on September Council actions in the AFRF Newsletter. There is also a report on the Management Strategy Evaluation (MSE) process now underway internationally, as well as one on the recent WCPFC - Northern Committee meeting in Japan.

U.S. /Canada Treaty: The second year of the three-year regime is now over, although U.S. vessels can fish albacore in the Canadian EEZ until October 31 and have port privileges with the access permit until December 31. Canadian fishing in the U.S. EEZ ended on September 15, 2015. We were told that out of the 45 Canadian vessels eligible to fish in the us EEZ, 44 did so this season. A fair number of U.S. boats also fished in Canadian waters as fish were pushed northward right at the end of June and fair fishing was scattered through Canadian waters all season.

Application to Enter Canadian Waters and Ports: The Canadian government sent a letter at industries request clarifying their positions and procedures on the port access permits for entering Canada to conduct business, pick up crew, or do vessel re-supply and maintenance. There was some confusion early on if the permit would be required for fishing in the Canadian EEZ. It is not. I

have included a copy of this letter in the newsletter for your information through 2016.

USCG Flyovers: An HC-130 Hercules aircrew from Coast Guard Air Station Sacramento and members of the Coast Guard 13th District enforcement division conducted a fisheries surveillance flight over 6,000 square miles of ocean, Wednesday, Sept 30th. During the flight, which covered territory between the Canadian border and central Oregon, the team identified and collected information on 32 fishing vessels.

Information collected from the vessel observations will be evaluated to ensure compliance with domestic federal fishing regulations.

The surveillance also focused on maintaining the integrity of the U.S. Exclusive Economic Zone by ensuring no Canadian fishing vessels continued to fish in the U.S. EEZ following the Sept. 15 deadline under the U.S./Canada Tuna Treaty.

At the request of federal and state partners including NOAA and local law enforcement agencies, the HC-130 crew also observed specific areas and vessels under investigation for potential criminal activity. The Coast Guard will share findings from the flight to further those investigations.

The extended range of the C-130 allowed us to search beyond the effective patrol area of our local Coast Guard assets said Brian Corrigan of the Coast Guard 13th District. In addition to carrying out the Coast Guard's own living marine resources enforcement mission, we were able to provide valuable information to partner agencies about commercial fishing activity in the area.

For more information about this flight and the Coast Guard's Living Marine Resources mission, please contact Lt. Cmdr. Gregg Casad at 206-220-7305 or Brian Corrigan at 206-220-7309.

USCG Safety Exam Notice: Mandatory dockside safety examinations are required for certain fishing vessels starting October 15, 2015. Here are the basic things you need to know:

1. If you fish outside 3 nautical miles (NM) from shore, or, if you carry more than 16 individuals on board regardless of where you operate, or, if you are engaged in the Aleutian Trade, you will have to successfully complete a dockside safety examination and be issued

a safety decal for your commercial fishing vessel no later than October 15, 2015.

2. If you fall into these categories and have previously had your vessel examined after January 1, 2013, you are not required to have your vessel re-examined until five years from the date of the examination when the decal was issued. However, it is recommended, and you are highly encouraged to have your vessel re-examined prior to the expiration date on your decal and be issued a new decal to show compliance with current requirements.

3. To arrange for an examination, or to obtain more information on methods to ensure compliance, please contact your local Coast Guard Sector, Marine Safety Unit, or Field Office and ask for the local fishing vessel safety examiner. You may also request an examination through a link on our www.fishsafe.info website. The examiner will make every effort to accommodate your operations and schedule an examination, but I highly encourage you to reach out to your local unit early and not wait until the deadline.

See Enclosed Informational Letter and For All Info See: <http://www.fishsafe.info/>

For inspections along central Washington Coast and the Puget Sound, contact Robert Cuddeback at 206-217-6187. For inspections along the Oregon coast from Brookings to Westport, Washington, contact Curt Farrell at 503-240-9373.

Fishing Vessel Drill Conductor Training: For Complete list See: www.amsea.org

Crescent City
October 8 - 9, 2015
Fishermens Wives Hall
150 Marine Way
Crescent City, CA

Fort Bragg
October 12-13, 2015
Salmon Troller marketing Association
19292 South Harbor Dr
Fort Bragg, CA

Bodega Bay
October 15-16, 2015
Bodega Bay Grange
1370 Bodega Ave
Bodega Bay, CA

Monterey
October 19-20, 2015
99 Pacific St., Suite 100-A
Monterey, CA

These workshops meets U.S. Coast Guard training requirements for commercial fishing vessels. \$75 for commercial fishermen after scholarships from NIOSH and \$195 for all others. Space is limited! Register online at www.amsea.org or call (907) 747-3287

Article: "Fishing industry pushes for safety exams every 2 years": ??? By Hal Bernton - Seattle Times staff reporter

The Coast Guard will require commercial fishing vessels to undergo dockside safety examinations only once every five years, a move that North Pacific industry officials are protesting as far too infrequent.

The industry officials want the exams, which become mandatory Oct. 15, to be required every two years so that the Coast Guard has a better chance of spotting torn survival suits, malfunctioning alarms and other safety problems. . .

For Full Story See: <http://tinyurl.com/nflql5q>

VMS Final Rule - vessels > 24m: NMFS published a final rule today to implement Resolution C-14-02Â adopted by the Inter-American Tropical Tuna Commission. The final rule establishes Vessel Monitoring System (VMS) requirements for U.S. commercial fishing vessels that are 24 meters (79.74 feet) or more in overall length, engaging in fishing activities for tuna or tuna-like species in the eastern Pacific Ocean, and for which either of the following permits is required: Pacific highly migratory species permit, or high seas fishing permit.

The VMS requirements will be effective January 1, 2016.

The final rule and supporting documents can be found at: <http://tinyurl.com/q8mc7ty>

The compliance guide for the VMS requirements can be found at: <http://tinyurl.com/npb8nhu>

The compliance guide includes time-sensitive information on reimbursement funds for VMS units. To qualify for reimbursement, the VMS unit must be purchased and installed before December 1, 2015, and reimbursement must be requested by December 15,

2015. If you have any questions regarding this rule please contact: rachael.wadsworth@noaa.gov

Convincing consumers to cook seafood seen as challenge: October 6, 2015, by Jason Smith

NAPA, California-- Omar Fields, director of purchasing for the Seattle-based seafood restaurant chain Ivar's, has a coworker who once said she wouldn't consider barbecuing halibut.

She likes to barbecue salmon, he said, but is afraid that she'd burn halibut on accident and says it's too expensive to run the risk. The perception that seafood is difficult to cook is both a common view and a source of concern for the seafood industry, panelists agreed at the Napa Seafood Summit, held of Sept. 24.

For Full story See: <http://tinyurl.com/o6y4j8b>

OTHER:

Zeke Grader - Tuesday, September 8, 2015 - Zeke Grader, a lifelong conservationist who loved wild fish, wild rivers and the good fight necessary to protect them, has died. He was 68. Mr. Grader, 68, died Monday night of pancreatic cancer at a San Francisco hospice.

From 1976 until this summer, Mr. Grader held the executive director position for the federation, the largest trade group of commercial fishermen on the West Coast. He represented commercial fishermen in their efforts to keep streams and rivers flowing, the San Francisco Bay healthy, and wild salmon and other native fish plentiful and viable.

He is survived by his wife, Sausalito attorney Lois Prentice. At his request, there will be no funeral. Plans for a private memorial service are pending.

Full Story See: <http://tinyurl.com/nlzqzmh>

Calvin Armstrong - passed away last month in a rest home in Santa Rosa, CA. He had the F/V Verna A II out of Fort Bragg, CA, Calvin's Dad had the F/V Edgar A built in 1937. Calvin fished on the boat with his dad when he got out of the navy. He was a longtime member of WFOA and always liked to call and chat about a lot of things.

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