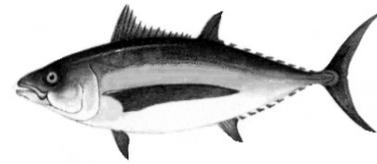


WESTERN FISHBOAT OWNERS ASSOCIATION ©



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Members:

January 5, 2021

Happy 2021! It's been an interesting year. As 2020 fades we can all hope for a more normal 2021 especially in regards to fishing and markets for west coast albacore tuna. Much is changing in the fleet as many fishermen are retiring or leaving the business. There are fewer albacore buyers now than a decade ago. This newsletter and the enclosed AFRF newsletter will focus mainly on changes for the future and expect followup information on this coming year soon. We wish everyone a safe and productive 2021.

American Fishermen's Research Foundation:

There are coming changes in the makeup of American Fishermen's Research Foundation (AFRF) which are included in the separate newsletter. The changes will mean funding of WFOA will have to also change in the coming years. In the long run it could be better for WFOA members. AFRF will still focus on cooperative research and education as it has for 50 years.

Membership Dues 2021: WFOA thanks all that have paid dues for the 2021 year early. A reminder invoice was sent out January 2, 2021. We appreciate those that pay every year and keep this voluntary association in business. We cannot do it only by dues as the shrinking of the fleet continues. WFOA will not receive management fees from AFRF in 2021 so we may be asking WFOA members to support the organization with limited tonnage contributions. Any such arrangement would require permission of the vessel owners for supporting buyers to withhold on delivery. WFOA will send out more information of this option in the coming months but it is something to consider as a member.

We know there are many trying to collect fees on most things we do but WFOA needs to be ready to battle along with other organizations and associations numerous harmful initiatives that have been somewhat delayed by the pandemic. These, such as the Ocean-Based Climate Solutions Act, and HB 8632, the 30-30 Bill, are at state, federal and international levels soon to be taken up by more

aggressive anti-fishing interests.

Managers Position

WFOA: As I have stated in previous newsletters in 2020, my time as WFOA's manager is near an end. Lately, I have done some reconsideration especially with the AFRF restructuring ongoing there are too many ongoing internal issues as well as new management issues soon to reappear after Covid, that it may be best to remain on as manager in a reduced but still active and more focused roll. My annual WFOA contract expires on March 31, 2020 and I have offered the WFOA board to work on the normal organizational issues for the coming year while AFRF undergoes changes. In addition I will manage WFOA for half on my existing salary throughout the balance of 2021 which may give time to find suitable replacing after we can determine how our funding changes are affecting the association.

WFOA Funding 2021:

With AFRF no longer paying a management fee to WFOA, which has existed to manage its affairs WFOA will need to consider other methods to collect revenue to keep us in the game.

DIRECTORS

BRITISH COLUMBIA
DON BELLHAM

PUGET SOUND
KARL JOHNSON
(Vice - President)
JOE MALLEY
JEREMY BROWN
BRUCE SAMUELSON

ASTORIA / WESTPORT

LOUIE HILL
(President)
ED BITTNER
DOUG FRICKE
LIBIE CAIN
RON HARPER

COOS BAY /
NEWPORT
HENRY deRONDEN
SHAWN RYAN

EUREKA / FT. BRAGG
AARON NEWMAN

SF / OAKLAND
VACANT

MOSS LANDING
TOM HART

MORRO BAY
WAYNE MOODY

SOCAL/HAWAII
JOHN LAGRANGE
ROB McADAM

NEW ZEALAND
VACANT

TERESA REEVES
(Secretary / Treasurer)

Dues - WFOA has relied on dues since 1967 as a large portion of its revenue. Generally it has been about half but varies year to year and has been shrinking over the past 15 years as boats move out of the fishery and/or move to other groups. However, there are still more than 400 albacore boats that do not belong to any organization. Some should be members. WFOA does not plan to raise dues as in the past we lose members every time that has happened resulting in no net gain. We can only encourage more vessels and supporting businesses to join and contribute more if they want to help out.

Tonnage Assessment - This is a sticky subject as to collect a tonnage assessment from member boats the owners need to give written permission and WFOA would then ask buyers to deduct it and pay it to WFOA at the time of delivery. It is never perfect but can be a good way to match the dues revenue. Thus, WFOA may send out a member poll soon asking thought on this. The amount would not have to be very high but \$20/st or .01cent per pound may be a reasonable number but we are certainly open to suggestions.

Without replacing the AFRF fee as a revenue source, and with WFOA taking on more of the management issues that were covered by AFRF we can do little in protecting the main objective of your ability to access the resource and keep aware of new initiatives that could take that ability away.

Annual Meeting: It appears that again in 2021 due to Covid-19 there will not be an in-person annual meeting for WFOA and AFRF, which does save needed funds. We may try to arrange a WFOA general member call in time and date on Go To Meeting in March open to any member so please watch for any announcements. The board meetings go quite well on the internet platforms as more get use to using the format. I will also try to set up some district meetings in March.

We will also be soliciting candidates to be directors for the next two years. WFOA has a vacant seat in the SF/Bodega area and Peter Ballantyne has resigned his seat from New Zealand but remains a member. Don Bellham has been ill so the status of a Canadian director is unknown yet.

E-Mail Lists: If you are not on or not getting messages on the vessel list or the land list and want to be on let us know via email, wfoa@charter.net. Also, if you have changed emails let us know and include

the old and new email in the message or indicate on the yellow card included with your dues

Annual Raffle: WFOA is still collecting the \$20 raffle tickets that we did not have a draw for this past spring. These have 2019-2020 printed on them and are still valid. If you need to buy a ticket let WFOA know or add to your dues' payment. WFOA will have a drawing in late March or early April. We do have prizes such as \$300 gift certificates from Englund Marine etc..and depending on ticket purchases we will probably have a top prize in the \$500 range.

Fishing and Market: The North Pacific albacore fishery wrapped up back in October but with corrections since in data it shows that 7,734 st were landed in WA, OR, and CA. There are no data yet from Canadian vessels on their landings but U.S. boats landed upwards of 600 st in Canada in 2020.

South Pacific: Boats have left for the SP fishery. Some vessels have already arrived. We anticipate about 20 vessels in the region this season. Markets seem fairly stable for brine similar to most of the past summer season. There are some sparks of life in the blast market and we hope that as COVID-19 fades this market will claw its way back into relevance. As of December 26th slow fishing and bad weather has been reported from boats that have arrived on the SP grounds although some spots have developed with better fishing in the past few days. Water is reported colder than normal.

MANAGEMENT & REGULATION: Much on management such as the Management Strategy Evaluation (MSE) have been delayed for a year with Covid as well as other management of albacore that may be on different agendas. The international bodies have primarily stayed focused on other HMS species. We expect that to change later in 2021.

U.S./Canada Treaty Information: The following is a message from DFO Canada on fishing in the Canadian zone 2021 In advance of the 2021 albacore season.

Dear NOAA/NMFS counterparts, I'm happy to let you know that DFO Pacific Region now has

a stand-alone public licensing web page that explains EEZ Foreign Fishing Vessel Licences in Canada and their requirements in detail. This new information source, coupled with the new EEZ Fishery Notice from earlier this year, (link included in the webpage) should provide American fishing vessel owners and harvesters with clearer information on the various requirements when fishing or accessing ports in Canadian waters. Please feel free to distribute this link to any fishers and vessel owners who enter Canada, primarily your albacore tuna harvesters.

Link: <https://tinyurl.com/yc78682d>

Jason Gibson
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Foreign Vessels and Tuna
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Tel: 250-754-0206

HB 8632, the 30-30 Bill: This legislation has some provisions that are targeting commercial fishermen through a section on Marine Protected Areas. The “30 30” nickname comes from the legislation’s goal to have 30% of the United States waters set aside as conservation areas by 2030. If passed, it could stop commercial fishing in these areas but could allow sport fishing. The top down approach will have cabinet level appointees approving the sites in which commercial fishing would be banned. Other aspects of the bill relate to Blue Carbon (ocean sequestration of carbon), Offshore Energy, Climate-Ready Fisheries / Efficient Fishery Vessels and Buy American Seafood, Coastal Barrier Resource Act Amendments, Strengthening Marine Mammal Conservation, Ocean Health, Wetlands and a few other topics.

Link: <https://tinyurl.com/yd87nm3o>

The bill has had one hearing, with four witnesses.

HF-Voice Distress Frequency Changes: Below is a link regarding proposed changes for HF-Voice Distress Frequency monitoring by the Coast Guard. Comments are due by January 19, 2021.

Link: <https://tinyurl.com/ybh49yb3>

Paper Charts on the Outs: ENC-First Production Strategy: While still suitable for navigation, traditional NOAA paper and raster nautical charts are now falling out of sync with their corresponding electronic navigational chart (NOAA ENC®) products. For the past several years, NOAA has followed an

“ENC-First” production strategy that recognizes the preeminence of the ENC product. In fact, in November 2019, NOAA announced that it will cancel and end production of all traditional paper nautical charts by January 2025.

The online NOAA Custom Chart (NCC) application at: <https://tinyurl.com/yb2kesxp> was developed to enable users to create their own customized charts directly from the latest NOAA ENC data. While these custom charts will not fulfill carriage requirements for vessels legally required to carry charts, they will contain all of the latest up-to-date information.

Despite efforts to encourage adoption of social standards, WCPFC declines to take action By - Bernadette Carreon - Seafood Source - December 2020

The Western and Central Pacific Fisheries Commission (WCPFC) annual meeting ended on Tuesday, 15 December, and while the members were lauded for agreeing to a rollover of its vital tropical tuna measure, the commission failed to address the human rights and labor issues regarding observer and crew safety the tuna-fishing sector.

Before its meeting, the WCPFC was lobbied by U.K. NGO Human Rights at Sea to adopt a CMM to address observer-related issues that include a lack of transparency in reporting of fisheries observer-related safety incidents, lack of availability of comprehensive employment contracts, and the need for the fisheries observers to access professional insurance provisions, among other recommendations. The WCPFC was also presented with an informational paper recommending the commission consider a proposed conservation and management measure (CMM) on labor standards for crew on fishing vessels. Papua New Guinea and other Pacific Island states supported the resolution, but it was not formally considered by the WCPFC before it adjourned. . .

NOTE: *This could turn into a potential issue for US vessels at some point and certification bodies are already requiring compliance with some aspects*

For Story See: <https://tinyurl.com/ybcuee9u>

OTHER:

String of Marine Heatwaves Continues to Dominate Northeast Pacific: During the summer of 2020, an area of unusually warm ocean water—a marine heatwave—grew off the West Coast of the United States. It became the second most expansive Northeast Pacific heatwave since monitoring began in 1982. The heatwave eventually encompassed about 9.1 million square kilometers, almost six times the size of Alaska, towards the end of September.

In 2019 a similar heatwave developed slightly earlier in the year. While it was not as extensive as this year's heatwave, its surface expression was warmer. It lasted 239 days, finally dying out way offshore in January 2020.

The 2020 heatwave was about the same horizontal extent as 2014's massive marine heatwave known as The Blob. What's different is the 2020 heatwave extended further south and towards the coast, compared to 2019. It encompassed much of southern California, the Southern California Bight, and into Mexican waters off Baja. Additionally, the 2020 heatwave lingered nearly a month longer into the fall in coastal waters and remained very strong in the far offshore region. However, neither the 2019 nor the 2020 heatwaves reached nearly as deep as The Blob, which warmed the water at least 100 meters deep in places. The last two heatwaves penetrated only 40 to 50 meters.

The largest three Northeast Pacific marine heatwaves on record from 1982 to today, on the day they reached their maximum size. Color represents the sea surface temperature anomaly (departure from normal for that location and time of year). Dark outline differentiates waters classified as a heatwave (e.g., values in the warmest 10 percent of all data, corrected by the variability at that location).

The New Normal? "It's notable that in five of the last seven years, the California Current system has been dominated by these large marine heatwaves, which are also the largest heatwaves on record for this area," said Andrew Leising, a research scientist at NOAA Fisheries' Southwest Fisheries Science Center in La Jolla, California. He developed a system for tracking and measuring heatwaves in the Pacific Ocean using satellite data. The California Current Marine Heat wave Tracker automatically analyzes variation from the average sea surface temperature from 1982 to the present. Experts are also tracking

and analyzing marine heat waves across the globe. . See: www.tinyurl.com/ydetyv4s

A Monster Wind Turbine Is Upending an Industry - G.E.'s giant machine, which can light up a small town, is stoking a renewable-energy arms race. NY Times, January 1, 2021

The G.E. machines will have a generating capacity that would have been almost unimaginable a decade ago. A single one will be able to turn out 13 megawatts of power, enough to light up a town of roughly 12,000 homes.

The turbine is capable of producing as much thrust as the four engines of a Boeing 747 jet, according to G.E. will be deployed at sea, where developers have learned that they can plant larger and more numerous turbines than on land to capture breezes that are stronger and more reliable....

Among the early customers is Orsted, a Danish company that is the world's largest developer of offshore wind farms. It has a preliminary agreement to buy about 90 of the Haliade-X machines for a project called Ocean Wind off Atlantic City, N.J. (several paragraphs omitted)

See: <https://tinyurl.com/y9ybz5xo>

Behind the Scenes of the Most Consumed Seafood - September 30, 2020

Learn about the robust and transparent environmental standards that make U.S. seafood sustainable.

Shrimp, tuna, clams—the most popular seafood items in the United States are familiar names to both seafood lovers and the occasional consumer.

We've got good news: U.S. seafood is sustainable seafood! Thanks to our robust quotas, retention limits, and other management measures, you can be confident that U.S. seafood products were harvested sustainably. See: <https://tinyurl.com/y8ul8eng>

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