



PUHA NEWSLETTER

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The landings are up over 30% compared to last season and the trend is positive this year. This is a good sign, however, there are still concerns that the market could be a little shaky and everyone is holding their breath that the trend will continue. Japan is still not buying as strongly as forecast and they are very tight on the pricing.

PUHA is continuing its marketing efforts in China. In January a delegation will travel to Qhangzhou for an event featuring sea urchin, sea cucumber and sable fish. This event is not funded by the Agri-Food Canada marketing program, as it was set up after the Hong Kong trade show PUHA attended in September. The participating companies are covering their individual costs as well as the costs for Geoff Krause our marketing consultant. Sea urchin is recognized in China and given the growing demand PUHA feels it is important to continue focusing on this market and raising the awareness of our sea urchin products. Prior to traveling to Qhangzhou PUHA representatives will attend an exhibition in Hong Kong where our red sea urchin is being displayed and sold. Our representatives will also meet to follow up with contacts from the previous trade shows we attended this year.

In November DFO and PUHA representatives met to discuss research priorities. Dan Leus has provided a summary of the recent research projects and an overview of the projects for next year. Next year is the last year for funding under the current post Laroque funding and it remains uncertain what the Government is planning for funding after 2012. One hotly discussed topic over the years has been the water loss issue. The DFO wants this issue put to bed once and for all and Dan has provided a background and overview of the DFO position in this newsletter Long and short of it is there will be no water loss adjustment on the short hauls unless there is a water loss adjustment across the whole validating system. The exception is the case of product held and landed in water for the live market. Dan has proposed a special meeting with the processors and other concerned members to explain the DFO position on the water loss.

Transport Canada has now allowed for a “grandfathering” of experienced operators for the tickets necessary to run their fishing vessels. Please see the form and the explanation of requirements to qualify for this program. Soon everyone will be required to hold a valid ticket from Transport Canada to operate their vessel. PUHA strongly urges all operators to take this opportunity to qualify under this program.

Wishing everyone Prosperous New Year and a Merry Christmas!

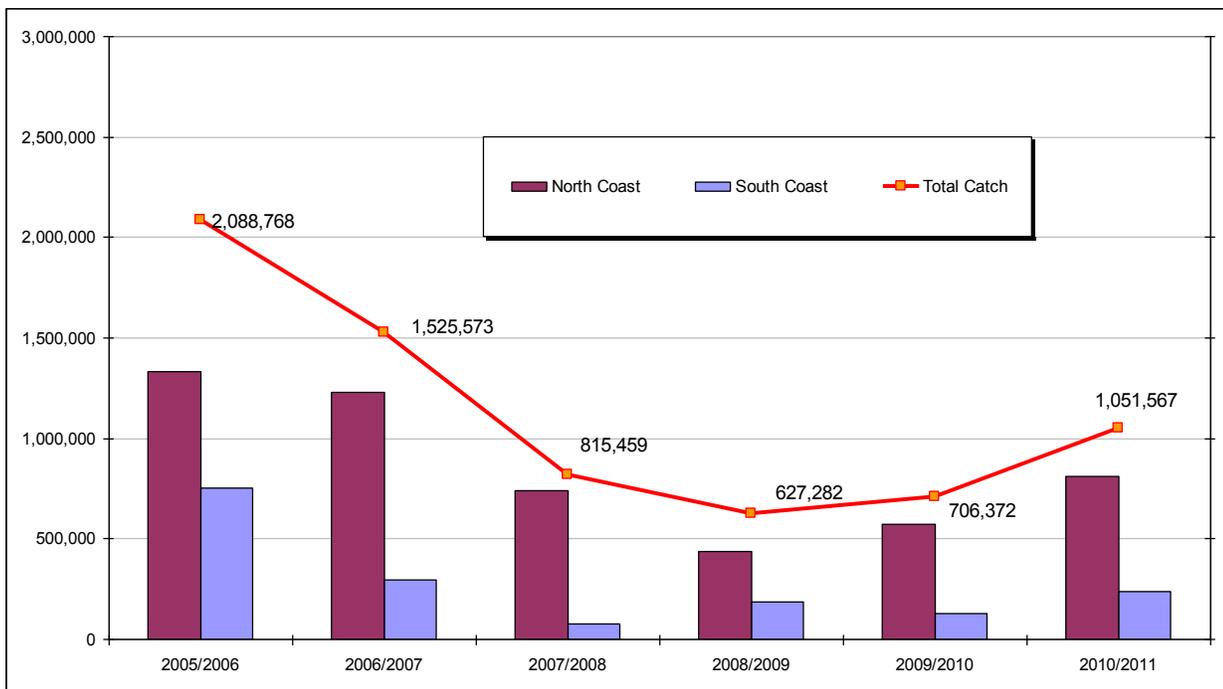
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D. & D. PACIFIC

Ho Ho Ho and a Merry Christmas to all; finally we have some good news to report but it is on the back of some bad. So sit down, as you had better be ready for another turbulent market. First, the good news, if you like or trust trends, figures and or statistics, well, you will like the way this season is shaping up. When compared to previous seasons it looks as though the fishery is off to a good start. However, in the light of recent news that one of the main buyers in Japan just declared bankruptcy, this cannot have happened at a worse time. The fall-out from this is not clear as to how it will affect the remainder of the season after such an encouraging start.

Catch Comparison by Season (to the end of November)



Landings by Month

2010/11			
	South	North	Total
Aug.	14,611	-	14,611
Sep.	129,765	-	129,765
Oct	27,066	311,380	338,446
Nov	83,603	499,753	583,356



TRANSPORT CANADA RECOGNIZES FISHING EXPERIENCE NEW MARINE PERSONNEL REGULATIONS REQUIRE FISHERMEN TO BE CERTIFIED BY TRANSPORT CANADA AS MASTER AND MATE “GRANDFATHER” TICKETS ARE AVAILABLE NOW FOR EXPERIENCED FISHER- MEN.

CERTIFICATE OF SERVICE AS MASTER OF A FISHING VESSEL OF LESS THAN 60 GROSS TONNAGE

To obtain this certificate you need:

12 months sea time as master on vessel over 15 gross tonnage or 12 meters prior to July 1, 2007

7 seasons as master

Marine Emergency Duties A1 or A2 (MED A1 or MED A2)

Radio Operators Certificate Maritime (ROC- M) or Radio Operators Certificate Maritime Commercial (ROC- MC)

IF YOU DON'T HAVE THE REQUIRED 7 SEASONS BEFORE JULY 1, 2007, YOU CAN OBTAIN THIS CERTIFICATE WITH ADDITIONAL TRAINING:

Small Vessel Operators Proficiency (SVOP)

Marine Basic First Aid

Simulated Electronic Navigation Limited (SEN L)

Complete sea time and 7 seasons declaration forms and bring your MED A1, ROC M and passport or identity documents to the nearest Transport Canada office for processing.

CERTIFICATE OF SERVICE AS WATCHKEEPING MATE OF A FISHING VESSEL OF LESS THAN 100 GROSS TONNAGE

To serve as a mate or officer of the watch on a vessel up to 100 gross tonnage

To obtain this certificate you need:

12 months sea time as mate on vessel over 15 gross tonnage or 12 meters prior to July 1, 2007

7 seasons as mate

Marine Emergency Duties A1 or A2 (MED A1 or MED A2)

Radio Operators Certificate Maritime (ROC- M) or Radio Operators Certificate Maritime Commercial (ROC- MC)

IF YOU DON'T HAVE THE REQUIRED 7 SEASONS BEFORE JULY 1, 2007, YOU CAN OBTAIN THIS CERTIFICATE WITH ADDITIONAL TRAINING:

Small Vessel Operators Proficiency (SVOP)

Marine Basic First Aid

Simulated Electronic Navigation Limited (SEN L)

Complete sea time and 7 seasons declaration forms and bring your MED A1, ROC M and passport or identity documents to the nearest Transport Canada office for processing.

SMALL VESSEL OPERATORS (7 SEASONS EXEMPTION)

To obtain this certificate you need:

7 seasons as a master and completion of the 7 seasons declaration form

OR An approved SVOP course (26 hours of training, attendance and test)

D. F. O. Science Update

Field Work:

Surveys in Carpenter Bay (Haida Gwaii), Mayne/Saturna Islands, Sidney, Tofino and Louise Island (Haida Gwaii) were completed in 2010, with results to be incorporated into next year's quotas. Areas targeted for the 2011 field season include Skincuttle Inlet and Campbell River East, as well as our research sites in Tofino and Louise Island. If you are interested in participating in field work, please contact Dan Leus at DFO: 250 756-7147 office, 250 739-DIVE cell.

Publications:

A paper is being written on adult/juvenile associations and fecundity, based on data collected from the research sites at Tofino, Price Island and Louise Island. There appears to be a real benefit to juvenile survival when associated with the adult spine canopy.

Validation of submersed and fresh dockside urchins for the live market:

Several loads of product have been tested for water loss over time, from submersed (hour 0) to 16 hours, to determine an appropriate validation technique for un-drained product. We aim to trial a validation program later this year and integrate a submersed product validation procedure into the next IFMP (Integrated Fisheries Management Plan).

Issue of Water Loss and market quality: Concerns about 'paying for water'.

It would be ideal if quota amount could be expressed in pieces, or number of individual urchins, rather than in pounds. However, it is not feasible to track quotas on the basis of urchin numbers. Density data from surveys are recorded as number of urchins per square metre with test diameter measurement for each animal, and the population total weight (biomass) is calculated from the numbers by using a formula that converts test diameter to weight. The conversion from size to weight is based on samples that allowed the animals to drain for 4 to 6 hours (the average time between the grounds and the validation port) which assumes that the product is validated with a substantial amount of water still inside the animal. The 4-6 hour time window allows for quick validation of fresh product without the need to wait for water to drain.

The validated weight is subtracted from the quota to calculate the remaining quota. Any product that has been out of the water for more than 6 hours experiences additional water loss - the validated weight is therefore less and there is less deducted from the quota. This is both a conservation concern, because more urchins are harvested from an area than is recommended, and a market quality concern. It is possible to determine quotas that are based on longer drain times (see the graph) to resolve the conservation concern, but that may not be the best option.

Following is a description of two scenarios and their advantages and disadvantages.

Existing System: A fisherman fishes in an RU area that has an annual quota (based on 4-6 hour drain time) of 1000lbs and lands two totes of urchins (Fig. 1). The fisherman offloads to the packer and it arrives at the dock quickly but sits and waits for the urchins to drain overnight. The urchins are validated at the 16 hour mark and weigh 910lbs. If the product had been validated when the packer first arrived, they would have weighed 1000 lb, the quota would have been taken and the RU closed.

At 910 lb, not enough pounds are deducted from the quota, the fisherman is paying a lower validation fee than he should and the RU area remains open with 90lb of quota when it should be closed (Table 1). The fisherman gets paid by the processor for 910lbs instead of 1000lbs and the product is not as fresh as it could be.

Alternative System: DFO sets the quotas on a 16 hour drain time: The quota is still the SAME NUMBER of urchins (about two totes) but the weight is adjusted to 910 lb (Fig. 1) to reflect water loss after 16 hours (i.e fishermen are picking the EXACT same number of urchins). The packer arrives at the dock quickly but has to sit at the dock for 16 hours or the fishermen will have to pay for the validation of too much water. Eventually, the product is validated at 910lbs and the RU area is closed as the quota has been achieved. The fisherman pays the appropriate validation fees and ends up getting paid for 910lbs from the processor. However, if the fishermen wish to land those two totes of product at the 6 hour mark (i.e. in the south coast), it would weigh 1000lbs. The fisherman has two choices, either to fish fewer urchins to deliver a better product or wait at the dock for 16 hours for the urchins to drain (Table 1). Either way, the RU area is closed and the fisherman pays for validation of 910lbs of product but ends up delivering fewer urchins or being forced to wait and deliver product that is not as fresh.

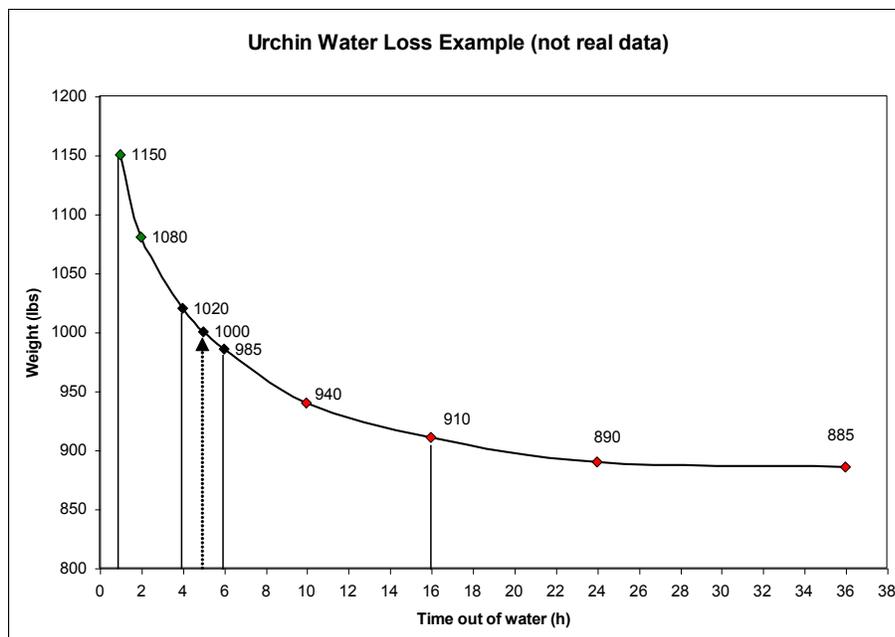


Figure 1. Example of water loss of red sea urchins with time (data points are estimated for the purpose of this example).



D. F. O. Science Update

Table 1. Comparison of existing and alternative drain times for estimating quotas for the red sea urchin fishery in B.C.

Water Loss Alternatives	Quota based on ~4-6hr drain time (existing system)	Quota based on ~16hr drain time (alternative system)
<p>Product drains for ~4-6hr</p>	<p>1.Catch is accurately reported</p> <p>2.Validation fees are appropriate</p> <p>3.Highest product quality with no penalty for quick validation</p> <p>Quota: 1500 urchins calculated to weigh 1000lbs</p> <p>Result: 1500 urchins are harvested and weigh 1000lbs</p>	<p>1.Catch is 'overestimated', no additional risk to conservation</p> <p>2.Fisherman overpays for validation</p> <p>3.Highest product quality but penalized additional quota/ validation cost for excess water</p> <p>Quota: 1500 urchins calculated to weigh 910lbs</p> <p>Result: 1350 urchins are harvested and weigh 910lbs, ~150 urchins are left in the water that could have been harvested</p>
<p>Product drains for ~16hr</p>	<p>1.Catch is 'underestimated', stock is potentially overharvested</p> <p>2.Fisherman underpays for validation</p> <p>3.Decreased product quality relative to 6hr mark</p> <p>Quota: 1500 urchins calculated to weigh 1000lbs</p> <p>Result: 1650 urchins are harvested and weigh 1000lbs, ~150 urchins/90lbs too many are taken from the water</p>	<p>1.Catch is accurately reported</p> <p>2.Validation fees are appropriate</p> <p>3.Decreased product quality relative to 6hr mark</p> <p>Quota: 1500 urchins calculated to weigh 910lbs</p> <p>Result: 1500 urchins are harvested and weigh 910lbs</p>

The President and Executive of P.U.H.A. wish all members, divers, deckhands and their families a very Merry Christmas and all the best in 2011