



Oregon Albacore Commission Newsletter

May 2013

SAVOR *the* PRIDE *of* the FLEET

OAC Meeting May 22 in Newport

The OAC will hold a public meeting and budget hearing on **Wednesday, May 22** at the U.S. Fish & Wildlife Service building (2127 SE Marine Science Dr.) in Newport. The meeting will start at **9:30am** with discussions on;

- U.S./Canada Treaty Talks
- PFMC update
- 2012 ODFW Albacore Report
- FDA & HACCP discussion
- Quality Standards
- Coast Guard update
- Legislative update
- Promotional activities
- Administrative report

The **budget public hearing will begin at 2:30pm** to review the FY 2012/13 budget and discuss the proposed 2013/14 budget. This is your commission, so plan to attend to learn what the OAC is accomplishing and to provide your input. If you cannot attend and want to ask questions, get information or provide comments, please contact the commissioner in your area or the office.

Canning Tuna Video

Mark Whitham, Oregon Sea Grant Extension Specialist, worked with KATU and Edible Portland to create a video on canning tuna. It is well done and shows the process step-by-step. Mark explains that Oregon Albacore tuna is a sustainable product and buying local supports our fishermen and fishing communities.

Link:

<http://www.katu.com/amnw/segments/EdiblePortlandCanYourOwnTuna171237701.html>

Letter to the Fleet

by Rick Goche, Chair OAC

What an interesting year this has been! After hard work and cooperation by the Oregon Albacore Commission, Western Fishboat Owners Association (WFOA), American Albacore Fishing Association (AAFA) and Washington Trollers Association (WTA) we were able to achieve a suspension of the U.S. Canadian reciprocal agreement for 2012. Many of us got to fish without a Canadian presence for the first time in our lives. What a difference it made. Without Canadian competition the U.S. fleet was able to more than make up for the fish the Canadians have historically caught. The numbers are still coming in but so far it appears the U.S. fleet caught nearly 5000 tons more than the previous year even though fishing in 2012 was not that great. More commercial boats delivered fish in 2012, most of them, I'm told, were smaller salmon boats that found fish close to the beach but normally would not have attempted to compete with the "wolf-pack" fishing practices of the Canadian fleet.

Markets in 2012, though softer than 2011's record prices, did not drop as far as some feared and seemed to strengthen over the course of the season. I hear rumors of lower brine prices in early international fishing but the blast price remains strong. But a lot can happen in the next few months.

The OAC's promotional presence at various tradeshow and prestigious food events has kept Oregon albacore in the limelight. Many "micro-canners" sell out before the season starts and even though prices may slump from time to time interest remains steady. "The Fleet's In" program was used by even more boats last season and we continue to market more and more fish in domestic markets.

At the annual meeting in Newport on May 22th we will attempt to address, among other things, the issue of mislabeling of other species as albacore or "white" tuna. We hope to begin a process that will work toward accuracy in labeling and give albacore its due. I urge all of you to attend, and help us develop policy about this and other issues.

Good luck, Rick Goche, F/V Peso II

Annual Oregon Albacore Tuna (*Thunnus Alalunga*) Report, 2012

Prepared by Taylor Frierson, ODFW

The 2012 Oregon albacore season began with one small landing on June 24th in Garibaldi. The number of deliveries made per week increased steadily until the peak of landings occurring the first week of August. The season mostly ended by the last week of October, and the final landing was made on November 14th in Astoria.

A total of 447 vessels made at least one landing of albacore in Oregon ports for 2012, up from 444 vessels in 2011. These vessels made 1,608 total trip landings in 2012, up from 1,554 landings in 2011.

The peak month of August yielded 44% of the total landings for 2012 with 4,387,966 pounds. This amount proved to be the most productive August since 1997.

The preliminary total for 2012 commercial landings is 9,895,062 pounds. This is a 2% increase from the 9,697,690 total pounds landed in 2011, and is 2.7% higher than the ten-year (2003-2012) average of 9,630,333 pounds.

Newport received the majority of Oregon's albacore landings in 2012 with 50.9% of total weight landed; followed by Charleston with 22.7%, Astoria with 20.4%, Garibaldi with 2.4%, and Winchester Bay with 1.5%. The remaining eight small ports landed a combined 2.1% of the total landings.

The port of Newport's albacore landings amounted to 5,035,596 pounds for the 2012 season; this is 17% higher than the ten-year (2003-2012) average port landing total, and a close second to the port record of 5,066,719 pounds in 2009.

The port of Astoria landed 2,006,921 total pounds of albacore in 2012, which is a 36% decrease in landings from 2011; and a 29% decrease from Astoria's ten-year (2003-2012) average. There is speculation that the absent Canadian fleet may have affected the landing totals in Astoria for 2012.

The dory fleet of Pacific City surpassed their ten-year average by 650% (2002-2011); landing a port record totaling 37,974 pounds. Vessel participation for the Pacific City albacore troll fishery was also a port record totaling twenty vessels, approximately double that of past years.

The West Coast's albacore market in 2012 was not quite as strong as the all-time record revenues for 2011, but remained well above average from past years. Ex-vessel revenue generated from albacore in 2012 totaled at \$15,089,164, a 20% decrease from 2011's value of \$18,800,634. The average price for 2012 was \$1.53 per pound, down from the average \$1.94 per pound in 2011. The average price for the ten years before 2011 (2001-2010) was \$0.95 per pound. This phenomenon of sudden increased values began in 2011 after the tsunami in Japan destroyed their tuna fleet and the largest fish freezer in the world which contained millions of pounds of albacore; other world market factors may have also influenced the value spike.

Albacore deliveries in early July 2012 were rewarded with a peak of \$1.84 per pound average price before it declined to the season's lowest average price of \$1.41 per pound by the second week of August. The slump in price is likely due to the highest volume of landings in the first week of August. Average prices then rose steadily until the end of the season finishing up to \$2.04 per pound. Many large deliveries of frozen albacore were made within the final two weeks of October, where blast-frozen tuna sold for as high as \$2.18 per pound.

For the 2012 season, fresh-iced tuna average prices ranged \$1.25-1.50/lb; brine-frozen tuna average prices ranged \$1.35-1.55/lb; blast-frozen tuna average prices ranged \$1.60-1.85/lb; public sales of fresh-iced tuna ranged \$2.50-3.00/lb. Blast and brine-frozen tuna sales made up equal apportionments of treatment types each totaling to 38%, while fresh-iced tuna sales consisted of 24%. By port, Astoria tuna sales consisted of 65% blast-frozen treatment; Newport sales consisted of 50% brine-frozen treatment; all remaining smaller ports' sales consisted of 70% fresh-iced tuna.

The port of Newport netted \$7,696,622 for the 2012 albacore season, which is a state record for the highest tuna revenues in a single port. The previous record high was for Astoria in 2011 with \$6,942,548.

Albacore accounted for 13% of Oregon's marine fish revenue in 2012. Ex-vessel revenue generated from albacore landings in 2012 ranked third among all Oregon's marine fishery landings behind Dungeness crab and pink shrimp.

Fish, Mercury & Nutrition: the Net Effects Video

Fishermen, buyers, dealers and consumers of Albacore Tuna – if you want to have a better understanding of the mercury issue, we suggest you view a very well done 28 minute video, *Fish, Mercury & Nutrition: the Net Effects*.

It was created by the Energy and Environmental Research Center at the University of North Dakota with NMFS funding and puts the mercury/omega 3 'controversy' into the proper and understandable national and international context.

You can view it at <http://www.undeerc.org/fish/documentary.aspx>.

U.S. Coast Guard Inspections Update

by Curt Farrell, Commercial F/V Safety Coordinator

The Coast Guard commercial fishing vessel examiners are available for dockside examinations in all locations along the Oregon and SW Washington coasts. We have recently hired a full time examiner in Coos Bay, Oregon. His name is Steve Kee and he can be reached at 541-756-9224. Mr. Kee covers the area from Brookings to Newport. Feel free to contact him directly for examinations in those areas. As always you can call our main office @ 503-240-9373/9337 for examinations in any area. From our main office we can dispatch examiners to any location from Westport, WA to Brookings, OR. Our current schedule is no more than one or two days out, and sometimes we can accommodate an exam the same day it is requested. So, make the call and get your exam scheduled.

The 'required' examinations are postponed until October of 2015. However, don't get caught short. Get your exam early and be ahead of the game. Once the new regulations are published, any current examination decal will be honored until it expires, so it is a good idea to get your exam early so you will have time to figure out and meet the new regulations once they are published.

The fishing vessel examination staff is also available for questions regarding your exam or the exam process. So, feel free to contact any of the above numbers should you have any question regarding exams.

Finally, there is a web site that you can log into and create a personal checklist of requirements for your vessel. Make sure you answer all the questions properly, as the checklist generator is very particular about the specifics of vessel operations. If any minor question is not answered properly, your list may come out wrong.

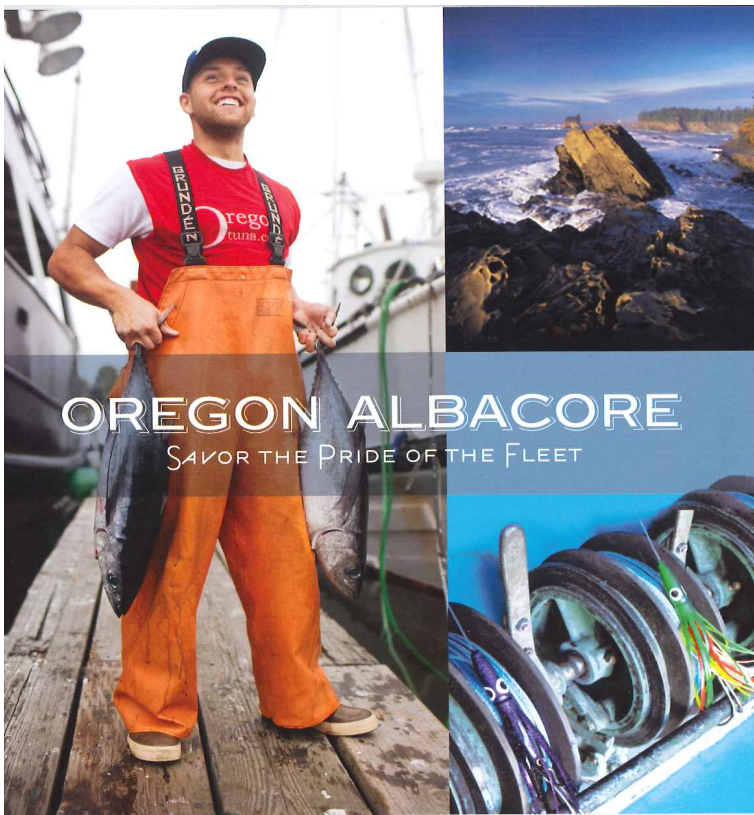
Here is a list of contact numbers along with the web page for a checklist:

Exams anywhere (Brookings to Westport): 503-240-9373/9337

Exams S. Coast (Brookings to Newport): 541-756-9224

Web page for Requirements checklist: www.uscg.mil/d13/cfvs Then scroll down to 'Launch the checklist generator'.

New Brand, Logos, and Brochure for the OAC



OAC Brochure

The OAC worked with Watershed Communications and Flint Design Co. to create a brand for Oregon Albacore, logos, and a new brochure. One of the logos is the header for this newsletter. Another is a new OAC logo that is part of our letterhead and envelopes as well as on the last two pages of this newsletter.

Commissioners and the creative team met several times to talk about the industry and the fishermen to learn what our message is. It was determined that the Oregon Albacore brand is rooted in the quality of the fishery, the fishing practices and the character of our independent family fishermen. The small scale of the industry and line/troll caught catch means this is an artisanal product of premium quality and value.

Our brochure reflects these attributes through photos and text telling about the fishery, our local fleet, sustainable fishing practices, great taste and value, market forms and availability.

We have received enthusiastic response when distributing these brochures at promotional events and to those selling Oregon Albacore. If you are interested in the brochures, please contact the office.

U.S./Canada Treaty Talks - by Rick Goche, OAC Chair

On April 16th and 17th Commissioners Shawn Ryan (F/V San Pablo) and I attended Bilateral U.S./Canadian Tuna Treaty talks along with representatives of WFOA, AAFA, and WTA. The talks were at times tense, not only between governments, but between our own government and the U.S. fishermen representatives. In the end the two governments talked without the fishermen present and we were told after the fact what deal was struck.

There will be 45 Canadian boats allowed to fish in U.S. waters if the Canadian Minister signs on to the agreement. They will be able to fish in U.S. waters from June 15 to Sept. 15. The boats will be number 1 through 45 as listed on the hierarchy list that was “Fixed” in May of 2012. It was agreed that boats of **equal or smaller size** (overall length) may transfer to a number of 1 - 45 should one of the listed boats choose not to fish.

It was also agreed that historic and future catch will be attributed to the coastal state (U.S. or Canada) where the fish were caught rather than the flag of the vessel. This might be a big deal should an international agreement declare a catch quota, since under this agreement we in the U.S. will be attributed with the Canadian catch that occurred in our waters.

U.S. boats will have unrestricted access to Canadian waters the same as previous years but port privileges are extended through 12/31/13. U.S. boats wishing to exercise port privileges need to fill out a form but we are assured all will be approved unless there is some legal history that might be cause for exception.

The Canadian government and the Canadian harvester delegation were told repeatedly that this agreement is for 2013 only and that the trajectory of future agreements is toward zero. The current talk is to phase-out the agreement on a shorter rather than longer timeline.

The Canadians were also repeatedly put on notice that this one-year agreement is, in essence, “probation” and problems caused by them, such as have happened in the past, could result in the end to any possibility of even a phase-out.

During dialogue with the Canadian fishermen representatives, they tried to reassure us that any of their boats in our waters will be on their very best behavior and just grateful to be fishing here again no matter how temporary.

DO NOT perpetrate any negative interactions with Canadian vessels, but I encourage everyone to keep a log of any problems with Canadian boats. Log the date, time, boat name, position and nature of the interaction. We will submit these logs to the State Department at the end of the season. A convenient log form is included with this newsletter.

All four of the fishing groups fought hard for a no reciprocal agreement again this year. And I know this agreement is worse than we hoped for and better than we feared but it-is-what-it-is and let’s just hope that fish are abundant and those 45 Canadian boats are virtually invisible to us.



OAC Offers Student Scholarships

The OAC is working through the Oregon Student Access Commission (OSAC) to provide four \$1000 scholarships to our fishing and processing/first purchaser families to assist students pursuing a post-secondary education.

Qualifications for fishing families: Oregon commercially licensed albacore tuna landing permit holders, their captains, and their children and/or dependents who have paid assessments to the OAC within the past year.

Qualifications for processing/first purchaser families: processors, employees and their children and/or dependents where the business has purchased Oregon Albacore tuna and paid assessments to the OAC within the past year.

Students may compete annually by applying through the OSAC website (www.OregonStudentAid.gov). Applications are available each year in the fall and may be submitted November through March 1. An application Timeline and Deadlines list is available on the website under the heading Scholarships.

When you fill out the application, be sure to indicate your affiliation to the industry. If the applicant is from a fishing family, put permit holder or captain under Member Name, enter this person’s relationship to the applicant under the heading Relation, and for Worksite enter the F/V. If the applicant is from a processing/first purchaser family, put the employee’s name under Member Name, and enter their relationship to the applicant under the heading Relation, and for the Worksite, enter the business name of the processor/first purchaser. It is important to fill out these sections, otherwise the OSAC and the OAC won’t know if the applicant is eligible.

The OAC is proud to provide these scholarships to the families of our Oregon Albacore fishermen and processors/first purchasers.

Return Form to:

Oregon Albacore Commission
P.O. Box 983
Lincoln City, OR 97367



Or, scan and email form to:
nancy@oregonsalmon.org

Interactions with Canadian Vessels

Date: _____ Time: _____ a.m. p.m. (circle one)

Boat Name: _____

Position: _____

Nature of Interaction: _____

Date: _____ Time: _____ a.m. p.m. (circle one)

Boat Name: _____

Position: _____

Nature of Interaction: _____

Date: _____ Time: _____ a.m. p.m. (circle one)

Boat Name: _____

Position: _____

Nature of Interaction: _____



Oregon Albacore Commission
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Commissioners

Rick Goche • Chair • Coquille (Fisherman)
Mark Schneider • Vice Chair • Yamhill (Fisherman)
Laura Anderson • Newport (Handler)
Brenda Crow • Public Member
Larz Malony • Clackamas (Handler)
William Manning • Brookings (Fisherman)
Shawn Ryan • Charleston (Fisherman)
Christa Svensson • Astoria (Handler)
Timothy Thomas • Garibaldi (Fisherman)

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The Oregon Albacore Commission is an industry-funded state commodity commission under the Oregon Department of Agriculture.

Help Us Build an Albacore Email Database

This newsletter is mailed to Albacore fishermen and buyers with landings in Oregon, interested industry individuals, coastal ports, Sea Grant Extension agents, state agencies, and other interested parties. If you would like your name or others you know to be added to the list, please contact the OAC.

Also, to save costs, the OAC is sending this newsletter electronically. If you received a paper copy and would like to be added to the email list, please let me know. Those on the email list will receive industry updates that come out between publications of this newsletter.