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New England Fishery Management Council

50 WATER STREET | NEWBURYPORT, MASSACHUSETTS 01950 | PHONE 978 465 0492 | FAX 978 465 3116
John Pappalardo, *Chairman* | Paul J. Howard, *Executive Director*

November 9, 2010

Mr. Knute Aarsheim
305 Delano Road
Marion, MA 02738

Dear Mr. Aarsheim:

Your correspondence with Pat Kurkul, Regional Administrator of the National Marine Fisheries Service was forwarded to the Council. Your letter was available to the Scallop Committee and Scallop Advisory Panel when they discussed fishery specifications for fishing years 2011 and 2012 on November 3 and 4, 2010.

Next week the full Council will be making decisions on specifications for the scallop fishery for 2011 and 2012 as part of Framework Adjustment 22. Your letter will also be available to the full Council for consideration. Thank you for your input.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul J. Howard". The signature is written in a cursive, flowing style with a large, prominent initial "P".

Paul J. Howard
Executive Director



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

Knute A. Aarsheim
305 Delano Road
Marion, MA 02738

Dear Mr. Aarsheim:

Thank you for your follow-up letter further explaining your concerns about the scallop fishery and your ideas for changes to the yearly allocations. As with your previous letter, I have forwarded this letter to the New England Fishery Management Council (NEFMC) for its information and consideration in their development of Framework 22 for the Atlantic Sea Scallop Fishery Management Plan.

I greatly appreciate your continued interest in ensuring the sustainability of the scallop resource, and urge you to participate in the development of management measures for this fishery. You should contact the NEFMC at 978-465-0492 to be included in mailing lists relative to scallop fishery management or to discuss issues under consideration by the NEFMC if you have not already done so.

Sincerely,

Patricia A. Kurkul
Regional Administrator

Cc: Paul Howard, Executive Director, NEFMC

OCT 14 2010



Knute A. Aarsheim

305 Delano Road
Marion, MA 02738

September 11, 2010

Patricia A. Kurkul
Regional Administrator
National Marine Fisheries Service -- Northeast Region
55 Great Republic Drive
Gloucester, MA 01930

Dear Ms. Kurkul:

Thank you for responding to my previous letter. I am writing to you now to clarify any confusion that may have resulted. One of my vessels, the F/V ACT IV, spent twelve (12) days in the Elephant Trunk in July, 2010 and caught 11,600 lbs within that time frame. That is 6,400 lbs shy of the allotted quota of 18,000 lbs in closed areas. The reduction in catch was a result of the lack of scallops available in the Elephant Trunk. In order to catch the entire 18,000 lbs, another vessel was forced to catch 9,000 lbs in nine (9) days, drop that catch off in Cape May, NJ, continue on for nine (9) more days, catch another 9,000 lbs and finish by dropping the second catch off in New Bedford, MA. The reason for having to split that entire trip between NJ and MA was because there were not enough scallops to allow the crew to catch the entire allotted 18,000 lbs all in one single trip. Having to split trips, drop catches off in unfamiliar ports, and having trips that result in catching fewer scallops than we are permitted to catch, translates into costly expenses for the vessel. The Elephant trunk simply does not have the sufficient amount of scallops to meet everyone's quota.

My suggestion is that each fishing vessel should be allowed one (1) trip with a take of 20,000 lbs per trip in each of the six (6) closed areas. Each vessel should only be allowed to enter each closed area for one (1) trip, unlike the current system, where vessels often visit the Elephant Trunk numerous times per season. Allowing vessels to frequent the Elephant Trunk multiple times in one season depletes the stocks available to other vessel owners. Also, I believe that by allowing each vessel to fish only once in each closed area will prevent overcrowding in the closed areas and enable the stocks to replenish at a faster rate. Reducing the number of trips per vessel in the Elephant Trunk, as well as the other closed areas will ultimately result in a greater number of scallops available to everyone. In addition, as I mentioned in my previous letter, my recommendation is that the open area days at sea should be increased from the currently allotted thirty eight (38) days to forty eight (48) days. To a vessel owner, this translates into four twelve-day trips. Increasing the total days in open and closed areas allows for a greater number of shorter trips, which ensures a higher quality product and the ability to create a consistent income throughout the year.

Sincerely,



Knute Aarsheim

Owner of F/V INSPIRATION and F/V ACT IV

SEP 13 2010

Knute A. Aarsheim
305 Delano Road
Marion, MA 02738

NOAA – National Marine Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930-2276

August 19, 2010

Dear Sir or Madam:

The limited time at sea allotted to scalloping vessels is extremely destructive to the livelihoods of all involved in the scalloping industry. There are plenty of scallops in the waters off the East Coast. I make this statement based on the observations of my crew and the crews of other scallopers in New Bedford harbor. Recently my crew returned with a scallop muscle that was the size of a cantaloupe, a clear indication that scallops are and have been in abundance for some time now.

The scallop industry is currently being managed in a way that will ensure the extinction of the small fishing communities that have helped developed New England's charm. These communities consist of families whose wellbeing depends primarily on the fishing industry and the fisherman's ability to earn a decent living. I am not just talking about the suffering of fishing vessel owners and the fishermen themselves, but also the fish processing plants, fish markets, local seafood restaurants, vessel repairmen, shipyards, diesel services, ship supply facilities and all those employees involved in the stability of the fishing industry. These people do not have a sufficient amount of work to keep their businesses active enough to balance their books.

There is no doubt that there are some big scalloping trips landed by vessels in New Bedford and in various fishing communities along the East Coast, but it takes more than one or two big trips to ensure the economic survival of the vessel owner and crew for the remainder of the year. The fishermen and the shore facilities need some continuity to their income or they face the risk of failing to maintain a living. The expenses of maintaining a fishing vessel are insurmountable. Something is always breaking, leaking, or falling apart. Increases in labor, oil, parts and materials have caused maintenance prices to be double what they were just a few years ago.

My recommendation is that scallop vessels should be allowed to work a minimum of six (6) trips in the restricted areas where we should be permitted to catch twenty thousand pounds (20,000 lbs) per trip. This is not an unreasonable increase from the currently permitted four (4) trips consisting of eighteen thousand pounds (18,000 lbs) per trip. In addition, I request that the open area days at sea be increased from the currently allotted thirty eight (38) days to forty eight (48) days. To a vessel owner, this translates into four twelve-day trips. Increasing the total days in open and closed areas allows for a greater number of shorter trips, which ensures a higher quality

product and the ability to create a consistent income throughout the year. Each boat can then employ seven men steadily for ten months of the year, thus saving even more fishermen from joining the unemployment line.

I promise to those invested in the conservation of the resources living in the Atlantic Ocean that I express these concerns with knowledge that scallop stocks are healthy enough to handle such an increase in fishing days. I strongly believe that it is just a matter of time before the fishing communities of New England disappear and leave the economy of each community destroyed. Depriving scallop fishermen of the days at sea necessary to earn a stable income prevents many men and women from earning a living in the only way they know how. The city of New Bedford serves as an excellent example of a town whose economy is based heavily on the fishing industry, particularly the scallop fishing industry. I express the above stated concerns and requests not just as a scallop vessel owner, but as a member of the New Bedford fishing community.

Your time and consideration of this issue is extremely appreciated.

Sincerely,



Knute Aarsheim

Owner of F/V INSPIRATION and F/V ACT-IV