

SOUTH ATLANTIC FISHERY MANAGEMENT COUNCIL

DOLPHIN WAHOO COMMITTEE

**Sawgrass Marriott
Ponte Vedra Beach, FL**

June 13, 2017

SUMMARY MINUTES

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Dr. Bonnie Ponwith
Erika Burgess
Rick DeVictor
Dewey Hemilright
Ray Rosher

Other Observers/Participants attached

The Dolphin Wahoo Committee of the South Atlantic Fishery Management Council convened at the Sawgrass Marriott, Ponte Vedra Beach, Florida, Tuesday afternoon, June 13, 2017, and was called to order by Chairman Anna Beckwith.

MS. BECKWITH: The Dolphin Wahoo Committee will come to order. The first item is Approval of the Agenda. Is there any additions or changes to the agenda? Seeing none, the agenda is approved. Is there any need for changes to the minutes? Seeing none, those minutes are approved. The first item is a status of commercial and recreational landings, and I believe that Rick DeVictor is going to give us the update on the commercial landings first.

MR. DEVICTOR: Thank you, Madam Chair. I am going to give an update on dolphin and wahoo commercial landings. Of course, we get landings every Monday from the Science Center, and there is a version in your briefing book. It's Tab 1a, and that's landings through May 15. Those were the landings that were available when the briefing book went out, and so we have updated landings, and now we have them through June 5, and so I will give a brief report on dolphin and wahoo.

For dolphin, the 2017 ACL is 1.5 million pounds, just a little bit over that, and landings through June 5 are 490,000 pounds, and that's 32 percent of the ACL. Then, if you continue over onto the rest of the columns, you can see the 2016 ACL and what the landings were around the same time period last year, June 3, 2016, and they were quite a bit higher last year. Then we have the preliminary 2016 landings, and 65 percent of the ACL was met in 2016. Of course, there wasn't a closure last year, but there was a closure the year before, on June 30, 2015. That was when dolphin closed down.

Then, going on to wahoo, the 2017 ACL is 70,542. As of June 5, 29,418 pounds have been reported, and that's 42 percent of the ACL. You can see that's pretty close to what was landed around the same time last year, where it was 29,267. Last year, for wahoo, 95 percent of the commercial ACL was reached. That concludes my report of the commercial landings.

MS. BECKWITH: Thank you. Are there any questions? I believe Mike Larkin is going to be giving us the presentation on the recreational landings.

DR. LARKIN: The dolphin wahoo update for the recreational landings, these are the landings summarized from MRIP, and they include data through Wave 1 of 2017, and so we have landings up to January and February of 2017. The 2016 landings are final, but we have preliminary 2017 landings, and all of these landings include the MRIP and the headboat landings.

For 2016 landings, you can see that dolphin are about 46 percent of the ACL, and wahoo was at 91 percent of the ACL for 2016. Then, for the preliminary 2017, and so, again, this is just January and February, just Wave 1 of 2017, dolphin are at 4 percent of their ACL, and wahoo is at 4 percent of their ACL as well.

This table is the landings by year, broken up by mode, by charter/headboat, private, and shore, and the total. The gray here is actually when it was in MRFSS, when the ACL and landings were tracked in MRFSS, and then it goes down to clear after 2014, because now it's MRIP. The ACL is defined by MRIP, as well as the landings that we're using to monitor the stock is also in MRIP. For 2014 to 2017, they're in MRIP.

In this, and I know you've all probably seen this before, but this is just the landings by year. Over on the left side, that Y-axis is the landings. On the right side, it's the effort, both the MRIP angler trips, which is the red line, and the headboat angler days, which is that orange line, and you can see the landings for each year are broken up by mode, by charter/headboat, private, and shore, by the different colors. Then you see, above 2012, those dashed lines up at the top, those are the ACLs. What you can see is, as you go from 2012 all the way up to 2017, the landings are well below those dashed lines. Therefore, they are way below the ACL.

This is wahoo, and the same setup here. It's by year and broken up by mode, and, again, it's gray when it was MRFSS, and then it switches to clear after 2014, when it goes to MRIP, and then the same format for the figure here. In this one, you can see that, again, the dashed lines are the ACL, and so you can see, from 2014, 2015, and 2016, and the little data that we have for 2017, the landings are below the dashed line, and so they're below the ACL. The next slide is questions, and so I would be happy to take any questions.

MS. BECKWITH: Thank you, Mike. Are there any questions? I appreciate it, Mike. Talk to you soon.

DR. LARKIN: Okay. Thank you.

MS. BECKWITH: Next is the update on the recent amendments, and Rick DeVictor will be providing that.

MR. DEVICTOR: Thank you, Madam Chair. Yes, I have one amendment to report on, and that's Regulatory Amendment 1. This regulatory amendment established a commercial trip limit for dolphin of 4,000 pounds whole weight after 75 percent of the commercial ACL has been reached, and the trip limit would remain in place until the end of the fishing year or until the entire commercial ACL is met, whichever happens first.

The final rule published on December 30, and the regulations would have been effective one month later, January 30, but this was one of the two rules or three rules we had down here that were delayed in effectiveness, and so the delay -- It eventually went into effect on March 21, and that is an update on Regulatory Amendment 1.

MS. BECKWITH: Great. Are there any questions on that?

MR. HARTIG: Rick, everything is still delayed? Is that what I am hearing?

MR. DEVICTOR: No, and this was delayed, but this has gone into effect. It went into place on March 21.

MR. HARTIG: Okay. I wasn't sure. Thank you.

MS. BECKWITH: Great. If there's no other questions, then we're going to move into the Dolphin Wahoo Advisory Panel report, and so I'm going to pass it over to John. If I didn't take the moment to introduce him, this is Ray Rosher, and he is our Dolphin Wahoo AP Chair, and so we appreciate you being here with us.

MR. HADLEY: All right. Before we get into the AP report, I just wanted to briefly discuss that the AP did meet in April to discuss the dolphin fishery in general, but, specifically, to discuss Dolphin Wahoo 10, and so to provide input, when the council does this take this amendment back up for development and also to go over some potential items in the fishery and potential items for a future Dolphin Wahoo FMP, and so, with that, I will turn it over to Ray.

MR. ROSHER: Thank you. The meeting started out with a presentation from Don Hammond, and that was very enlightening, and it had a lot of information that really contributed to the understanding of the migrations and patterns. Again, like many of the pelagic fish, it's a very widespread movement, and a lot of information that kind of makes it difficult, just like bluefin tuna and so many things, that make it difficult to manage, because they're really an international migration.

I think that he had one fish that went out to the Sargasso Sea and back down to the Caribbean, and it's just incredible movement on the fish, but, that being said, he did not have any major concerns about the stocks, and I have polled some captains years ago, and they talked about a lot of fluctuation in the stocks, and we're seeing that even this year, and so last year was very, very slow.

That was one of the things that we talked about in the meeting. Last year was very slow fishing, at least in the Southeast, and the year before was a banner year, and this year looks like a very good year. It's gone from very high to very low to back to normal now, and so not that that changes a lot of things, but it does make management of the species pretty tough. We talked a little bit about Amendment 10, and we basically shelved any decisions on that, obviously, just waiting on some more information, MRIP information, and I guess how would you define that?

MR. HADLEY: The MRIP updates.

MR. ROSHER: The updates, yes. One of the proposals that was voted on is a recreational ACT of 70 percent of the ACL, and the intention of that was to maintain fishing access for the recreational sector, basically that it's an accountability measure that would trigger a recreational reduction of harvest if the recreational ACL is met, and the suggestion was ten fish per person, a maximum of forty per vessel.

The reason for that number was, in the Carolinas, they have a sixty-fish limit, and, of course, on a six-passenger permit in the more southern states, it would work out to sixty fish per vessel, sixty fish per group, if it were a six-passenger. The idea behind writing it that way would be to keep boats fishing, once again, but limiting maximum harvest for a boat to forty fish instead of sixty. Are there any questions on that suggestion? Okay.

After that discussion, we got into a fishery performance report for dolphin, and John will cover some more of that in a few minutes, and so I won't go into any detail now, but then we got into a discussion on potential items for a future dolphin wahoo amendment, and one of the probably hottest topics was reinstating charter boat fish sales only for properly permitted vessels.

The first proposal that was voted on was allowing this in Florida only, and the vote concerned charter boats being able to sell their leftover catch if they are properly licensed. Of course, bag

limit sales only, only to a licensed dealer, and those landings counting against the recreational ACL. Eight voted in favor, and two abstained.

The second motion, and this was more or less to satisfy the boats in the Carolinas that weren't sure that this would be a good idea, and that's why they voted for the Florida only, and then there was a second proposal that it would be -- That the law would allow charter boats in the entire South Atlantic to sell, and the vote turned out eight in favor and two opposed.

The reasons behind this proposal, the background, is that those fish sales really helped the boats that were properly licensed, in terms of keeping, attracting, and maintaining good crew, because, of course, it takes income to keep good crew in place, and a side note is that Bob Jones from Southeast Fisheries, as a matter of a fact, and Ben and Chester were at that meeting, where there was actual support from the Southeast Fisheries to allow it, and mainly the interest was to help disallow black market sales, which has kind of been the result of the law being put in place.

What has happened is the guys that are worried about their reputations and, of course, abiding by the law have ceased selling, but many others have not, and, of course, the commercial sector is very against that, and so that was one of the reasons behind it. Of course, Bob supported it only if that quota came off of the recreational sector.

Another reason for this request was especially in Florida, and I think it affects the restaurants in Florida more than other areas. In the Keys, and really in south Florida, a lot of the restaurants would get that fresh catch today, and, as a result, in the last four years or so, it's mostly imported fish now that is filling the table, and so the real question became, or the rationale became, if it's not reducing the harvest and the boats are legal to do it, and they're going to pay taxes and sell to licensed dealers, why is it disallowed?

A side note is, the last four meetings that we've had, over the last, I want to say, five or six years, every time this came up, the vote was either unanimous or nine to two, with the least in favor, and so it shows support by the commercial, charter, recreational and scientific groups, and so I just wanted to bring that up.

I think the last thing I wanted to mention is that there was some conversation in that meeting too about allowing this to be kind of a pilot project before opening it up in the entire Atlantic region, maybe a Florida only, but I know these things are easier said than done, and so are there any questions or any thoughts that you could bring up?

MR. BREWER: When we had our meeting, I think that we were talking about, if this went through, that the fish that were sold would count against the commercial, as opposed to recreational, and I think you mentioned that Bob Jones wanted it to count against the recreational, but I am -- Conceptually, I'm having a little problem with that, because, if a fish is sold, whether it's sold to a fish house or a restaurant, to me, that's a commercial fish, and so I don't know what -- Maybe you can shed some light on what Bob's rationale was on that, because it's different than what we were talking about.

MR. ROSHER: You're exactly right. It is a commercially-landed fish at that point, and the net result of what Bob wanted was for it not to reduce the commercial sector, those that are dedicated solely to commercial fishing, to reduce their ability to harvest. One other thought that came out

of this meeting is, if it had to be the way you mentioned, that it does come off the commercial sector, maybe there could be -- This is kind of one of the things that Amendment 10 touched on, is a sharing of allocation. Maybe they get an extra half of a percent or a percent.

By the way, I really think that the number of pounds that you're talking about here are very, very small, because, first of all, a lot of the boats -- Remember, it's been more than three years, and so that's the -- In order to maintain an RS license, you have to qualify within three years. A lot of boats that maybe had licenses have lost them, but, the boats that have maintained them, they obviously would like the ability to do it, if there's no good reason why they can't.

I just want to point out one more thing that I think was the basis of this not dying and not going away, and that is that charter boats represent one of the most important groups of revenue producers in a marine economy, of a waterfront economy, all the hotels and restaurants and tackle shops and fuel, all of those things that charter boats spend money on, and keeping a healthy charter fleet is important, because it also introduces tourism, and it also introduces, many times, the next generation of boat owners, the people that come and charter a boat.

Anything that we can do to keep the charter boats fishing, and I know you hear this from all three groups, but that is kind of what this subject is about, is trying to keep charter boats fishing and not taking away income that doesn't need to be taken away was the basis of this discussion. Any other questions?

MR. BOWEN: How many pounds are you thinking? You said not many, but what's the definition of that, in your mind?

MR. ROSHER: It's obviously a total estimate, but I would be surprised if it was a quarter of a million pounds. I just can't see -- I know what we used to sell, and I know, back then, when it was legal to sell and boats were catching them, at the end of the year, if you sold a few thousand pounds per boat, you were probably about average.

You've got remember -- There was discussion back then, when this all went through, about policing, and it even came up in this last AP meeting, about policing. What if a charter boat wants to start running for half-price so he can sell his dolphin, and you've got to remember that, first of all, the people that charter a boat are going to want -- Most of my customers want all of the fish.

Secondly, you're a fool if you compromise a repeat customer over thirty pounds or fifty pounds or a hundred pounds of fish. You're a fool, and you won't live in the charter business, and so this is one of those things where not micromanaging how a charter boat handles his business is probably going to be the best way to do it, because they're going to be out of business if they mismanage this privilege. That's just the way I see it. I have three charter boats, and my repeat customers are the only reason that I have three boats, and so you have to be wise about it, and, if you're not wise, you're going to shoot yourself in the foot.

This goes back to the one statement of, it's not important or necessary to police the charter boats or take something away from them, why take away something that can help keep a professional, hard-working crew in place?

I know, from personal experience, when they took away fish sales, my crew probably had a little less bounce in their step, and I don't mean that like they ever didn't do their job, but I can tell you that knowing that if they had -- If they could fish a little harder and make an extra fifty-bucks at the end of the day, it was worth it for them, and that -- I hate to say it, but I've been at it almost forty years full-time, and I remember the days, and, to be honest with you, this isn't a big issue for me, monetarily, as a boat owner. It's not a big deal.

It's a very small piece of what causes our survival, but having good, active, hardworking charter mates is a good thing, and it does make customers happy, but, again, we have to manage this -- I know this is a volatile subject, but I'm trying to give you at least my perspective on it, and I appreciate everybody hearing me out.

MR. BOWEN: I appreciate your perspective, and it means a lot to hear it. Thank you.

MR. HARTIG: Ray, while you're here, how often do you or the charter boats you know of make commercial trips for dolphin, when you're not on a charter? I know you guys are pretty busy.

MR. ROSHER: That really is a great question, and that is one of the reasons why these fish became important, because they were really -- To answer the question first, very rarely. First of all, at least in the last two years, there haven't been enough fish to warrant those trips, last summer, really specifically.

The year before, it wasn't are you going to catch your limit on a charter, but it's what are you going to do next, and so it does change like that from year-to-year, but remember, when they're biting that good, like they did two years ago, they're not worth that much, and so it's all economics, and you know that better than anybody. When the supply is high, the value per pound is low, but, anyway, the ability to sell a small amount of really fresh fish becomes the catch of the day, and, again, it goes back to the value of charter boats and the tourism that they bring and all the income they bring peripherally. It's good for the restaurants to have small amount of very fresh-caught fish, and so, again, I know it's a volatile subject, but I appreciate everybody hearing this side of it.

MS. BECKWITH: Was there a third motion that the AP had put forward that you wanted to bring up, or was it primarily those two?

MR. HADLEY: There were multiple motions on Dolphin Wahoo 10, but those three motions that Ray went over were the three that were kind of outside of what has been previously discussed in Dolphin Wahoo 10.

MS. BECKWITH: Okay. Are there any additional questions?

MR. HEMILRIGHT: I had one question to this motion of the reinstating the charter fish sales. Along with the properly-permitted vessels, they would also have a commercial fishing vessel safety decal that allows them to sell also, and is that correct?

MR. ROSHER: Yes, they would have to meet that. Again, it goes back to Chester's comments about it's either commercial or it's not, and I think that's what is coming up under the bluefin rules, too. You can't have your cake and eat it too, and so I would support that requirement, and, again,

that's part of why, to Zack's question, why I can say that I don't think that there's going to be a large amount of landings, but I agree that they would have to meet those same requirements.

MR. BELL: Kind of back to the question of where the fish come from and Bob Jones' statement, I think maybe what he was getting at is that there's an existing allocation right now between recreational and commercial, and, if the fish come from the commercial allocation, because the disposition becomes commercial that way, then you're basically effecting an allocation shift between the two sectors without -- I mean, it becomes an allocation shift.

Then how big does that allocation shift become? It becomes as big as big as it gets made, and so that may be what he was getting at, in terms of where the fish come from. If these are recreational fisherman, by definition, under Magnuson, that are doing this, then he's probably saying then the fish need to come from -- Bring your own fish, I guess is probably what he was getting at, I'm guessing.

MS. BECKWITH: Also, with dolphin, it's a little bit unique, in that, since we just fairly recently disallowed charter sales, that those charter sales also helped make up the history of allocations for the commercial, because they were commercially counted. They may have been double-counted, which is less important in dolphin, maybe, in the past, than it is in other species, but those charter catches that made their way into the commercial sale were counted towards that allocation for commercial.

MR. BELL: To that, I am a little -- Philosophically, I'm a little bit uncomfortable of the concept of, well, here the law and we're breaking the law, and so we're going to change the law because we don't want to be breaking the law. Just, philosophically, in other areas, that doesn't work, but that's some of the argument that is being used, is we can't not break the law, and so we'll change the law so we're not law-breakers, and that's just a philosophical view of it, I guess.

MR. ROSHER: To your point, one of the reasons why the Southeast Fisheries supported it is to help legitimize the sales and help attempt to curb black-market sales, backdoor sales, whatever you want to call them, and I can tell you that the result, four years later, is that -- I'm not going to say many, but some are still selling, business as usual.

I know about it, and it's -- I mean, I don't know the specifics, but I just hear, through the grapevine, that this guy is selling and that guy is selling, and so now you have undocumented sales, and you have people not paying taxes, and I'm not saying that's an excuse to change the law, but I just want to make the point that Bob's support, a few years ago, when we had a meeting that touched on this, was stronger enforcement of penalty.

Maybe one thought that the council could give consideration to is failure to renew permits, charter permits, if you're violator, a repeat violator, et cetera, and so this may become a way to incentivize people to become legitimate, if you're going to do this. I think, like Dewey just brought up, to jump through the hoops of commercial requirements and to not ever upset a charter client, and I really don't think it's a huge deal, and I don't want to burden the council with something that is not really something that represents something very important, but, at least in the charter boats' eyes, it's important, based on principle, because you're taking away something that they all had permits to do, legally, and had earned those permits through the process of paying taxes and filling out trip tickets and logbooks.

We did all of those things, and then it got taken away, and I am not going to go back in history and talk about why, but the point is that you might be able to resolve some of the issues of cleaning up the business, so to speak, by not renewing permits. That's just food-for-thought.

MS. BECKWITH: Any additional questions? Okay.

MR. HADLEY: With that, I will jump into the fishery performance report, the FPR, that we went over with the Dolphin Wahoo AP. Just before getting into the Dolphin Wahoo Fishery Performance Report, I just wanted to introduce the concept, because you will see it today for Dolphin Wahoo, but you will see it again during the Snapper Grouper Committee, looking at the red grouper fishery, and again during Mackerel Cobia, looking at the cobia fishery, and so you will see the fishery performance reports multiple times.

As far as the concept itself, it's a new report that will be completed at meetings of the Dolphin Wahoo, Snapper Grouper, and Mackerel Cobia APs. Its design is a mechanism to provide feedback and regional observations, and so on-the-water observations, from AP members to the SSC and to the council. The reports will target fisheries for specific species, and so it will change from meeting to meeting.

This concept is based on the Mid-Atlantic Council's fishery performance reports, of which they have been completing for several years with their APs, and one of the uses that they have for these is they, at times, do incorporate them into the SSC -- Well, they are incorporated into the Mid-Atlantic Council's SSC decision for setting the ABC of managed species. In general, it's a source of qualitative, social, and economic information to complement quantitative data.

Another example of this is the U.S. Federal Reserve. The U.S. Federal Reserve publishes their Beige Book, I believe eight times per year, and so this is kind of regional assessment of qualitative and anecdotal information on current economic conditions, and so there are multiple other similar kind of conceptual examples of this.

Some of the recent, as I mentioned, fishery performance reports, for the Dolphin Wahoo AP, we looked at dolphin. The Snapper Grouper AP looked at red grouper. The Mackerel Cobia AP looked at cobia, both Atlantic and the Florida East Coast, and other species will be covered at future meetings. This is kind of the first shot at it, and so the questions and the format may change, based on feedback from the AP, the SSC, and from the council.

The reports will be focused on -- The specific questions vary, but the reports will be focused on feedback from questions such as how would you rate the quality of the fishery, what factors have influenced landings, market or otherwise, and are there recent major changes that you have observed in the fishery? Are the current fishery regulations appropriate, and how could they possibly be improved?

Jumping into the Dolphin Wahoo Fishery Performance Report, just a brief overview of some of the questions, we looked at -- We began with looking at catch levels and demand over the past five years, and so looking at demand for the commercial sector, the price, and demand for dolphin and if that has changed, demand for recreational trips, both charter/headboat and private recreational

trips. Has the availability of dolphin changed at all? Has there been a change in the average size of dolphin? Have there been effort shifts to or from the species?

Then a general assessment of the current fishery, and so the stability of the fishery, the general quality of the fishery, and then looking at management measures, and so the AP was asked about the twenty-inch minimum size limit off the east coast of Florida, Georgia, and South Carolina and if that's appropriate. Then also the 4,000-pound commercial trip limit that is in effect after 75 percent of the commercial ACL has been landed, and so some of the management measures.

There are questions in there dealing with environmental or ecological conditions, and so essentially a shift in dolphin migration, due to environmental variability, such as a mild winter or a shorter spring for the migration season, and also where could the council focus their research priorities for Atlantic dolphin, and, finally, is there anything else that is important for the council to know about Atlantic dolphin? That's kind of an overview of some of the discussion questions that were asked.

The full fishery performance report is available in the Dolphin Wahoo AP Report, which is included in your briefing book, but just a few of the bullet points from that. Dolphin availability varies each year, as Ray mentioned, and depends on environmental factors. 2015 was a good year, and 2016 was much less successful, especially in south Florida, and it sounds like 2017 is at least improving and getting better.

There are large fish, and this was specific to -- This was an observation off of South Carolina, but large fish seem to be migrating further offshore, negatively impacting availability for smaller recreational vessels and profitability for some charter trips, but not necessarily commercial vessels, since these vessels typically operate further offshore.

There is some increased recreational effort in Florida, due to low fuel prices and increased vessel ownership. Charter demand, in general, seemed consistent. An interesting note from the Outer Banks is that charter demand for dolphin can adversely align with tuna abundance, and so, if the tuna bite is really good, that's what folks want to go out for, and then, if that's not so good, then you will kind of switch gears and target dolphin, but, overall, it's still an important secondary target species in that region.

The commercial demand, it seems across the board, has been increasing, with a noted increase in local demand from restaurants. Imports play a large role in price. With imports down in recent years, prices have risen. Then, also, there was a note that large domestic longline landings can temporarily depress the ex-vessel price until the market clears. There is no major prolonged effort shifts observed to or away from dolphin, and the AP recommended supporting satellite tagging research. With that, that was kind of an overview of the fishery performance report, and we'll be happy to answer any questions.

MS. BECKWITH: Are there any questions?

DR. DUVAL: I'm not on the committee, and it's not really a question, but more of a comment. I just really appreciate the staff's efforts to move this fishery performance reports forward. I will just note that the SSC was very appreciative of these fishery performance reports as well, and I think they're going to be a great communication tool with the SSC, who -- Typically, these folks, they don't necessarily have an understanding of how the fishery works on the water, and this is

helpful for them, particularly when they are reviewing stock assessments and trying to provide us with management advice that certainly takes into account what industry is seeing on the water, and so many thanks to you, Ray, and the rest of the advisory panel for all of your input on this and making this a well-rounded report. We appreciate that.

MS. BECKWITH: I can see these being invaluable in ten years, being able to look back at the history of where these fisheries have been. That's great. I think we've got one more thing on the agenda, which is just a quick update on the SSC report.

MR. HADLEY: Thank you, and it was largely discussed yesterday, but the reason that that was on the agenda is there was the request from the Dolphin Wahoo Committee, at the last meeting in March, that the SSC examine the maximum PSEs that are appropriate for use in management, and that will be taken up, as discussed yesterday, as part of the larger kind of recreational data discussion with members of the South Atlantic SSC and the Gulf SSC, which is expected to happen this fall, and so it's in the works.

MS. BECKWITH: Great. I believe we are -- Are we going to be having a Dolphin Wahoo Committee meeting in September, where we will be seeing some of the information back from the longline HMS versus dolphin wahoo permit comparison?

MR. HADLEY: I believe so. That is expected for the September meeting.

MS. BECKWITH: Okay. In that September meeting, do you guys want have a fun, healthy discussion around the table about charter/for-hire sales? We haven't had a really interesting meeting on dolphin wahoo here in a little while, and so just let me know if you guys want to add that to the agenda, so I can have some fun. Unless there is any other business to come before the Dolphin Wahoo Committee -- Then I adjourn the committee.

(Whereupon, the meeting adjourned on June 13, 2017.)

Certified By: _____ Date: _____

Transcribed By:
Amanda Thomas
July 21, 2017

SOUTH ATLANTIC FISHERY MANAGEMENT COUNCIL
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