

SEDAR 51 Assessment Workshop Webinar I
July 26, 2017 from 1:00 PM to 2:00 PM
Summary Report

Data inputs approved at the Data Workshop were reviewed. Some issues with the data remain, particularly with defining the fishing fleets. Length composition weighting was also reviewed.

Fleets

Initially, the charter-for-hire, headboat, shore, and private boat fleets were kept separate; however, the landings from the charter-for-hire and headboat fleets are quite small in comparison with the shore and private boat fleets. Combining the charter-for-hire, headboat, and private boat fleets into one fleet was examined. Individually, the private boat fleet selects most for smaller, “just legal” sized fish, with the frequency of larger fish dropping off exponentially thereafter. The charter-for-hire fleet selects for a larger size distribution of fish, and for larger fish on average than the private boat fleet. The headboat fleet exhibits a size selectivity which is more similar to the charter-for-hire fleet; the effect of combining the charter-for-hire and headboat fleets will be examined at a later date. The shore fleet selects almost exclusively for smaller fish. At present, four separate fleets will be examined for the recreational fishery.

For the commercial fleets, the longline, gillnet, and commercial handline (vertical line) fleets will be examined. The handline fleet will be partitioned as “Monroe County” and “not Monroe County”, and will also include traps, trawls, pots, and seines, thereby eliminating the previous “Other” commercial fleet. The non-handline harvest methods were originally included in the gillnet fleet; however, gillnets were only used for a short period of time, while the other gears have been used for much longer time periods. Since the length distributions were similar to those in the handline fleet, the “other” fleets were aggregated there.

Generally speaking, landings are dominated by the recreational sector (~85%), based on landings from 1981 – 2015. Methods to finalize historic landings from the private fleet have been completed, and those for the charter-for-hire and headboat fleets are being finalized. Historic landings from the shore mode still need to be discussed. Historical landings for the commercial handline fleet have been developed but still need to be calibrated. The remaining commercial fleets do not have historical landings to analyze. Discard data are in a similar situation for each fleet. Discard length composition data change before and after the recreational size limit was implemented, and any subsequent effect will be evaluated. Discards have been added to landings for the commercial longline fleet, and no discards were present in the gillnet fleet.

Model

Stock Synthesis 3 will be used to assess gray snapper as a length-based model. Options include aging the fleet with age-length keys or the ages themselves ($n = 30,000$). If the latter proves tenable, an age-based approach will be attempted alongside the length-based attempt.

The next Assessment Webinar will be September 19 th , 2017 from 1:00 – 3:00 PM
