

Protocol for Onboard Screening and Dockside Testing for PSP Toxins in Molluscan Shellfish  
in Federally Closed Waters – Exempted Fishing Permit DA6-114 – December 2007

**Lot segregation plan for clam vessel fishing on Georges Bank.**

**Clam vessel will only land a single species on a given trip.**

Under the surf clam and ocean quahog management plan, which is the controlling regulation for the clam fishery a vessel, may only land surfclams or ocean quahogs on a given trip but not both species. Therefore, a clam vessel fishing on Georges Bank will still have to comply with the rules in the surfclam and ocean quahog management plan. A vessel may either land surfclams or ocean quahogs but not both on a single trip.

**Fishing Set Up Tows**

Under the Protocol the vessel fishing for clams on Georges Bank must have five negative PSP setup tows in an area (lot) not more than three square miles. The vessel will make a short tow on each of the four corners and one in the center. All tows must be negative to PSP using Jellett Rapid Test at water testing levels of 40ug per 100 g using 12 whole clams with shell removed per batch. Each batch must be labeled and retained. If any samples test positive the vessel must report the finding to NMFS via VMS and move to a new area and must start screening a new lot. If for example, the first two tows are negative and a tow three miles on the other end of the proposed fish lot test positive, the vessel could go to the first two negative tows and sample in the other direction in an effort to find three more negative tests which would allow the vessel to fish in that lot area.

**Loading Vessel**

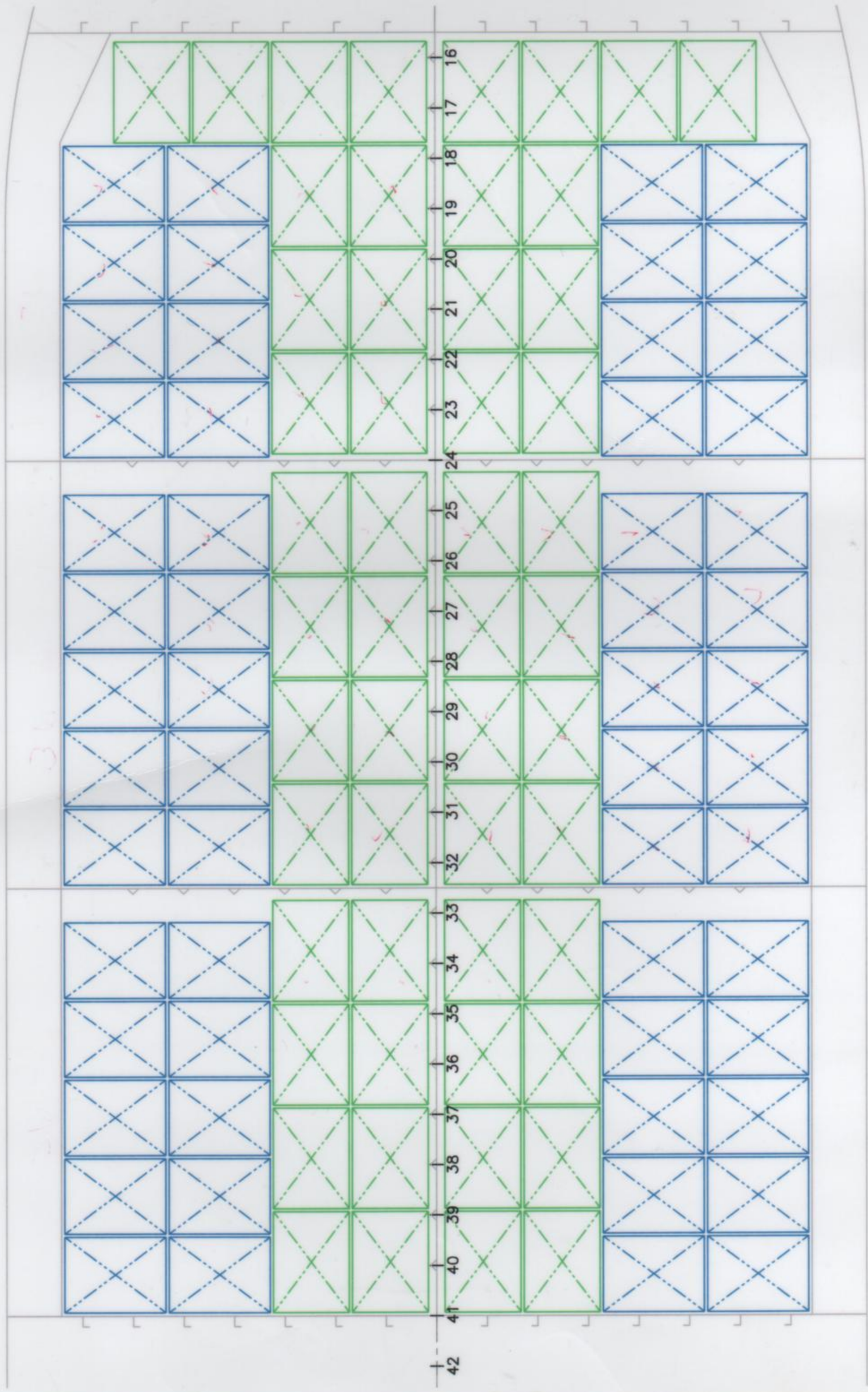
It is assumed that a three square mile area will be more than enough area to load the vessel with clams. Therefore, there will only be one lot on the ship for each trip.

There are six-clam cage storage compartments on the Seawatcher I. The compartments are numbered looking forward, with the forward starboard hold being number 1 (one) and the forward port hold being number 2 (two) the second hold back on the starboard side is number 3 (three) etc. Each compartment holds 18 cages. The first cages to be loaded on the ship would be placed in hold number 1 starting with the forward outside cages being the first to be filled and working aft on the outside then the next row in until the hold is full. When hold 1 is complete hold 2 would be the next to be filled using the same pattern of the port out side forward cage to the filled first and the rest of the out side cages then working into the center in the same manor as in hold number 1. When hold 2 is filled, the crew would start on hold 3 and continue to load the vessel in that order. It is conceivable that in bad weather the captain may want to trim the vessel fore and aft, filling hold number 1 first then hold number 6 second to have the weight distributed evenly starboard and port and fore and aft. If the captain did this for safety reasons it would be noted in the ships log so that there would be record of what order the vessel was loaded.

**Cage Tags**

Federally issued ITQ tags will be attached to each cage as required and the numbers will be recorded on the Declaration of Harvest Form for the lot. In addition to the ITQ tags a separate tag will be attached to each cage with a lot number and the date.

# CLAM CAGE LOADING DIAGRAM



HOLD PLAN