

**SUBMISSION TO THE NWMB**  
**FOR**  
**An increase to the Cumberland Sound TAH**



Submitted By  
**Cumberland Sound Fisheries Ltd.**

**AUGUST 4, 2017**

**Cumberland Sound Fisheries Ltd.**

Quota Increase Proposal

August 2017

**Cumberland Sound Fisheries Ltd .**

PO Box 185  
Pangnirtung, NU  
X0A 0R0

**Nunavut Wildlife Management Board**

3<sup>rd</sup> Floor, 1106 Ikaluktuutiak Drive  
P. O. Box 1379  
Iqaluit, NU  
X0A 0H0

August 4, 2017

Dear Sir/Madam:

Attached please find our request to increase the **Cumberland Sound Inshore Turbot Quota**.

We are projecting that the full inshore quota (500 MT) will be harvested in the 2018 Winter Fishery. Therefore, we are requesting that the **Cumberland Sound Inshore Turbot** quota be increased to accommodate the developing Summer Fishery.


To support our commitment, CSFL has purchased a 40' inshore fishing vessel, the f/v Pijjua II. It is anticipated that additional vessels will also be part of this developing fishery.

To ensure the successful development of the Summer Fishery and the continued development of the Winter Fishery, there is a need to increase the TAH in Cumberland Sound. We are proposing that the quota be increased to 1,000MT, from the current level of 500MT.

We trust that the Nunavut Wildlife Management Board agrees with our assessment and supports our request to increase the Cumberland Sound inshore quota.

**We are available to meet with NWMB staff if further clarification is necessary and/or to present our case.**

Sincerely,

  
Joopa Sowdlooapik  
Chairman  
Cumberland Sound Fisheries Ltd.

---

**Table of Contents**

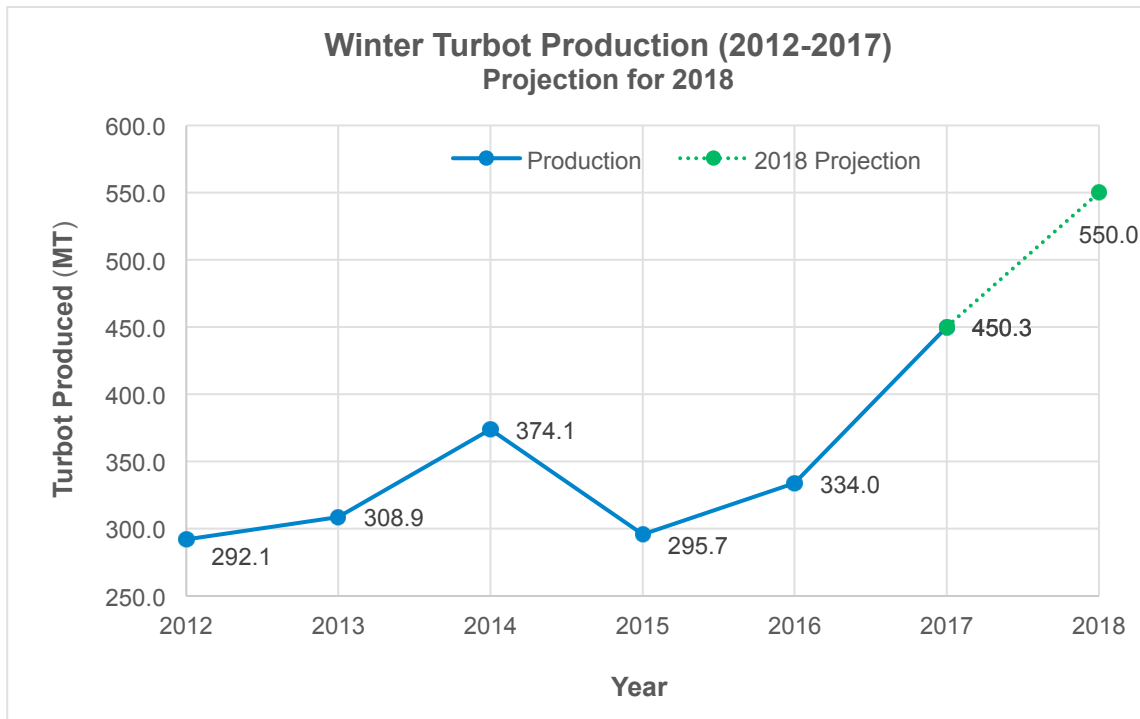
|  |           |
|--|-----------|
| <b>1. BACKGROUND .....</b>   | <b>4</b>  |
| <b>1.1 Winter Fishery .....</b>  | <b>4</b>  |
| <b>1.2 Cumberland Sound Border .....</b>   | <b>5</b>  |
| 1.2.1 Consultation .....   | 5         |
| 1.2.2 Map Of Cumberland Sound .....  | 6         |
| <b>1.3 Harvesting Capacity .....</b>   | <b>7</b>  |
| <b>1.4 NWMB Discussion .....</b>   | <b>8</b>  |
| <b>2. REQUEST TO NWMB .....</b>  | <b>8</b>  |
| <b>3.0 SCIENCE &amp; INUIT QAUJIMAJATUQANGIT (IQ) .....</b>                          | <b>9</b>  |
| 3.1 Turbot.....  | 9         |
| 3.2 Cumberland Sound.....  | 9         |
| <b>4. CONSULTATIONS .....</b>  | <b>9</b>  |
| 4.1 People of Pangnirtung .....  | 9         |
| 4.2 DFO .....  | 9         |
| <b>5. Timing 2018 .....</b>  | <b>10</b> |
| <b>7. APPENDICES .....</b>   | <b>10</b> |
| Appendix I Inspection and Valuation of Fishing Vessel by RCG Marine Consulting ..... | 11        |
| Appendix II DFO Consultation Emails .....  | 22        |

## 1. Background

### 1.1 Winter Fishery

The winter fishery in 2017 has been the most successful to date, with landings of 450MT (from the 500MT Cumberland Sound Allocation). It is estimated (see chart below) that the Winter fishery in 2018 will meet the current quota of 500MT for the inshore fishery in Cumberland Sound.

| Year | Amt Processed (MT) |
|------|--------------------|
| 2012 | 292.1              |
| 2013 | 308.9              |
| 2014 | 374.1              |
| 2015 | 295.7              |
| 2016 | 334.0              |
| 2017 | 450.3              |
| 2018 | 550.0              |



It is anticipated that a Summer fishery will start in 2018 and the inshore quota in Cumberland Sound will need to increase to support the industry's continued development.

## **1.2 Cumberland Sound Border**

The border for the Cumberland Sound Turbot Management Area (CSTMA) has been moved (see below) as requested by PHTO in May 2013, and approved by The Minister of Fisheries in 2014. The CSTMA now includes all of Cumberland Sound. This move will provide harvesters with more flexibility, and opportunities to pursue other species that may become available.

The move of the CSTMA border is very positive for NU's developing fishery, and, the CSTMA border move is in line with NWMB's mission of "conserving wildlife through the application of Inuit Qaujimajatuqangit (IQ) and scientific knowledge", and is in line with the NWMB's vision to make Nunavut 'a world class model for the cooperative management of healthy wildlife populations'.

As previously established, harvesting within Cumberland Sound is 'hook and line' only and the use of gill nets is not permitted. Vessel size is also limited to <85'. These harvesting restrictions contribute to Cumberland Sound being a world-class model of cooperative management, which contributes to a healthy, sustainable resource.

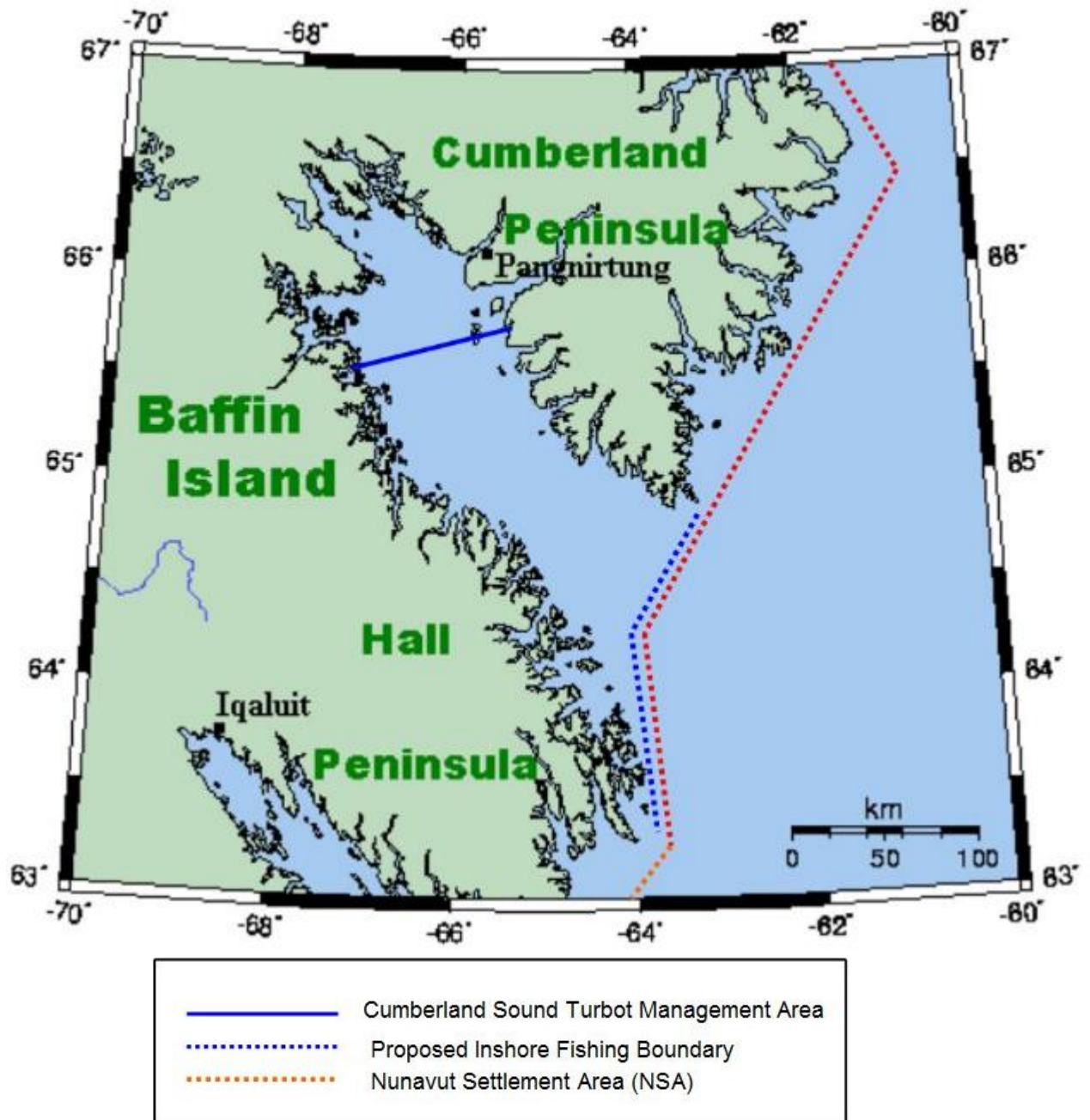
CSFL is requesting that the Inshore turbot quota be increased to 1,000 MT, from the current quota of 500MT. This increase is required to support the growing Winter fishery as well as the fledgling Summer fishery, which will start in 2018.

### **1.2.1 CONSULTATION**

Consultation was made by telephone and e-mail to the following:

1. Kevin Hedges, DFO Winnipeg
2. Charlotte Sharkey, DFO Iqaluit

### 1.2.2 MAP OF CUMBERLAND SOUND



The reasons that were used to justify the extension of the fishing boundary in Cumberland Sound also support the proposed inshore quota increase as follows:

- 1) IQ information supports increasing the Cumberland Sound turbot quota. The NWMB's mission is "conserving wildlife through the application of Inuit Qaujimajatuqangit (IQ) and scientific knowledge." Increasing the quota as propose does not negatively impact on conservation.
- 2) The current fishery is developing & growing. There may be other species, including a summer fishery for Turbot, that can be pursued in the future thus further enhancing the local (Pangnirtung) economy; and
- 3) The NSA already has the 12-mile boundary outside Cumberland Sound.

Increasing the quota in Cumberland Sound also supports the goal of the Nunavut Land Claims Agreement: to encourage self-reliance. Local harvesters will have more opportunity to fish Turbot, and possibly other species thus benefiting the residents of Pangnirtung.

It should be noted that Cumberland Sound harvesting is already a model for others in that NO gillnets are permitted in the Sound. Only 'hook and line' fishing is permitted.

This request is reasonable and within the NWMB's mandate. Extension of the fishing boundary to the already existing NSA 12-mile limit is also reasonable and will enhance the economic opportunities available to the people of Pangnirtung. While enhancing the turbot fishery, the potential to develop new fisheries in Cumberland Sound will also be possible.

Further developing a summer fishery will contribute to the local fish processing operation at Pangnirtung allowing for an extended operating season.

**This request also supports the Goal of Nunavut Land Claims Agreement: To encourage self-reliance.**

### 1.3 Harvesting Capacity

At present, there are 60 active fishers in the Winter Fishery with a total of 90 licenses issued from DFO. 30 employees are employed at the plant, Pangnirtung Fisheries Limited

To support the Summer Fishery, CSFL's has purchased a vessel, the f/v Pijiuja II (see Appendix #1)

## 1.4 NWMB Discussion

Leading up to the preparation of this report, discussions were held with the NWMB. The following was recommended by staff of the NWMB:

“As a total allowable harvest has been established for the Cumberland Sound turbot fishery, you would have to submit a request to the NWMB for an increase to this total allowable harvest (from 500t to 550t). I’ve attached the NWMB’s governance manual, which outlines what we require to be included in such a request (see Section 4.4). In particular, we would need you to submit:

1. A clearly written statement of what NWMB decision the proponent is seeking;
2. The best available western scientific, *Inuit Qaujimajatuqangit* and/or community information related to the Proposal, including the reasons in support of the Proposal, as well as relevant evidence - and argument, if the proponent wishes - to reasonably justify the proposed decision;
3. A reasonably-detailed summary of what relevant consultations have been undertaken, and with whom – including a report of the matters consulted on, the views raised by those consulted, and the results of the consultations; if Government is the proponent, or one of the proponents, it should also indicate, where appropriate, what accommodations, if any, it has made as a result of the consultation process;<sup>23</sup>
4. If the matter is urgent or otherwise time-sensitive, the provision of reasons and supporting evidence for fast-tracking the Proposal; and
5. All of the above translated into English or Inuktitut (Inuinnaqtun), as the case may be – except that supporting documentation over 10 pages in length need not be translated if accompanied by a reasonably-detailed, translated summary.”

## 2. Request to NWMB

CSFL is requesting that the Turbot TAH in Cumberland Sound be increased from the current level of 500MT to 1,000MT.

The primary reason for this request is that additional allocation is required to support the ongoing Winter fishery in Cumberland Sound. There are 90+ (60 active in 2017) licensed harvesters involved in the Winter fishery and the landings (see graph) are nearing the quota allocated to the inshore harvesters in CS.

The secondary reason for this request is that a quota increase is required for the following reasons:

- 1) To further support the developing Winter fishery: &
- 2) To support the development of a successful Summer fishery.

Since the Plant started in the 80's (or earlier?) our fishery has continued to develop, and we are known throughout the world for our quality. In order to continue our successful development, additional allocation is required to support the developing Summer Fishery in Cumberland Sound. In 2017, 450MT was landed in the Winter Fishery.

### 3.0 Science & Inuit Qaujimajatuqangit (IQ)

Consultation was made by telephone and e-mail with the following DFO staff:

1. Kevin Hedges, DFO Winnipeg
2. Charlotte Sharkey, DFO Iqaluit

#### 3.1 Turbot

Appendix II contains a copy of correspondence with Mr. Hedges, DFO Winnipeg

#### 3.2 Cumberland Sound

Re; Section 1.2

### 4. Consultations

#### 4.1 People of Pangnirtung

This request is supported by the Municipality of Pangnirtung and the PHTO as the inshore turbot fishery has been developing over the last few years.

#### 4.2 DFO

See Appendix II.

## 5. Timing 2018

It is anticipated that the Summer inshore turbot fishery will start in 2018.

## 6. Summary

Overall, CSFL feels that this request is reasonable and required as the fishing industry in Cumberland Sound continues to evolve.

## 7. Appendices

# **Appendix I**

## **Inspection and Valuation of Fishing Vessel by RCG Marine Consulting**

\*Note : Formatting and image quality has been changed from the original document

### **Inspection and Valuation of Small Fishing Vessel: Pijiuja II**

Pangnirtung, Nunavut

August 28, 2016

#### **Introduction**

On August 11, 2016, a representative of Cumberland Sound Fisheries Limited approached RCG Marine to conduct a basic survey and valuation of the small fishing vessel "Pijiuja II" for the purposes of purchasing the vessel for inshore fishing in the Cumberland Sound Region. The vessel was attended during the period of August 21-23, 2016 and a basic marine survey, inspection and examination was conducted of the vessel located at Pangnirtung, Nunavut. At the time of the inspection, the subject vessel was viewed out off the water. The purpose of the survey was to identify the general condition of the vessel, present insurable value, and to identify any defects or damages to its structure and equipment.

A preliminary examination of the hull, superstructure, internal scantlings, and mechanical equipment was conducted. As well, all ancillary equipment, including electrical, electronic and hydraulic equipment was powered and tested. The results of this inspection and observation are contained in this report. As well an estimated asset valuation was determined from the inspection process and is

included in this report.

## Vessel History

The fishing vessel Pijiuja II is a traditional maritime small fishing vessel, built in 2013 for the owner at Cheticamp Boatyard, in accordance with the Small Fishing Vessel Regulations as outlined under the Canada Shipping Act 2001 (CSA 2001). The owner's intention was to prosecute the exploratory inshore turbot fishery recently permitted by federal regulation in the Cumberland Sound area. The vessel was completed and delivered to the owner in the late summer of 2013. However, as a result of low fish prices and heavy ice coverage in the area, the Pijiuja II did not enter the fishery and has spent the last two seasons laid up, in cradle at Pangnirtung, Nunavut. The vessel has received very little commercial sea going time and as a result has been put for sale by the owner. The vessel is approximately 39' in length and is registered as less than 15 gross tons (GRT) with a traditional "Cape Island" hull design commonly employed in the inshore fishing industry on Canada's East Coast. Although, properly winterized and well attended, the vessel has been subjected to several harsh northern winters, therefore a thorough examination, including the powering of all equipment was undertaken. The results of this inspection process are categorized in this report.

## Vessel Particulars

|                             |                                  |
|-----------------------------|----------------------------------|
| Surveyor                    | RCG Marine                       |
| Name Of Vessel              | Pijiuja II                       |
| Date Of Survey              | August 22, 2016                  |
| Hull Design                 | Maritime "Cape Island"           |
| Construction Material       | FRP - Fibreglass Hull,           |
| Builder                     | Cheticamp Boat Yard/Bruno Gaudet |
| Vessel Type                 | Small Fishing Vessel             |
| Engine Type and Horse Power | Cummins Diesel- 300hp - 2013     |
| Year Built                  | 2013                             |
| LOA                         | 38'11"                           |

## Cumberland Sound Fisheries Ltd.

Quota Increase Proposal

August 2017

|                       |                 |
|-----------------------|-----------------|
| Beam                  | 15'9"           |
| Draft                 | 4'              |
| Hull Colour           | Blue            |
| Superstructure Colour | White           |
| DC Power              | 12 volt         |
| AC Power              | 120 Converter   |
| Holding Tank          | N/A             |
| Fuel Tank             | Approx. 500 gal |
| Water Tank            | 40 gal          |
| Weight                | 13.9 GRT        |
| Ballast               | N/A             |
| Hailing Port          | Iqaluit, NU     |
| Survey Completed for  | CSFL            |

### Hull and Deck

The exterior hull and deck was visibly inspected and both were found to be in excellent, like new condition. The vessel has received such little time in-service that no apparent, normal wear and abrasion of several years' vessel activity were visible. The hull below the waterline was inspected and no damage was apparent. Externally, the hull to deck assembly was found to be in excellent condition no distortion apparent in any areas. The original paint has not peeled or worn and there is no evidence of marine growth on the hull. All deck fittings, stem fittings, mooring cleats, life rails, stanchions, hatches, and cleats were inspected and found in good condition. The original corrosion anodes are in excellent condition as well. All deck area, rails and fittings are in excellent condition and are have no visible signs of wear. See photos (1 &2).

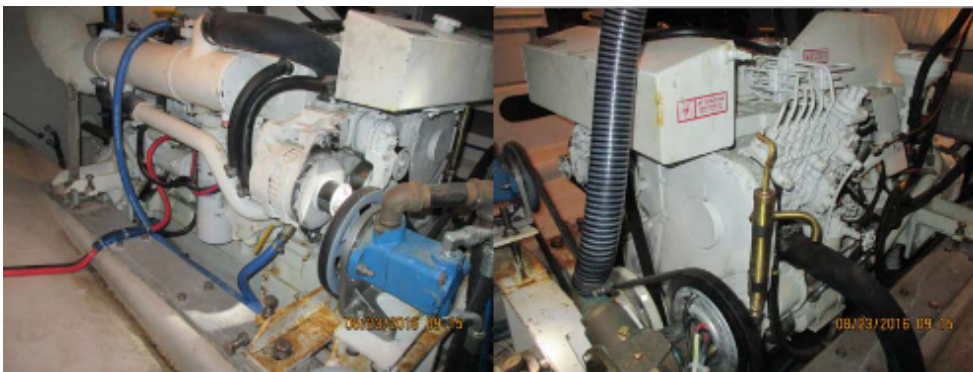


**Photo 1 & 2 (Vessel Profiles)**

## Engine

The vessel is powered by a 300 horse power, Cummins diesel engine that was manufactured and installed in 2013 during the new build process. The engine is in like new condition and has a service reading of 397.5 hours. The manual indicates that this engine should have an initial servicing at 250 hours which was completed and recorded onboard. The engine space is in clean condition with no wear evident, with minimal surface rust.

The engine was de-winterized and prepared for start-up. Initially, it was difficult to perform a start-up, since the battery bank was found to be low of stored power with some battery cells completely dry. When the batteries were replaced, the engine was fired up and running from the first start cycle in mere seconds. The engine ran smooth immediately and ran at the correct operating temperature. The engine compartment is clean and dry and in excellent condition. There are also, available a considerable selection of spare belts and parts as well as fuel and engine filters, that were purchased with the new vessel, that represent good value.



**Photo's 3 & 4 (Engine)**

## Navigational Equipment and Electronics

All of the vessels navigational equipment was powered up and tested. The Charting system, Radar, Sounders and GPS units were all found to be in good working condition when powered. All other bridge console equipment was found to be in excellent condition and in good working order. All appendage fittings for the Radar, GPS units and Transducers were checked and were found to be in excellent condition and in good working order.



Photos 5 & 6 (Electronic Navigational Equipment with Exterior Appendages)

## Electrical Panel and Equipment

The vessel's electrical system and equipment was powered and tested, including all navigational lights, cabin lights, gauges and power converters. The electrical panel is like new with no visible signs of damage and all breakers, switches and power outlets were checked and observed as operational.



Photos 7 & 8 (Electrical panel and Power Converter)

## Steering and Propulsion Systems

The steering and propulsion systems were examined and found to be in excellent condition and both were working freely. The steering flat was clean and steering rams presented as like new. The rudder and assembly presented in excellent condition as well. The propeller blades, shafting and stuffing box also presented as like new condition. There was no visible damage in any of these areas, as evidenced from the pictures below. There is no visible corrosion or rusting to any of the assembly.



Photo's 9 & 10 Steering Flat and Rudder



Photo's 11 & 12 (Stuffing Box and Shafting)

### **Port and Starboard Fuel Tanks**

The port and starboard fuel tanks were examined and presented as in excellent condition. The tanks are clean, free of rust and both fuel shut offs and tank drains were functional. As well the fuel lines and filters indicate a clean and corrosion free status.



**Photo's 13 & 14 (Port and Starboard Fuel Tanks)**



**Photo's 15 & 16 (Fuel Filters and Fuel Lines)**

### **Cabin and Interior**

The internal cabin and bunking area is clean and dry and presents in excellent condition. There is no evidence of any moisture or mildew and the area is as "built".



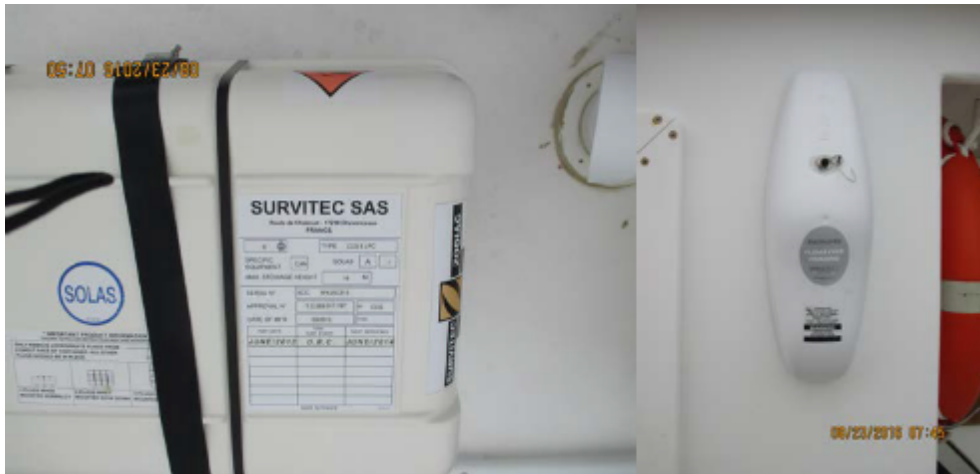
Photo's 17 &18 (Cabin, Bunks and Sink Area)

## Safety Equipment

The vessel has been initially equipped with a full suite of safety equipment that would exceed the Transport Canada; Small Fishing Vessel Regulations requirements, including the following:

1. One six person life raft which appears to be in good condition, however, the service date is for June 2014, therefore a service re-pack, prior to operating the vessel will be required.
2. Six, universal size, Immersion suits in like new condition; not photographed.
3. One Class I, Float Free EPIRB. This unit is operational and has a battery service date of December 2018.
4. Six Transport Canada approved Life Jackets and Six Personal Flotation Vests. (new condition).
5. One lifebuoy fitted with 27 m of line and two Anchors with 100 metres of chain and rope.
6. Two 4.5 L foam fire extinguishers and one fire bucket.
7. Two First Aid Kits and one Flashlight.

The only safety equipment that was not observed were the required Transport Canada approved, self-igniting flares. These flares are dangerous goods and were stored at the current owner's premises and unavailable for examination.



Photo's 19 & 20 (Life Raft and EPIRB)



Photo's 21 & 22 (Life Jackets and PFD's)

## **General Observations and Recommendations**

- 1.** Twenty Two photographs included in this report document the vessel's current physical condition as in good to excellent. This vessel is less than three years old and has not been in service, except for a minimal amount of time during the 2013 operating season, following delivery. This is evidenced by the fact that there are merely 397.5 actual running hours. This would amount to less than 3 - 4 weeks of actual operation. This is further evidenced by the lack of any marine growth lines that are normally observed on any vessel after an operating season. In its service life, this vessel has never required a hull cleaning.
- 2.** The engine and equipment is in excellent condition and has been serviced as required by the manufacturer. Oil and filter changes have been followed as recommended as well. The quick startup, following the insertion of new batteries indicates the engine has no deficiencies. The exhaust stack is constructed of stainless steel and presents in excellent condition, however the stack should be covered for protection during winterization and to prevent leakage from the elements into the engine and engine compartment.
- 3.** The only visible damage to the vessel is several cracked windows in the working deck area due to vandalism. This damage is not structural and when the glass is replaced will present in excellent condition. A maintenance schedule would also be good practice.
- 4.** All of the safety equipment that requires servicing (life rafts and flares) should identified and be sent out at the seasons end for servicing. This equipment is mostly dangerous goods and it is much more economical to receive certification for the following season via sea freighting.
- 5.** The vessel had a coating of fine dust over the entire superstructure and some had penetrated the cabin area. If left this fine gravel type substance could cause some damage to moving machinery parts as well as failure of electrical and electronic equipment. Shaft and equipment greasing's and light oiling of machinery should continue to occur at regular intervals. Protective tarping could be added around the wheelhouse.
- 6.** While the hydraulics onboard the vessel were powered, tested and found to be in excellent working condition, the fishing gear was stored at the current owner's premises, therefore no comment can be afforded to the condition of this equipment.

7. The vessel is currently stored in a small and insufficient cradle for the harsh winter weather experienced at Pangnirtung. It is recommended that the new owners upgrade the existing boat cradle for long term seasonal storage stability. In the interim, additionally blocking would ensure the vessels continued stability while dry docked.

### **Vessel Valuation**

The new build costs, for the small fishing vessel **Pijiuja II** when completed in the spring of 2013 was determined at an overall costing of approximately \$280,000.00. This costing did not include the vessel required safety equipment or spare parts and fishing gear, all of which are currently offered in the purchase. This equipment and spares was valued at approximately \$25,000. The vessel was therefore valued at approximately \$300,000.00 when completed as a new build. Much of this value remains with the vessel, however, it is normal practice to depreciate a new vessel approximately 15 % in the first 2- 3 years of service life, given that in many cases equipment warranties are limited to a 1,3 or 5 year terms. Therefore an average value for this vessel would be approximately \$ 250,000.00. This valuation is based on the vessel's current condition as presented at Pangnirtung on August 21-23, 2016.

---

R. Gibbons MMS FM I

September 14, 2016

RCG Marine Consulting

## Appendix II

# DFO Consultation Emails

**From:** "Hedges, Kevin J" <[Kevin.Hedges@DFO-MPO.GC.CA](mailto:Kevin.Hedges@DFO-MPO.GC.CA)>  
**Date:** Wed, 19 Jul 2017 21:34:19 +0000  
**To:** "T. Paul Hiscock" <[paul@atlanticasolutions.com](mailto:paul@atlanticasolutions.com)>  
**Cc:** "Panipak, Joanna" <[Joanna.Panipak@dfo-mpo.gc.ca](mailto:Joanna.Panipak@dfo-mpo.gc.ca)>, sakiasie sowdlooapik <[Sowdlooapik@hotmail.com](mailto:Sowdlooapik@hotmail.com)>  
**Subject:** RE: Latest DFO science on turbot

Hello Paul,

We survey the offshore component of NAFO SA 0B annually and the stock assessment is conducted through the NAFO Scientific Council.

The Cumberland Sound Turbot Management Area has never had a true stock assessment. In 2011 I started an annual longline survey in Cumberland Sound to generate a fishery-independent stock index. The survey was conducted in 2011-2014; in 2015 we were unable to survey because of heavy ice conditions and in 2016 the survey vessel was unavailable and I couldn't find a suitable replacement. I am planning to conduct the longline survey again this year and next year, and then in fall of 2018 or winter of 2019 we will conduct a formal stock assessment. DFO has run a plant sampling program to collect demographic data from the commercial catch since the first year of the fishery. Fisher logbooks are also collected to provide data on effort relative to catch and bycatch; not all fishers turn in their logbooks however so we have an incomplete picture.

In conjunction with the fishery-independent survey I have collaborated with Scott Grant (Memorial University) on a bycatch reduction study to reduce Greenland Shark bycatch mortality on longlines, and with Aaron Fisk and Nigel Hussey (University of Windsor and Ocean Tracking Network) to assess habitat use, movement patterns, stock connectivity and trophic dynamics in Greenland Halibut, Greenland Shark and Arctic Skate. The bycatch reduction study is completed. Last year was the final year of the fish tracking study in Cumberland Sound; we are currently working up the data and planning to report our results to DFO Fisheries Management and Pangnirtung early in 2018.

That is a quick overview of recent Greenland Halibut related research in Cumberland Sound. Is there something specific that you are looking for?

Kevin J. Hedges, Ph.D.

Research Scientist  
Arctic Aquatic Research Division, Central & Arctic Region  
Fisheries and Oceans Canada / Government of Canada  
[Kevin.Hedges@dfo-mpo.gc.ca](mailto:Kevin.Hedges@dfo-mpo.gc.ca) / Tel: 204-983-3001

**Cumberland Sound Fisheries Ltd.**

Quota Increase Proposal

August 2017

Chercheur scientifique  
Division de la recherche aquatique de l'Arctique, Région Centrale et de l'Arctique  
Pêches et Océans Canada / Gouvernement du Canada  
[Kevin.Hedges@dfo-mpo.gc.ca](mailto:Kevin.Hedges@dfo-mpo.gc.ca) / Tél.: 204-983-3001

---

**From:** T. Paul Hiscock [<mailto:paul@atlanticasolutions.com>]  
**Sent:** July-19-17 3:27 PM  
**To:** Hedges, Kevin J  
**Cc:** Panipak, Joanna; sakiasie sowdlooapik  
**Subject:** Re: Latest DFO science on turbot

Hi Kevin:

Looking for the latest info on 0B turbot (particularly Cumberland Sound). Can you help?

Thanks,

Paul Hiscock  
Atlantica Solutions Inc

---

**From:** "Panipak, Joanna" <[Joanna.Panipak@dfo-mpo.gc.ca](mailto:Joanna.Panipak@dfo-mpo.gc.ca)>  
**Date:** Wed, 19 Jul 2017 19:47:20 +0000  
**To:** "T. Paul Hiscock" <[paul@atlanticasolutions.com](mailto:paul@atlanticasolutions.com)>  
**Cc:** sakiasie sowdlooapik <[Sowdlooapik@hotmail.com](mailto:Sowdlooapik@hotmail.com)>, "Hedges, Kevin J" <[Kevin.Hedges@DFO-MPO.GC.CA](mailto:Kevin.Hedges@DFO-MPO.GC.CA)>  
**Subject:** RE: Latest DFO science on turbot

Good afternoon Paul,

You'll want to get in touch with Kevin Hedges [Kevin.Hedges@DFO-MPO.GC.CA](mailto:Kevin.Hedges@DFO-MPO.GC.CA)  
I've also cc'd Kevin.

Jo

---

**From:** T. Paul Hiscock [<mailto:paul@atlanticasolutions.com>]  
**Sent:** July-13-17 9:06 AM  
**To:** Panipak, Joanna  
**Cc:** sakiasie sowdlooapik  
**Subject:** Latest DFO science on turbot

Hi Joanna:

I'm doing some work with the the CSFL/PFL partnership. I'm looking for the latest science on 0B turbot, specifically Cumberland Sound. Any suggestions where I could get that info?

Paul Hiscock  
Atlantica Solutions Inc.  
647-345-4104