

HB

784

AGO 125400

4/24/80

Reported Out as CS
w/DO PASS

(9)

COMMITTEE REPORT

HOUSE

2/18/80

FURTHER: JUDICIARY

Date: 4/24/80

Mr. Speaker:

The Committee on RESOURCES has had HB 784
"An Act relating to the maximum length of salmon net vessels."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HB 784 same title
 new title
- and recommends DO PASS
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]
CHAIRMAN



Alaska State Legislature

House

HOUSE RESOURCES COMMITTEE

FISH & GAME ISSUES

Alvin Osterback, Chairman

Pouch V, State Capitol
Juneau, Alaska 99811
(907) 465-3715

HEARING NOTIFICATIONS

Re: Maximum Length of Salmon Net Vessels.

BILL	DATE INFORMED	LETTER/PHONE	INFORMED	HEARING DATE
HB 784			Rep. Nels Andersen, Sponsor United Fishermen of Alaska Dept. of Fish & Game Greg Cook, Exec. Dir. of Boards of Fisheries and Game to testify Commercial Fisheries Entry Commission	4/24



Alaska State Legislature

House

HOUSE RESOURCES COMMITTEE

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Pouch V, State Capitol
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(907) 465-3715

HEARING NOTIFICATIONS

Maximum length of Salmon Net Vessels

BILL	DATE INFORMED	LETTER/PHONE	INFORMED	HEARING DATE
HB 784	3/7	3738	Rep. Nels Andersen, Sponsor	3/14
	3/7	4100	Fish & Game	3/14
	3/7	586-2820	United Fishermen of Alaska Sharon Macklin, Exec Dir., to testify	3/14
	3/10	586-3301 or 7891-9862	Bob Willard - Seiner Alaska Native Brotherhood (will testify)	3/14
	3/10	586-3249	Ronald John, Seiner	
			Mtg. canceled for 3/14 - called UFA, Rep. Andersen, Bob Willard, Fish & Game	
Meeting Canceled				

Original sponsor: Anderson

1 IN THE HOUSE

BY THE RESOURCES COMMITTEE

2 CS FOR HOUSE BILL NO. 784

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the maximum length of salmon net
7 vessels."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. LEGISLATIVE FINDINGS. The legislature finds that

10 (1) overly efficient harvest of salmon by net vessels is detri-
11 mental to future fishing seasons and to the equitable distribution of the
12 fishery resources in fisheries with a limited number of units of gear and a
13 limited total catch per season;

14 (2) the limitations on the length of salmon net vessels imposed by
15 AS 16.05.835 are designed to prevent overefficiency in harvest while still
16 allowing as many fishermen as possible to participate in the fishery safely
17 and with optimum efficiency;

18 (3) the state waters north and west of a line running 225 degrees
19 true through Cape St. Elias are particularly vulnerable to overharvest of
20 salmon if the limitations on length of vessels included in AS 16.05.835 are
21 not imposed.

22 * Sec. 2. AS 16.05.835 is amended to read:

23 Sec. 16.05.835. MAXIMUM LENGTH OF SALMON NET [SEINE] VESSELS. (a)
24 No salmon seine vessel may be longer than 50 feet, official Coast Guard
25 register length, [AND 58 FEET OVERALL LENGTH] except

26 (1) vessels that have fished for salmon with seines in waters
27 of the state before January 1, 1962, as 50-foot, official Coast Guard
28 register length vessels; and

29 (2) vessels that fish for salmon with seines in the south-

New CS (version reported
out of Resources)
is section (b) only - everything
else deleted

1 eastern waters of the state only.

2 (b) No vessel used to fish for salmon with a gill net in the
3 waters of the state within Bristol Bay may be longer than 32 feet, over-
4 all length. For the purposes of this section, "overall length" means
5 the overall length of the hull excluding rollers used for deployment or
6 retrieval of anchors or nets.

7 (c) In (a) of this section, "southeastern waters of the state"
8 means the waters of the state south and east of a line running 225 de-
9 grees true through Cape St. Elias.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

**BOARD OF FISHERIES/BOARD OF GAME
DEPARTMENT OF FISH AND GAME**

SUPPORT BUILDING
JUNEAU, ALASKA 99801

TESTIMONY TO HOUSE RESOURCES COMMITTEE
ON CSHB 784

by

Gregory F. Cook, Executive Director
Boards of Fisheries and Game

The Board of Fisheries appreciates this opportunity to present testimony regarding the 32-foot boat limit for salmon fishing vessels in Bristol Bay.

In December 1979, the Board of Fisheries took action to repeal 5 AAC 06.341, effective December 31, 1981. This regulation had been the basis for the 32-foot limit in Bristol Bay. The Board's primary concern in taking this action was to allow fishermen to enhance their capability to improve the quality of fish delivered. The Board voted to not make this regulation effective until the 1982 fishing season in order to give individuals a chance to decide whether to change boat size and to acquire needed financing. In addition to allowing planning time for fishermen, this delay allows ship builders time for retooling.

Before making their decision the Board listened to extensive public testimony. The Board recognizes that this subject is highly emotional, yet it is important to analyze the issue as one of conservation and development of fishery resources. In all the testimony presented by Department biologists and the public, no real management purpose for the limit was described. On the other hand, there did seem to be valid arguments favoring repeal of the boat limit. These considerations, as noted above, centered on the need for improving the quality of fish sold from Bristol Bay and providing the means for this quality enhancement.

Several regulatory sessions of the Board of Fisheries are scheduled to occur before the repeal takes effect. If significant new evidence is presented to the Board showing a particular boat size to be uniquely advantageous, a new limit for the Bay could be enacted.

To summarize, the Board's action rests on these two premises: (1) the 32-foot boat limit does not significantly affect resource management in Bristol Bay; (2) removal of the limit will give fishermen greater flexibility to upgrade the quality of fish delivered in Bristol Bay and sold around the world.

Testimony on CSHB 784

HB 784

BRISTOL BAY NATIVE ASSOCIATION

P. O. BOX 179
DILLINGHAM, ALASKA 99576
PHONE (907) 842-3322

December 1, 1978

The Honorable Nels Anderson, Jr.
Representative
P.O. Box 234
Dillingham, Alaska 99576

Dear Representative Anderson:

At their regular November meeting, the Executive Committee of BBNA directed me to express their support of a 32-foot limitation for vessels participating in the salmon and herring fisheries in Bristol Bay.

As you know, many local people have already invested in 32-foot vessels because of the existing limitation in the salmon fishery; therefore, their investment must be protected. A 32-foot vessel can not successfully compete with a larger one; therefore an unfair burden would be placed on local people if larger boats were allowed to enter the Bristol Bay fisheries.

For these reasons, the Executive Committee supports the 32-foot limitation on vessels in Bristol Bay. Your support will be appreciated.

Sincerely yours,

BRISTOL BAY NATIVE ASSOCIATION, INC.

Kay E. Larson

(Mrs.) Kay E. Larson
Deputy Director

KEL/mc

TELEGRAM

ALASKA TEL. CO. INC.

PHONE: 586-6442

JUNEAU, AK 99802

#

02117 TDA SAND POINT ALASKA 25 03-04 1215P AST

PMS REP ALVIN OSTERBACK

JUNEAU AK

THE PENINSULA MARKETING ASSOCIATION AND THE PURSE SEINERS OF THE
PENINSULA ARE OPPOSED TO THE REMOVAL OF SIZE LIMIT ON 58 FOOT
ALASKA LIMIT SEINERS.

DICK JACOBSEN, PRESENT

PENINSULA MARKETING ASSOCIATION

391

WORK ORDER REQUEST FORM

No. 95

KEYWORDS: Fishing Vessel Lengths
Herring Waste

ASSIGNED TO Kreinherder
Froelich

REQUEST FOR: BILL RESOLUTION RESEARCH OTHER

SUBJECT _____

REQUESTED FOR Rep. Osterback (cc to Halford) BY Sam Cotton EXT. _____

? *called 2/28 to correct*

* DELIVER TO Osterback/Legal Services--Ken Vassar TAKEN BY Kreinherder

INSTRUCTIONS, EXPLANATIONS 1) Combine HB 784 and HCR 54, both relating to maximum fishing vessel lengths. Add section from HCR 54 which would maintain 58' seine limit for Kodiak, Aleutians, and western Alaska. 2) Write a letter of legislative intent to accompany the revised bill. 3) Review proposed CSHB 590, relating to herring to determine if bill would work and if necessary references to existing wanton waste statutes have been made.

OBTAIN

SPECIAL DRAFTING INSTRUCTIONS ATTACHED
AUTHORIZED TO CONFER WITH _____

RETURN _____
TO REQUESTER

APPROVED: _____ Director, Legal Services
_____ Director, Research

REVIEWED _____

SPECIAL INSTRUCTIONS TO TYPIST/PROOFREADER

IN: 1:55 a.m. 2/20/80 DUE 2/29/80

TYPED - Draft _____ DATE _____

Final _____ DATE _____

PROOFED _____ DELIVERED _____

DRAFT FINAL

HB 784

BRISTOL BAY NATIVE ASSOCIATION

P. O. BOX 178
DILLINGHAM, ALASKA 99576
PHONE (907) 842-3322

December 1, 1978

The Honorable Nels Anderson, Jr.
Representative
P.O. Box 234
Dillingham, Alaska 99576

Dear Representative Anderson:

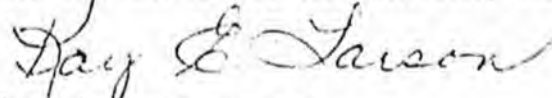
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As you know, many local people have already invested in 32-foot vessels because of the existing limitation in the salmon fishery; therefore, their investment must be protected. A 32-foot vessel can not successfully compete with a larger one; therefore an unfair burden would be placed on local people if larger boats were allowed to enter the Bristol Bay fisheries.

For these reasons, the Executive Committee supports the 32-foot limitation on vessels in Bristol Bay. Your support will be appreciated.

Sincerely yours,

BRISTOL BAY NATIVE ASSOCIATION, INC.



(Mrs.) Kay E. Larson
Deputy Director

KEI./mc

HB 784

P.O. Box 10159
Dillingham, Alaska 99576
April 11, 1979

Board of Fisheries
Alaska Department of Fish and Game
Support Building
Juneau, Alaska 99811

Dear Sirs:

I understand that you are currently considering a repeal of the 32' limitation on vessel size for commercial salmon fishing use in Bristol Bay.

I hope you are not considering passing the repeal merely as a "favor" to Bristol Bay fishermen, without considering the long-term impacts you will be placing on the fishermen of Bristol Bay.

When I first thought of the repeal, I said "Why not?" I only thought of the comfort of fishing in a larger vessel. Now, after serious consideration, I believe that the repeal would not be in the best interest of the most numerous and typical Bristol Bay fishermen.

Probably the greatest impact the repeal would have in Bristol Bay would be the less fishing time the fishermen will face in the future.

The current fishing fleet of Bristol Bay is the most highly efficient fleet the salmon fishery has ever faced in history. We have seen the birth of the newer and faster fiberglass vessels in the Bay. The more compact and powerful engines, along with the hydraulic systems, the power reels and rollers, have led to the greater efficiency. We have also seen radars, depth fathometers and fish finders, along with the new "Ioran C" installed in more and more of the vessels.

Probably the single factor which has most dramatically increased the efficiency of the Bristol Bay fleet in recent years has been the introduction of the "brailer system" of delivery. Soon, the days will vanish when the salmon are peughed singly from the vessels onto the tenders. The salmon are now handled by the hundreds in brails, dramatically cutting down the delivery time of fishermen, increasing their harvesting capability.

Board of Fisheries

April 11, 1979

Page 2

With the introduction of larger vessels in Bristol Bay, the efficiency of the fleet will increase even more dramatically. The main reason being that the larger vessels would be able to accomodate a larger number of crew members capable of "picking clean" 150 fathoms of gillnet full of fish in much less time than the usual two crewmembers you would find on most vessels in the Bay today. With the larger vessels, more space would become available for crew members to sleep in, move about in the cabin, and "pick" fish.

I have heard that if the repeal is passed, captains would immediately order larger vessels, and then hire low salaried college students from outside to help them "pick" their nets faster. I have also heard that more and more fishermen would take family members out fishing as crew members.

The purpose of having a larger number of crew members is to effectively "pick and clean" 150 fathoms of gillnet as soon as possible, so that the cleaned net could be set out again, catching more fish within a twelve hour period, especially if the fishing is heavy.

Another reason the efficiency of the fleet will be increased if larger vessels were allowed in the Bay is because the larger vessels would be able to accomodate more gallery supplies and fuel, allowing them to fish for extended periods, especially when the fishing is not heavy.

The efficiency of the fleet will also become apparent during the king season on the Nushagak River, noted for its king runs. The king salmon "run" up the river during high winds, and are commonly known as rough water fish. If larger vessels are introduced into Bristol Bay, they would be more capable of taking a larger number of king salmon since the larger vessels would be able to fish in more severe weather than the 32' vessels. While the 32' vessels must seek shelter during rough weather, the larger vessels could be harvesting more kings.

This same "pattern" of greater harvesting capability for larger vessels will also develop with the silver salmon season in Bristol Bay. The silver salmon, like the kings, "run" in rough weather also.

Probably the greatest advantage large vessel owners would have over 32' vessel owners will be felt in the red salmon season during rough weather. Weather in the Bay is highly unpredictable. There are seasons frequent with "bad" weather, and seasons with relatively calm weather. If there is a 30 to 35 mph wind present within the Bay during heavy red runs, the 32' vessels would be able to only harvest up to 1,500 reds to keep on the safe side. Yet, the larger vessels would be able to "take on" more reds in rough weather. Once again, the larger vessels would have an advantage over the smaller 32' vessels.

I strongly believe that the local Commercial Fisheries Division will seriously consider the efficiency and harvesting capability of the fishing fleet when the Department calls for an opening within the emergency order period. Instead of providing a twelve hour period to the fleet, the Department could very well begin granting six hour periods because of the increased harvesting capability of the fleet, and concern of the Department to obtain the needed escapement.

I am concerned that the Department could very well be imposing restrictions on the fishing time allowed to fishermen during the king season also. With more boats harvesting more kings, reds, and silvers, I am sure the Department will be more concerned about obtaining their escapement.

I believe that the greatest hardship that will be felt in Bristol Bay will be placed upon the hundreds of setnetters in the Bay. The setnetters of the Bay will be greatly impacted if the efficiency of the fleet is dramatically increased by the introduction of larger vessels. There are times when the setnetters "catch" reds moving into the beach, and if the efficiency of the fleet is substantially increased, it means less salmon moving into the beach to be caught by the setnetters.

Setnetting in Bristol Bay is not always profitable, especially during the bleak years. The increased efficiency of the fleet by the introduction of larger vessels would certainly mean less salmon for setnetters. Larger vessels would "scoop up" salmon schools near setnet sites in less time, affecting the amount of salmon to be caught and income to be made by the setnetters.

The statement that most fishermen in Bristol Bay will not begin purchasing larger vessels if the 32' limitation was repealed, must be closely considered. The passage of the Commercial Fishing Loan Program by the State Legislature has opened up an attractive and effective financing resource for the fishermen in Bristol Bay. The impact of the loan program has been far reaching, much greater impact is expected if the loan program receives additional funds.

The fishermen of Bristol Bay currently recognize the advantages of having a wider, higher, and more powerful 32' vessel. If one were to examine the type of vessels a number of highliners at the Columbia Wards Fisheries cannery in Ekuk have ordered, one would find that the vessels are higher, wider, and usually are accompanied by a more powerful and compact engine. One fisherman in Bristol Bay has recently ordered a 14' wide 32' vessel which will have a twin screw of 3208 Cats to power the vessel. I am sure wider vessels are being ordered in the Naknek/Kvichak River also.

The statement that the efficiency of the fleet will not be increased if larger than 32' vessels were introduced into the Bay must be carefully considered. The question of why more and more highliners are purchasing higher and wider vessels clearly reflects the greater holding capacity the fishermen would like to have in their vessels.

Once the fishermen of Bristol Bay being realizing the greater efficiency and harvesting capabilities of the larger vessels, they will immediately seek financial resources to purchase larger vessels, and if the loan program is reactivated, they will take full advantage of the program.

In terms of the larger vessels providing benefits to fishermen interested in participating in the new emerging bottomfisheries in the Bering Sea, the only place they would probably use their larger vessels would be in the Toqiak/Kulukak Bay herring fishery. For the fishermen of Bristol Bay to fully participate in the high seas bottomfisheries in the Bering Sea, they would need 100' to 150' vessels, which cannot be effectively used in the shallow based gillnet salmon fishery.

I have even heard that a number of the smaller purse seine vessels participating in the Toqiak/Kulukak Bay herring fishery were more successful in the purse seine fishery than the larger vessels. I have heard directly from the Department of Fish and Game that one 28' vessel in the fishery was one of the highliners. I see the capability of Bristol Bay 32' vessels effectively competing in the herring fishery.

Another long-term impact which could result in Bristol Bay if larger vessels were permitted would be the possible request and granting of an extension to the lower limit line of fishing districts, especially in Nushagak and Naknek/Kvichak River districts.

As more and more larger vessels are introduced into the Bay, more fishermen will be "pushing" for an extension of the lower limit lines because with deeper draft vessels, such fishermen will say that the lower limit should be extended for safety reasons. The Bristol Bay fishing districts consists of much shallow water and sand bars, and the fishermen with larger vessels would want to fish in deeper water for safety reasons.

If the lower limit is extended, it would be the numerous setnetters and skiff fishermen who would be adversely affected by the extension. The larger vessels would be able to fish further out, catching the salmon as they move up the river systems.

Salmon stocks steadily "move" up the fishing districts; with many of the early stocks of salmon being caught at the lower limits. This situation exists within the Nushagak River, and,

without question, the larger vessels will have the most advantage of benefiting from an extended lower limit.

I have also heard that many of the "upriver" villagers would benefit from utilizing larger vessels for hauling oil and grubstakes during the fall. I believe this statement should be closely examined also. The river system to many of the upriver communities in Bristol Bay pose serious shallow water routes, and I am sure many of the villagers would not "rush into" purchasing larger vessels for hauling cargo to the villages.

I also believe that the Board of Fisheries must consider the physical situation of Bristol Bay, and consider the impacts expected with larger vessels existing in the Bay. Currently, a number of the canneries in Bristol Bay are facing serious storage facilities for their fishermen and vessels. The Peter Pan cannery in Dillingham was "forced" to deny the winter storage of vessels for a number of fishermen, resulting in the fishermen having to store their vessels outside facing the elements. If larger vessels are introduced, the storage problem will be compounded, and those fishermen who cannot afford to construct private warehouses will have to store their vessels outside with little protection from vandalism. A number of vessels were recently vandalized in the Dillingham Boat Harbor because many of the fishermen had no place to store their vessels.

Consideration should also be given to the size of Dillingham Boat Harbor, the only man-made harbor in Bristol Bay which plays an important role to the protection of hundreds of vessels on the Nushagak River. If larger than 32' vessels were to be parking in the harbor, immediate work would need to be done to enlarge the harbor, otherwise the safety of many boats in the Nushagak River will become jeopardized.

I have heard that a number of fishermen who participate in the Togiak/Kulukak herring fishery with vessels larger than 32', and have purchased a Bristol Bay drift gillnet salmon permit have urged the passage of the repeal for the 32' limitation, so they can conveniently enter the Bristol Bay salmon fishery without purchasing a 32' vessel.

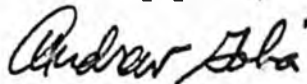
In conclusion, I believe that the introduction of larger vessels will solely benefit those fishermen who purchase or currently own larger vessels, and will certainly not benefit the 32' boat fishermen, skiff fisheries, and setnetters of Bristol Bay.

Board of Fisheries
April 11, 1979
Page 6

I urge you to vote against the repeal for the 32' limitation, and consider the number of fishermen it will adversely affect in Bristol Bay.

I hope you fathom my concerns.

Sincerely yours,

A handwritten signature in cursive script that reads "Andrew Golia".

Andrew Golia

Back-Up Info
on HB 784

INTRODUCTION

Bristol Bay - A Report to
the Alaska Board of Fisheries
By Greg Cook, Exec. Dir.
of Bds of Fish & Game

Data
Gathered
April -
Dec. 1979

In December of 1978, the Lower Bristol Bay Advisory Committee proposed repeal of the 32-foot limit on salmon fishing vessels in Bristol Bay. 5 AAC 06.341. The Board tabled that proposal for further study. This report is based on a visit to Bristol Bay made in April, 1979, at the direction of the Board of Fisheries. The visit was made by Greg Cook, Executive Director of the Boards of Fisheries and Game. A total of 337 resident Bristol Bay fishermen were contacted in 15 villages. Also, the Western Alaska Cooperative Fishermen's Marketing Association, Jim McConnell, president of the Dillingham branch of the National Bank of Alaska, and several cannery managers were interviewed.

Public meetings were held in 15 different villages. Advance notice for the meetings was provided by Kay Larson of the Bristol Bay Native Association and Radio Station KDLG. I took minutes at each meeting and notes of each individual's testimony are on file in Juneau for inspection.

Meetings were conducted in the following manner: A statement of the issue was given, then the floor was opened for discussion. Translators were necessary in several villages. Each time a translator was needed, one local resident was able to serve in that capacity. I tried to summarize the arguments on each side of the issue when discussions seemed to be over. This often made people aware of more points of view and stimulated a renewal of discussion. This report is a product of those meetings.

VILLAGE BY VILLAGE SUMMARY

1. Dillingham; April 23; 20 people contacted; all opposed to changing the limit.
2. Togiak; April 24; 31 people contacted; all opposed to changing the limit.
3. Twin Hills; April 24; 30 people contacted; all opposed to changing the limit.
4. Manakotak; April 24; 27 people contacted; all opposed to changing the limit.
5. South Naknek; April 25; 12 people contacted; 11 people opposed to changing the limit, 1 favored the change.
6. North Naknek; 37 people contacted; all opposed to changing the limit.
7. Egegik; April 26; 32 people contacted; 30 opposed to changing the limit, 2 favored to changing to 36 feet.
8. Pilot Point; April 27; 14 people contacted; 7 people favored eliminating the limit, 3 opposed, 4 silent.
9. Port Heiden; April 27; 25 people contacted; all favored changing to 36 feet, but nothing larger.

10. Kokhanok; April 28; 9 people contacted; 7 opposed to the change, 2 favored changing (facetious).

11. Iliamna; April 28; 7 people contacted; all opposed to changing the limit.
12. New Halen; 26 people contacted; all opposed to changing the limit.
13. Koliganek; April 29; 29 people contacted; all opposed to changing the limit.
14. New Stuyahok; April 30; 24 people contacted; all opposed to changing the limit.
15. Ekwok; May 1; 14 people contacted; all opposed to changing the limit.

CONCLUSION

The controversy over the 32-foot limit is often emotional. Arguments on each side encompass social and economic, as well as biological issues. Much of the thinking is necessarily conjectural since vessels larger than 32-feet have never yet participated in the Bristol Bay salmon fishery. Judging from the intensity of the participation in the public meetings that form the basis of this report, the Board's decision on 5 AAC 06.341 will be closely watched by all Bristol Bay fishermen.

The vast majority of Bristol Bay resident fishermen who were contacted during the April, 1979, Board of Fisheries survey, strongly oppose any change in the 32-foot limit regulation. The biggest single reason expressed for their opposition was the anticipated effect that such a change would have on income distribution in Bristol Bay. Local resident fishermen are convinced that bigger boats would lead to a few rich operators profiting to the detriment of the majority of fishermen. "The rich will get richer and the poor will get poorer."

A recurring theme in the villages was fear of purse seine gear being introduced in the Bay. Allowing larger boats was seen as the first step towards allowing seine gear, moving fishing district boundary lines farther seaward, and eventually over-fishing and depleting the resource.

Support for changing the 32-foot limit was found exclusively on the Alaska Peninsula. Residents of Port Heiden favor a new limit of 36-foot vessels. They want slightly bigger boats for greater comfort and safety in rough weather. They do not advocate bringing in vessels larger than 36-feet. Residents of Pilot Point strongly advocate removal of any size limit whatsoever. They argue that this would enable fishermen to present a higher quality product during the salmon season, permit entry into other fisheries without necessitating purchase of a second vessel, and encourage true entrepreneurs.

SUMMARY OF ARGUMENTS FAVORING
REPEAL OF THE 32-FOOT LIMIT

- More efficient, carry more crew, gas and food, spend more time fishing and less time making deliveries, going for gas, etc.
- Greater safety in rough weather.
- Better ability to fish king salmon. Kings are a rough weather fish in Bristol Bay.
- Increased comfort. Port Heiden people in particular feel this desire since they travel further than other Bristol Bay residents in order to reach an open fishing district.
- Could be used in other areas of Alaska where 32-foot boats are inappropriate.
- Could be used for other fisheries such as bottomfish, crab, herring.
- More room would give space for a slush ice machine. This would encourage delivery of a higher quality product, allow for watertight compartments, and enable the fishermen to spread the fish out more so that they wouldn't get "squished."
- Fishermen are now independent; there's no need to be tied to a cannery's apron strings either by history or because of canneries' unwillingness to renovate their storage facilities and docks.
- Professional fishermen should have the latitude to develop as rapidly as they wish. "Laissez-faire" is the best approach.
- 32-feet is too small to be versatile.
- Greater fuel efficiency.
- Financing would be easy at a rate of 4 3/4 percent interest (contact Alec Griecken for his loan source).
- When people have big boats, canneries will build facilities to accommodate them.
- It's cheaper to have one boat to use in all fisheries.

SUMMARY OF ARGUMENTS OPPOSED
TO CHANGING THE 32-FOOT LIMIT

- Puts 32-foot boats at a competitive disadvantage. Rich people will buy the bigger boats and get richer, poor people will end up with less fishing time and less fish.
- Inability of small boats to fish as long before needing to resupply.

- Would make Bristol Bay more attractive to outsiders since they could then use their bigger boats in Bristol Bay. This would result in outsiders buying out the limited entry permits held by local-Bay residents.
- 32-foot boats are fine for fishing herring. To say the bigger boats would be useful in bottom fishing is specious; no boat can fish the shallow water where the salmon run and at the same time be versatile enough to fish out on the high seas where the bottomfish are.
- The Bay is too shallow for deep draft boats.
- Deep draft boats can't go up the rivers. Villagers would be disadvantaged since upriver people would need a second boat in order to haul their supplies and travel up and down the river. While repealing the 32-foot limit would make one boat practical for outsiders, it would necessitate two boats for upriver people if they wanted to remain competitive.
- A decrease in fishing time for small boats would result since larger vessels could take on more fish in rough weather and harvest the allowable catch quicker.
- People in the villages can't afford bigger boats; they have no collateral for loans and banks just laugh at them when they try to get loans based on fishing ability. Upriver villages have an especially difficult time securing financing.
- The Commercial Fisheries Entry Commission has studied the possibility of buying back permits in Bristol Bay and bigger boats would mean they'd buy back more permits.
- 32-foot vessels now adequately harvest 100 percent of the resource. The real problem is inadequate processing capacity.
- Shorter openings would result (because the fleet would be more efficient). This would hurt setnetters, 32-foot boat fishermen, and skiff fishermen.
- Could lead to requests for changing the fishing boundary limits, thereby increasing the fishing pressure on mixed stocks.
- There are not storage facilities adequate to accommodate larger vessels over winter. Existing storage facilities are already overcrowded and inadequate. Harbors are only designed for 32-foot vessels. More dredging would be required in Dillingham, the only harbor in Bristol Bay. Docks are old and cannot support the extra weight that bigger boats would require. Booms and hoists are barely adequate for lifting existing 32-foot boats; larger vessels would be too heavy for this equipment.
- Fear that seiners would return to the Bay's salmon fishery.
- Management of the fishery would be harder in weak years if efficiency of the fleet increases. For example, in one twelve hour period, 70 percent of the total allowable catch for a weak run year can now be taken.

- Shorter openings would make problems for setnetters who really need a full tidal cycle in order to work their nets.

- ~~Salmon is the sole basis for the economy in Bristol Bay; few alternative employment opportunities exist.~~
- There would be a serious decline in the value of existing 32-foot vessels.
- There is no good reason for change; management is good now with the 32-foot boats.
- New boats would just mean fishing harder to pay off the vessel; there would be no real increase in income for fishermen who only fish salmon.
- Bigger boats will get a higher percentage of the fish available and leave less for the small boats who are even more income dependent on the fishery.
- Larger boats would fish the kings harder; king returns are now strong.
- Larger boats would want more fathoms of gear.
- Canneries already have trouble processing in peak years. Changes in delivery patterns that would result from larger vessels could prove chaotic.
- Bigger boats might mean that canneries would cease buying from some small operators since they could receive all the fish they could process from a more limited number of fishermen.
- Bigger boats will mean a higher dropout rate as gill nets are hauled higher to reach the deck.
- overcapitalization
- It would complicate deliveries to salmon scows. Vessels tie up one behind the other and skiffs tied up to 50-foot boats tied up to skiffs will cause problems.
- The Bristol Bay fishery is just now getting to the point where all the locals can really make a living from the fishery. Why should the Board change the fishery to benefit outsiders?
- Fear of shorter openings.
- Bristol Bay residents rarely own limited entry permits for other fisheries. They would have a hard time amortizing the investment in a larger boat since they would not be able to fish other areas of Alaska where limited entry has been instituted.
- Small boats won't be able to compete with bigger, more stable boats in rough weather.
- Who will want to buy 32-foot boats that are owned now if 36-foot or 40-foot boats with greater efficiency are allowed?

-- The 32-foot limit acts to equalize competition between skiff fishermen and big boats.

~~Bad weather and fishermen's strikes are the prime contributors to escapement. If bigger boats are allowed to fish, this will complicate management.~~

-- A decrease in the amount of money made by locals will increase the number of locals that have to go on welfare and BIA assistance.

-- Larger vessels will mean an unequal rate of drift; this will result in more gear conflicts among drifters.

-- Big money will buy up the limited entry permits and more local people will end up sitting on the beach. Kids in the villages who don't have permits and who might benefit from an increase in the number of limited entry permits will never get them if an increase in boat size is allowed. A greater investment is required for a bigger boat. Village children who are potential beneficiaries of an increase in the number of permits will not get this opportunity if bigger boats become the norm.

-- Any change in size will act to frustrate the goal of limited entry: limiting the ability to take.

-- Entry into the fishery will be so expensive that it will become a virtual recreational fishery for doctors and lawyers.

-- All the support facilities of canneries are geared to 32-foot boats: hydraulics, docks, storage, parts inventories. Change will mean canneries will have to make massive capital investments.

-- Bristol Bay Borough could lose an important part of its tax base if boats are no longer stored in the Borough on the day that taxes are assessed.

-- Increased interception by Alaska Peninsula people and Sand Point people.

-- It will increase the number of requests for more gear types.

-- It will result in enforcement problems in the area since big boats could overnight there.

-- Outsiders on big boats will be able to fish continuously during the openings; small boats must deliver and lose fishing time.

-- Longer boats won't necessarily mean they will be any less beamy.

LETTER OF INTENT

HOUSE RESOURCES COMMITTEE

CSHB 784

The House Resources committee is reporting out CSHB 784 because it embodies the best possible salmon fishing vessel length limitations for all waters of the state and for both seine and gillnet vessels.

It is the intent of the committee to protect the salmon resources of the state, as well as the equitable distribution thereof, by maintaining the 58-foot salmon seine vessel length limit in the northern and western waters of the state. The nature of the resource in these waters, the historic participation patterns, and local factors such as availability of larger vessels and the desires of fishermen all require that the 58-foot limit be continued for these waters. The committee recognizes that length limitations on salmon seine vessels prevent over-efficiency of harvest which results in shorter seasons and concentration of limited seasonal catches among few fishermen, i.e., those who can afford the bigger boats. These factors and considerations do not exist or apply with respect to the salmon resources and seine fisheries in other parts of the state as they do in the northern and western waters.

It is also the intent of the committee to perpetuate the historic 32-foot overall length limit on Bristol Bay gillnet vessels, which has previously been imposed only by regulation. This limit is desirable not only for the reasons mentioned regarding the seine vessel limit, but also because of the unique characteristics of Bristol Bay itself which make 32 feet the most efficient, as well as the safest, limit for gillnet vessels.

Representative Osterback
Co-Chairman

HOUSE RESEARCH AGENCY
Pouch Y - State Capitol
Juneau, Alaska 99811
465-3991

MEMORANDUM

February 29, 1980

TO: Ken Vassar
Legislative Counsel

FROM: Peter B. Froehlich
House Research Agency

RE: Fishing Vessel Length (HB 784 and HCR 54)

At the request of Representative Osterback, I am forwarding to you a copy of a proposed CSHB 784 which is the result of combining HB 784 with HCR 54. Also attached is a draft letter of intent which explains some of the rationale behind the bill.

Please contact me if you have any questions.

PBF/dp


cc: Representative Osterback
Representative Halford

HOUSE RESEARCH AGENCY
Pouch Y - State Capitol
Juneau, Alaska 99811
465-3991

MEMORANDUM

February 29, 1980

TO: Representative Alvin Osterback
Co-Chairman House Resources Committee

FROM: Peter B. Froehlich 
House Research Agency

RE: Fishing Vessel Length (HB 784 and HCR 54) and Herring (proposed
CS for HB 590)
Research Request No. 95

You recently asked this agency 1) to combine HB 784 and HCR 54 concerning fishing vessel length; 2) to write a letter of intent to accompany the revised bill; and 3) to review HB 590 concerning herring.

I have attached to this memorandum a proposed CS for HB 784 in response to request number 1) and a draft letter of intent in response to request number 2). Copies of the bill and letter also have been sent to Ken Vassar, legislative Counsel, as you requested. Please note that the proposed CS for HB 784 includes a section entitled "legislative findings" which states largely the same considerations as does the draft letter of intent. Because findings adopted by the entire legislature are of more weight than a letter of intent from one committee, you might consider whether, in your view, a letter is necessary or desirable.

I have also reviewed the proposed CS for HB 590 concerning herring. In my view, the bill would "work," in the sense that it would allow herring stripping and carcass disposal in the area described, notwithstanding existing AS 16.10.172 and 16.10.173.

Several observations and alternatives on drafting approach come to mind, however. First, in order to achieve codification of CSHB 784 in the Alaska Statutes, it could be drafted to amend AS 16.10.172 by adding the two subsections in Section 1 of the bill. This approach would be even more desirable for Section 2 of the bill which could be drafted to amend AS 16.10.173. The simplest approach to Section 2 of the bill would be to merely amend AS 16.10.173(e) by changing the January 1, 1979, cut-off date and, if desired, also the geographic description "Bering Sea (including bays, sounds, estuaries, and water of the state) north of 56° north latitude." In fact, it would be possible to accomplish the apparent purpose of proposed CSHB 590 by this means alone, omitting Section 1 and Sections 2(a) and (c).

Representative Alvin Osterback
February 29, 1980
Page 2

In conclusion, the proposed CS bill is not in conflict with any "wanton waste" statute since the only statute on that subject (former AS 16.05.830) was repealed by ch. 73 SLA 1968. The only statutes with which consistency must be considered are AS 16.10.172 and AS 16.10.173 relating to herring specifically.

If any further questions arise on these matters, please contact me.

PF/dp

cc: Representative Halford

Introduced: 2/18/80
Referred Resources and
Judiciary

IN THE HOUSE

BY RESOURCES

CS FOR HOUSE BILL NO. 784

IN THE LEGISLATURE OF THE STATE OF ALASKA

ELEVENTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to the maximum length of salmon net vessels."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

Section 1. LEGISLATIVE FINDINGS. The legislature finds that

- (1) overly efficient harvest of salmon by net vessels is detrimental to future fishing seasons and to the equitable distribution of the fishery resources in fisheries with a limited number of units of gear and a limited total catch per season;
- (2) the limitations on the length of salmon net vessels imposed by AS 16.05.835 are designed to prevent over-efficiency in harvest while still allowing as many fishermen as possible to participate in the fishery safely and with optimum efficiency;
- (3) the state waters north and west of a line running 225 degrees true through Cape St. Elias are particularly vulnerable to overharvest of salmon if the limitations on length of vessels included in AS 16.05.835 are not imposed.

Section 2. AS 16.05.835 is amended to read:

Sec. 16.05.835. MAXIMUM LENGTH OF SALMON NET [SEINE] VESSELS. (a)

No salmon seine vessel may be longer than 50 feet, official Coast Guard register length, AND 58 FEET OVERALL LENGTH except

(1) vessels that have fished for salmon with seines in waters of the state before January 1, 1962, as 50-foot, official Coast Guard register length vessels; and

(2) vessels that fish for salmon with seines in the southeastern waters of the state only.

(b) No vessel used to fish for salmon with a gill net in the waters of the state within Bristol Bay may be longer than 32 feet, overall length. For the purposes of this section overall length means the straight line measurement between the extremities of the hull proper.

(c) In (a) of this section, "southeastern waters of the state" means the waters of the state south and east of a line running 225 degrees true through Cape St. Elias.

HB 784

G. Cook
ADFG

THE 32' LIMIT IN BRISTOL BAY

A REPORT TO THE
ALASKA BOARD OF FISHERIES

BY

GREG COOK, EXECUTIVE DIRECTOR
BOARDS OF FISHERIES AND GAME

Data Gathered In
April and December, 1979

HISTORICAL BACKGROUND

present controversy over methods and means of taking salmon in Bristol Bay emerges from a unique historical context. The passage that follows is excerpted from The Silver Fleece: An Economic Study of the Bristol Bay Region, April, 1958, Alaska Rural Development Board.

The decline in numbers of fish has forced changes in methods of operation and the type of gear used. The early gill net boats were 25-foot Columbia River double enders with a centerboard and a spirit sail. These boats were operated by two men--a netter and a boat puller. Gradually, the design of the boats improved, and in 1922 the first powered boats were brought into the Bay. The same year saw the operation of the first purse seiners in the area. These two developments proved to be extremely efficient fish catching devices, and Federal regulating authorities could foresee danger to the runs if they were permitted to become established. In addition, the cannery operators realized that their tight control over the fishery might be destroyed by the introduction of outside seiners and the power boats. As a result, action was immediate and regulations were issued forbidding the use of purse seiners and power boats in Bristol Bay.

Since the sailboat was less maneuverable and much slower than the power boats, it was much less efficient in finding and catching fish. The desire to catch more fish eventually caused the canneries to seek ways and means of circumventing the restriction on power boats. The monkey boat was the answer. This boat was essentially a tow boat which could take on to half a dozen or more sailboats and tow them to the fishing grounds. Thus rapid moves could be made by the sailboats and they came almost as mobile and efficient as power boats. Realizing that the purpose of the "sailboat only" regulation was being defeated by the canneries, the Fish and Wildlife Service removed this restriction in 1951, permitting power boats up to 32 feet in length to operate in the Bay.

With the advent of power, a major economic revolution has been occurring in Bristol Bay. Prior to 1951, private ownership of fishing boats and gear was almost unknown. The canneries owned the boats and gear and hired fishermen to man them, usually bringing the great majority from other states. Locally hired fishermen were very much in the minority.

The introduction of power boats provided a compact, efficient fishing machine that was not financially out of reach for a number of the more progressive local fishermen. The advantages of private ownership were immediately apparent to the fishermen, especially since the independent operators received considerably more for their fish than did the company fishermen. As a result, the number of privately owned boats in the Bay, especially on the Nushagak, has increased each year since 1951. This movement toward independent operation of fishing boats has greatly increased the bargaining power of the local people. They have become an insistent voice at the annual hearings held by the Fish and Wildlife Service to determine regulatory measures. In addition, as more local people are able to become independent of a large cannery, they are able to come to much more equitable terms on the price of fish. As a result, the increase in independent fishermen has had far reaching effects on the Bristol Bay economy.

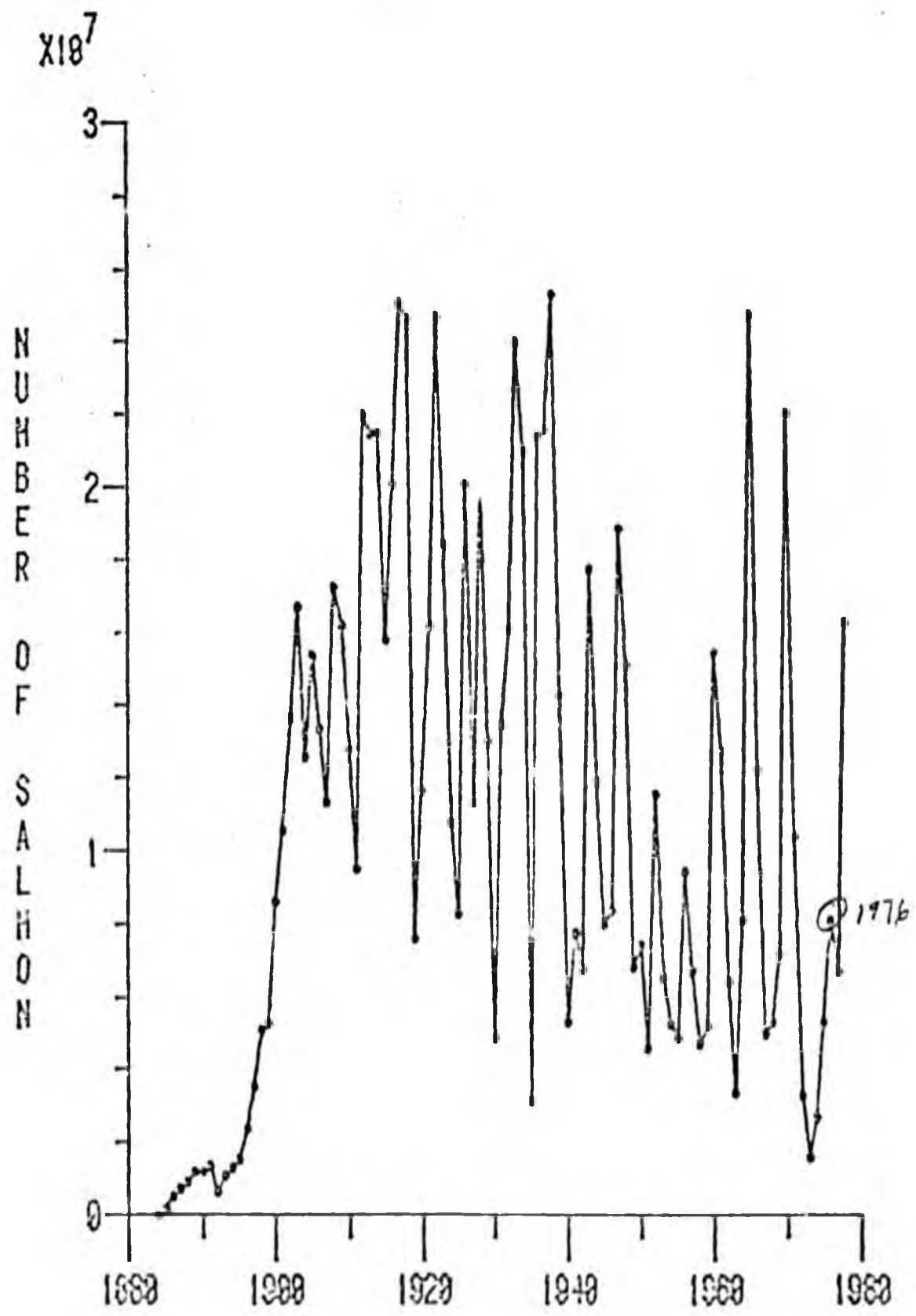
ECONOMIC INFORMATION

Data obtained from CFEC show the average price paid for Bristol Bay drift gill net entry permits. In 1975, those permits averaged \$1,165; by 1978, the average price paid for a Bristol Bay limited entry permit was \$21,638. Data are also available which show the average income of individuals who participated in the Bristol Bay drift gill net fishery. The average fisherman sampled in the CFEC survey earned 98 percent of his gross fishing income from salmon drift gillnetting; 77 percent of the total Bristol Bay drift gill net fleet grossed under \$20,000 in 1976. See attached graph to assess the relative strength of the 1976 harvest.

One consideration in evaluating these data is the rapid rate of inflation which all Alaskans have experienced from 1976 until the present. Inflation at the present time is estimated to be in the neighborhood of 14 percent a year. Although 1976 was a weak year for red salmon, it was a high year for chums. Pink salmon in Bristol Bay are an even year fish so the pink salmon income component was significant in 1976. An additional factor which should be taken into consideration is the rise in prices paid for all salmon products since 1976.

In 1976, approximately 31 million sockeye were harvested in Bristol Bay. One and one-half million king salmon, three million pinks, eight and one-half million chums, and 100,000 coho.

Source: February, 1979 CFEC Summary
of Cost and Net Return Information
for the Bristol Bay Drift Gillnet Fishery



BRISTOL BAY COMMERCIAL SALMON HARVEST, 1884-1973.

From "The 32' Limit in
Bristol Bay - A Report to
the Alaska Board of Fisheries"
INTRODUCTION By Greg Cook, Exec. Dir.
of Bds of Fish & Game

Data
Entered
April -
Dec. 1979

In December of 1978, the Lower Bristol Bay Advisory Committee proposed repeal of the 32-foot limit on salmon fishing vessels in Bristol Bay. 5 AAC 06.341. The Board tabled that proposal for further study. This report is based on a visit to Bristol Bay made in April, 1979, at the direction of the Board of Fisheries. The visit was made by Greg Cook, Executive Director of the Boards of Fisheries and Game. A total of 337 resident Bristol Bay fishermen were contacted in 15 villages. Also, the Western Alaska Cooperative Fishermen's Marketing Association, Jim McConnell, president of the Dillingham branch of the National Bank of Alaska, and several cannery managers were interviewed.

Public meetings were held in 15 different villages. Advance notice for the meetings was provided by Kay Larson of the Bristol Bay Native Association and Radio Station KDLG. I took minutes at each meeting and notes of each individual's testimony are on file in Juneau for inspection.

Meetings were conducted in the following manner: A statement of the issue was given, then the floor was opened for discussion. Translators were necessary in several villages. Each time a translator was needed, one local resident was able to serve in that capacity. I tried to summarize the arguments on each side of the issue when discussions seemed to be over. This often made people aware of more points of view and stimulated a renewal of discussion. This report is a product of those meetings.

VILLAGE BY VILLAGE SUMMARY

1. Dillingham; April 23; 20 people contacted; all opposed to changing the limit.
2. Togiak; April 24; 31 people contacted; all opposed to changing the limit.
3. Twin Hills; April 24; 30 people contacted; all opposed to changing the limit.
4. Manakotak; April 24; 27 people contacted; all opposed to changing the limit.
5. South Naknek; April 25; 12 people contacted; 11 people opposed to changing the limit, 1 favored the change.
6. North Naknek; 37 people contacted; all opposed to changing the limit.
7. Egegik; April 26; 32 people contacted; 30 opposed to changing the limit, 2 favored to changing to 36 feet.
8. Pilot Point; April 27; 14 people contacted; 7 people favored eliminating the limit, 3 opposed, 4 silent.
9. Port Heiden; April 27; 25 people contacted; all favored changing to 36 feet, but nothing larger.

10. Kokhanok; April 28; 9 people contacted; 7 opposed to the change, 2 favored changing (facetious).

11. Iliamna; April 28; 7 people contacted; all opposed to changing the limit.
12. New Halen; 26 people contacted; all opposed to changing the limit.
13. Koliganek; April 29; 29 people contacted; all opposed to changing the limit.
14. New Stuyahok; April 30; 24 people contacted; all opposed to changing the limit.
15. Ekwok; May 1; 14 people contacted; all opposed to changing the limit.

CONCLUSION

The controversy over the 32-foot limit is often emotional. Arguments on each side encompass social and economic, as well as biological issues. Much of the thinking is necessarily conjectural since vessels larger than 32-feet have never yet participated in the Bristol Bay salmon fishery. Judging from the intensity of the participation in the public meetings that form the basis of this report, the Board's decision on 5 AAC 06.341 will be closely watched by all Bristol Bay fishermen.

The vast majority of Bristol Bay resident fishermen who were contacted during the April, 1979, Board of Fisheries survey, strongly oppose any change in the 32-foot limit regulation. The biggest single reason expressed for their opposition was the anticipated effect that such a change would have on income distribution in Bristol Bay. Local resident fishermen are convinced that bigger boats would lead to a few rich operators profiting to the detriment of the majority of fishermen. "The rich will get richer and the poor will get poorer."

A recurring theme in the villages was fear of purse seine gear being introduced in the Bay. Allowing larger boats was seen as the first step towards allowing seine gear, moving fishing district boundary lines farther seaward, and eventually over-fishing and depleting the resource.

Support for changing the 32-foot limit was found exclusively on the Alaska Peninsula. Residents of Port Heiden favor a new limit of 36-foot vessels. They want slightly bigger boats for greater comfort and safety in rough weather. They do not advocate bringing in vessels larger than 36-feet. Residents of Pilot Point strongly advocate removal of any size limit whatsoever. They argue that this would enable fishermen to present a higher quality product during the salmon season, permit entry into other fisheries without necessitating purchase of a second vessel, and encourage true entrepreneurs.

SUMMARY OF ARGUMENTS FAVORING
REPEAL OF THE 32-FOOT LIMIT

- More efficient, carry more crew, gas and food, spend more time fishing and less time making deliveries, going for gas, etc.
- Greater safety in rough weather.
- Better ability to fish king salmon. Kings are a rough weather fish in Bristol Bay.
- Increased comfort. Port Heiden people in particular feel this desire since they travel further than other Bristol Bay residents in order to reach an open fishing district.
- Could be used in other areas of Alaska where 32-foot boats are inappropriate.
- Could be used for other fisheries such as bottomfish, crab, herring.
- More room would give space for a slush ice machine. This would encourage delivery of a higher quality product, allow for watertight compartments, and enable the fishermen to spread the fish out more so that they wouldn't get "squished."
- Fishermen are now independent; there's no need to be tied to a cannery's apron strings either by history or because of canneries' unwillingness to renovate their storage facilities and docks.
- Professional fishermen should have the latitude to develop as rapidly as they wish. "Laissez-faire" is the best approach.
- 32-feet is too small to be versatile.
- Greater fuel efficiency.
- Financing would be easy at a rate of 4 3/4 percent interest (contact Alec Griechen for his loan source).
- When people have big boats, canneries will build facilities to accommodate them.
- It's cheaper to have one boat to use in all fisheries.

SUMMARY OF ARGUMENTS OPPOSED
TO CHANGING THE 32-FOOT LIMIT

- Puts 32-foot boats at a competitive disadvantage. Rich people will buy the bigger boats and get richer, poor people will end up with less fishing time and less fish.
- Inability of small boats to fish as long before needing to resupply.

- Would make Bristol Bay more attractive to outsiders since they could then use their bigger boats in Bristol Bay. This would result in outsiders buying out the limited entry permits held by local-Bay residents.
- 32-foot boats are fine for fishing herring. To say the bigger boats would be useful in bottom fishing is specious; no boat can fish the shallow water where the salmon run and at the same time be versatile enough to fish out on the high seas where the bottomfish are.
- The Bay is too shallow for deep draft boats.
- Deep draft boats can't go up the rivers. Villagers would be disadvantaged since upriver people would need a second boat in order to haul their supplies and travel up and down the river. While repealing the 32-foot limit would make one boat practical for outsiders, it would necessitate two boats for upriver people if they wanted to remain competitive.
- A decrease in fishing time for small boats would result since larger vessels could take on more fish in rough weather and harvest the allowable catch quicker.
- People in the villages can't afford bigger boats; they have no collateral for loans and banks just laugh at them when they try to get loans based on fishing ability. Upriver villages have an especially difficult time securing financing.
- The Commercial Fisheries Entry Commission has studied the possibility of buying back permits in Bristol Bay and bigger boats would mean they'd buy back more permits.
- 32-foot vessels now adequately harvest 100 percent of the resource. The real problem is inadequate processing capacity.
- Shorter openings would result (because the fleet would be more efficient). This would hurt setnetters, 32-foot boat fishermen, and skiff fishermen.
- Could lead to requests for changing the fishing boundary limits, thereby increasing the fishing pressure on mixed stocks.
- There are not storage facilities adequate to accommodate larger vessels over winter. Existing storage facilities are already overcrowded and inadequate. Harbors are only designed for 32-foot vessels. More dredging would be required in Dillingham, the only harbor in Bristol Bay. Docks are old and cannot support the extra weight that bigger boats would require. Booms and hoists are barely adequate for lifting existing 32-foot boats; larger vessels would be too heavy for this equipment.
- Fear that seiners would return to the Bay's salmon fishery.
- Management of the fishery would be harder in weak years if efficiency of the fleet increases. For example, in one twelve hour period, 70 percent of the total allowable catch for a weak run year can now be taken.

- Shorter openings would make problems for setnetters who really need a full tidal cycle in order to work their nets.

- ~~Salmon is the sole basis for the economy in Bristol Bay; few alternative employment opportunities exist.~~
- There would be a serious decline in the value of existing 32-foot vessels.
- There is no good reason for change; management is good now with the 32-foot boats.
- New boats would just mean fishing harder to pay off the vessel; there would be no real increase in income for fishermen who only fish salmon.
- Bigger boats will get a higher percentage of the fish available and leave less for the small boats who are even more income dependent on the fishery.
- Larger boats would fish the kings harder; king returns are now strong.
- Larger boats would want more fathoms of gear.
- Canneries already have trouble processing in peak years. Changes in delivery patterns that would result from larger vessels could prove chaotic.
- Bigger boats might mean that canneries would cease buying from some small operators since they could receive all the fish they could process from a more limited number of fishermen.
- Bigger boats will mean a higher dropout rate as gill nets are hauled higher to reach the deck.
- overcapitalization
- It would complicate deliveries to salmon scows. Vessels tie up one behind the other and skiffs tied up to 50-foot boats tied up to skiffs will cause problems.
- The Bristol Bay fishery is just now getting to the point where all the locals can really make a living from the fishery. Why should the Board change the fishery to benefit outsiders?
- Fear of shorter openings.
- Bristol Bay residents rarely own limited entry permits for other fisheries. They would have a hard time amortizing the investment in a larger boat since they would not be able to fish other areas of Alaska where limited entry has been instituted.
- Small boats won't be able to compete with bigger, more stable boats in rough weather.
- Who will want to buy 32-foot boats that are owned now if 36-foot or 40-foot boats with greater efficiency are allowed?

- The 32-foot limit acts to equalize competition between skiff fishermen and big boats.
- ~~Bad weather and fishermen's strikes are the prime contributors to escapement. If bigger boats are allowed to fish, this will complicate management.~~
- A decrease in the amount of money made by locals will increase the number of locals that have to go on welfare and BIA assistance.
- Larger vessels will mean an unequal rate of drift; this will result in more gear conflicts among drifters.
- Big money will buy up the limited entry permits and more local people will end up sitting on the beach. Kids in the villages who don't have permits and who might benefit from an increase in the number of limited entry permits will never get them if an increase in boat size is allowed. A greater investment is required for a bigger boat. Village children who are potential beneficiaries of an increase in the number of permits will not get this opportunity if bigger boats become the norm.
- Any change in size will act to frustrate the goal of limited entry: limiting the ability to take.
- Entry into the fishery will be so expensive that it will become a virtual recreational fishery for doctors and lawyers.
- All the support facilities of canneries are geared to 32-foot boats: hydraulics, docks, storage, parts inventories. Change will mean canneries will have to make massive capital investments.
- Bristol Bay Borough could lose an important part of its tax base if boats are no longer stored in the Borough on the day that taxes are assessed.
- Increased interception by Alaska Peninsula people and Sand Point people.
- It will increase the number of requests for more gear types.
- It will result in enforcement problems in the area since big boats could overnight there.
- Outsiders on big boats will be able to fish continuously during the openings; small boats must deliver and lose fishing time.
- Longer boats won't necessarily mean they will be any less beamy.

APPENDICES

Photos - Bristol Bay

Resolutions (Ekwok, Twin Hills, Bristol Bay Borough)

Direct Correspondence (Golia, Bristol Bay Native Association)

ALSO AVAILABLE FOR INSPECTION:

- 1) Bristol Bay Biography, Ken Middleton, November 30, 1961
- 2) The Silver Fleece: An Economic Study of the Bristol Bay Region
Alaska Rural Development Board, April, 1958
- 3) "Towards Computerized Fisheries Management in Bristol Bay", Alaska Geographic, Bristol Bay Region, Vol. 5, #3, p. 75



COMMISSIONER'S OFFICE
RECEIVED
JUN 22 1979

BRISTOL BAY BOROUGH
BOX 189
NAKNEK, ALASKA 99631

DEPARTMENT OF FISH AND GAME

7/9
GC

RESOLUTION NO. 79-7

A RESOLUTION REQUESTING THE STATE OF ALASKA'S BOARD OF FISH AND GAME NOT TO ALLOW AN INCREASE IN THE SIZE OF COMMERCIAL FISHING BOATS WITHIN BRISTOL BAY.

THE BOROUGH OF BRISTOL BAY, ALASKA RESOLVES:

WHEREAS, the people of Bristol Bay depend on the Salmon fishing for their livelihood and,

WHEREAS, currently no commercial fishing boat used for salmon fishing within Bristol Bay can exceed 32 feet in length and,

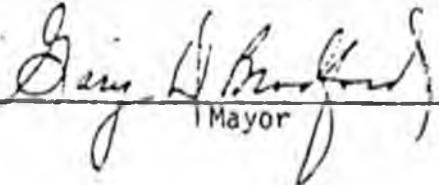
WHEREAS, allowing larger commercial fishing boats within the Bristol Bay fishery would deprive residents of their livelihood and,

WHEREAS, any changes in the allowable length of commercial fishing boats within the Bristol Bay would create undue economic hardship on the people of Bristol Bay.

THEREFORE **BE IT RESOLVED** that the Bristol Bay Borough Assembly hereby requests the Alaska Board of Fisheries, the Alaska Department of Fish and Game and the Division of Commercial Fisheries to restrict all Commercial Fishing Boats used in the harvest of all fish within Bristol Bay to a maximum length of thirty two (32) feet.

BE IT FURTHER RESOLVED that copies of this Resolution shall be sent to Governor Jay S. Hammond, Senator George Huhman, Representative Nels Anderson, Commissioner Department of Fish and Game, Director, Division of Commercial Fisheries, and members of the Alaska Board of Fish & Game.

Passed this 18th day of June, 1979.



Mayor

ATTEST:



Borough Clerk

RESOLUTION OF THE VILLAGE OF EKWOK

Date: 4/8/79
Time 3 O'clock
Place: V.C. House

Members present:

Phillip Akelkok, President
Tom Nelson, Vice-President
Luki Akelkok, Treasurer
Juanita Hurley, Secretary
Fred Hurley, Member
Wm. Hurley, Member

Members absent:

Alex Nelson
Mike Acouvak

Guests:

Tom Hurley
John Nickolai
John Yukluk
Robert Nelson

The meeting was called to order by Phillip Akelkok, their was talk on the repeal of the 32 ft. boats as to where we stood.

The village of Ekwok is against bigger boats, all the fisherman of Ekwok are staying with 32 ft. boats.

A motion was made by Tom Hurley that as spokesman in behalf of the fisherman, they are all for staying with 32 ft. boats.

Seconded by Tom Nelson

Motion carried.

The resolution was discussed as to whether we want to go through as assistance through B.B.N.A. or B.I.A..
The vote was 6 for it and 1 against.

Discussed the phone hours, from 9-5 was agreed upon.

Discussed Board member for B.B.A.H.C.

Floor was opened for nominations for board members. a motion was made by Tom -Nelson that Jim Hurley be rep. for meetings.

Seconded by John Yukluk. Motion carried.

Fred Hurley was nominated for alternate by John Yukluk.

Seconded by Tom Nelson. Motion carried

Meeting adjourned.

WE THE UNDERSIGNED RESIDENTS OF TWIN HILLS HEREBY OPPOSE
THE REPEAL OF THIRTY TWO (32) FOOT LIMITATION IN BRISTOL BAY.

Moses Toyukak Sr.

Moses Toyukak Jr.

Tomie Alakauk

Andrew Titok

Henry J. Alakauk

Henry H. Moore

Raymond Moore

Annice John

Frit Sharp

Bruce Sharp

Bethan W. Sharp

Nattie P. Fullerton

Sam Fullerton

John Charles Mack

Jessie A. Mack

Louise Small

Clara Small

Katie Moore

Judith Pleasant

George Kukui

Mary Kukui

SADAK Kukui

Walter Kukui

Paul Kukui

George J. Pleasant

Grace Alakauk

Julia M. Pleasant

Mary John

Ellen M. Sharp

Dee Nakahi

REPEAL OF 32-FOOT LIMITATION
(Bristol Bay Fishing Vessels)
Page 2

7. Fishing in Bristol Bay is highly intense. We can process fish on our vessels only if fishing is slow.

4/19/79

P.O. Box 10159
Dillingham, Alaska 99576
April 11, 1979

Board of Fisheries
Alaska Department of Fish and Game
Support Building
Juneau, Alaska 99811

Dear Sirs:

I understand that you are currently considering a repeal of the 32' limitation on vessel size for commercial salmon fishing use in Bristol Bay.

I hope you are not considering passing the repeal merely as a "favor" to Bristol Bay fishermen, without considering the long-term impacts you will be placing on the fishermen of Bristol Bay.

When I first thought of the repeal, I said "Why not?" I only thought of the comfort of fishing in a larger vessel. Now, after serious consideration, I believe that the repeal would not be in the best interest of the most numerous and typical Bristol Bay fishermen.

Probably the greatest impact the repeal would have in Bristol Bay would be the less fishing time the fishermen will face in the future.

The current fishing fleet of Bristol Bay is the most highly efficient fleet the salmon fishery has ever faced in history. We have seen the birth of the newer and faster fiber-glass vessels in the Bay. The more compact and powerful engines, along with the hydraulic systems, the power reels and rollers, have led to the greater efficiency. We have also seen radars, depth fathometers and fish finders, along with the new "Loran C" installed in more and more of the vessels.

Probably the single factor which has most dramatically increased the efficiency of the Bristol Bay fleet in recent years has been the introduction of the "brailer system" of delivery. Soon, the days will vanish when the salmon are peached singly from the vessels onto the tenders. The salmon are now handled by the hundreds in brails, dramatically cutting down the delivery time of fishermen, increasing their harvesting capability.

With the introduction of larger vessels in Bristol Bay, the efficiency of the fleet will increase even more dramatically. The main reason being that the larger vessels would be able to accommodate a larger number of crew members capable of "picking clean" 150 fathoms of gillnet full of fish in much less time than the usual two crewmembers you would find on most vessels in the Bay today. With the larger vessels, more space would become available for crew members to sleep in, move about in the cabin, and "pick" fish.

I have heard that if the repeal is passed, captains would immediately order larger vessels, and then hire low salaried college students from outside to help them "pick" their nets faster. I have also heard that more and more fishermen would take family members out fishing as crew members.

The purpose of having a larger number of crew members is to effectively "pick and clean" 150 fathoms of gillnet as soon as possible, so that the cleaned net could be set out again, catching more fish within a twelve hour period, especially if the fishing is heavy.

Another reason the efficiency of the fleet will be increased if larger vessels were allowed in the Bay is because the larger vessels would be able to accommodate more gallery supplies and fuel, allowing them to fish for extended periods, especially when the fishing is not heavy.

The efficiency of the fleet will also become apparent during the king season on the Nushagak River, noted for its king runs. The king salmon "run" up the river during high winds, and are commonly known as rough water fish. If larger vessels are introduced into Bristol Bay, they would be more capable of taking a larger number of king salmon since the larger vessels would be able to fish in more severe weather than the 32' vessels. While the 32' vessels must seek shelter during rough weather, the larger vessels could be harvesting more kings.

This same "pattern" of greater harvesting capability for larger vessels will also develop with the silver salmon season in Bristol Bay. The silver salmon, like the kings, "run" in rough weather also.

Probably the greatest advantage large vessel owners would have over 32' vessel owners will be felt in the red salmon season during rough weather. Weather in the Bay is highly unpredictable. There are seasons frequent with "bad" weather, and seasons with relatively calm weather. If there is a 30 to 35 mph wind present within the Bay during heavy red runs, the 32' vessels would be able to only harvest up to 1,500 reds to keep on the safe side. Yet, the larger vessels would be able to "take on" more reds in rough weather. Once again, the larger vessels would have an advantage over the smaller 32' vessels.

I strongly believe that the local Commercial Fisheries Division will seriously consider the efficiency and harvesting capability of the fishing fleet when the Department calls for an opening within the emergency order period. Instead of providing a twelve hour period to the fleet, the Department could very well begin granting six hour periods because of the increased harvesting capability of the fleet, and concern of the Department to obtain the needed escapement.

shorter openings

I am concerned that the Department could very well be imposing restrictions on the fishing time allowed to fishermen during the king season also. With more boats harvesting more kings, reds, and silvers, I am sure the Department will be more concerned about obtaining their escapement.

I believe that the greatest hardship that will be felt in Bristol Bay will be placed upon the hundreds of setnetters in the Bay. The setnetters of the Bay will be greatly impacted if the efficiency of the fleet is dramatically increased by the introduction of larger vessels. There are times when the setnetters "catch" reds moving into the beach, and if the efficiency of the fleet is substantially increased, it means less salmon moving into the beach to be caught by the setnetters.

Setnetting in Bristol Bay is not always profitable, especially during the bleak years. The increased efficiency of the fleet by the introduction of larger vessels would certainly mean less salmon for setnetters. Larger vessels would "scoop up" salmon schools near setnet sites in less time, affecting the amount of salmon to be caught and income to be made by the setnetters.

The statement that most fishermen in Bristol Bay will not begin purchasing larger vessels if the 32' limitation was repealed, must be closely considered. The passage of the Commercial Fishing Loan Program by the State Legislature has opened up an attractive and effective financing resource for the fishermen in Bristol Bay. The impact of the loan program has been far reaching, much greater impact is expected if the loan program receives additional funds.

The fishermen of Bristol Bay currently recognize the advantages of having a wider, higher, and more powerful 32' vessel. If one were to examine the type of vessels a number of highliners at the Columbia Wards Fisheries cannery in Eruk have ordered, one would find that the vessels are higher, wider, and usually are accompanied by a more powerful and compact engine. One fisherman in Bristol Bay has recently ordered a 14' wide 32' vessel which will have a twin screw of 3209 Cats to power the vessel. I am sure wider vessels are being ordered in the Naknek/Kvichik River also.

The statement that the efficiency of the fleet will not be increased if larger than 32' vessels were introduced into the Bay must be carefully considered. The question of why more and more highliners are purchasing higher and wider vessels clearly reflects the greater holding capacity the fishermen would like to have in their vessels.

Once the fishermen of Bristol Bay are realizing the greater efficiency and harvesting capabilities of the larger vessels, they will immediately seek financial resources to purchase larger vessels, and if the loan program is reactivated, they will take full advantage of the program.

In terms of the larger vessels providing benefits to fishermen interested in participating in the new emerging bottomfisheries in the Bering Sea, the only place they would probably use their larger vessels would be in the Togiak/Kulukak Bay herring fishery. For the fishermen of Bristol Bay to fully participate in the high seas bottomfisheries in the Bering Sea, they would need 100' to 150' vessels, which cannot be effectively used in the shallow based gillnet salmon fishery.

I have even heard that a number of the smaller purse seine vessels participating in the Togiak/Kulukak Bay herring fishery were more successful in the purse seine fishery than the larger vessels. I have heard directly from the Department of Fish and Game that one 28' vessel in the fishery was one of the highliners. I see the capability, of Bristol Bay 32' vessels effectively competing in the herring fishery.

Another long-term impact which could result in Bristol Bay if larger vessels were permitted would be the possible request and granting of an extension to the lower limit line of fishing districts, especially in Nushagak and Naknek/Kvichak River districts.

As more and more larger vessels are introduced into the Bay, more fishermen will be "pushing" for an extension of the lower limit lines because with deeper draft vessels, such fishermen will say that the lower limit should be extended for safety reasons. The Bristol Bay fishing districts consists of much shallow water and sand bars, and the fishermen with larger vessels would want to fish in deeper water for safety reasons.

If the lower limit is extended, it would be the numerous setnetters and skiff fishermen who would be adversely affected by the extension. The larger vessels would be able to fish further out, catching the salmon as they move up the river systems.

Salmon stocks steadily "move" up the fishing districts; with many of the early stocks of salmon being caught at the lower limits. This situation exists within the Nushagak River, and,

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... of the larger vessels will have the most advantage from an extended lower limit.

I have also heard that many of the "upriver" villagers are presently utilizing larger vessels for hauling oil and supplies during the fall. I believe this statement should be closely examined also. The river system to many of the upriver communities in Bristol Bay pose serious shallow water problems, and I am sure many of the villagers would not "rush into" purchasing larger vessels for hauling cargo to the villages.

I also believe that the Board of Fisheries must consider the physical situation of Bristol Bay, and consider the impacts expected with larger vessels existing in the Bay. Currently, a number of the canneries in Bristol Bay are facing serious storage facilities for their fishermen and vessels. The Peter Pan cannery in Dillingham was "forced" to deny the winter storage of vessels for a number of fishermen, resulting in the fishermen having to store their vessels outside facing the elements. If larger vessels are introduced, the storage problem will be compounded, and those fishermen who cannot afford to construct private warehouses will have to store their vessels outside with little protection from vandalism. A number of vessels were recently vandalized in the Dillingham Boat Harbor because many of the fishermen had no place to store their vessels.

Consideration should also be given to the size of Dillingham Boat Harbor, the only man-made harbor in Bristol Bay which plays an important role to the protection of hundreds of vessels on the Nushagak River. If larger than 32' vessels were to be parking in the harbor, immediate work would need to be done to enlarge the harbor, otherwise the safety of many boats in the Nushagak River will become jeopardized.

I have heard that a number of fishermen who participate in the Togiak/Kulukak herring fishery with vessels larger than 32', and have purchased a Bristol Bay drift gillnet salmon permit have urged the passage of the repeal for the 32' limitation, so they can conveniently enter the Bristol Bay salmon fishery without purchasing a 32' vessel.

In conclusion, I believe that the introduction of larger vessels will solely benefit those fishermen who purchase or currently own larger vessels, and will certainly not benefit the 32' boat fishermen, skiff fisheries, and setnetters of Bristol Bay.

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Board of Fisheries

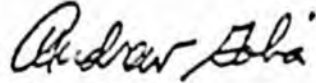
April 11, 1979

Page 6

I urge you to vote against the repeal for the 32' limitation, and consider the number of fishermen it will adversely affect in Bristol Bay.

I hope you fathom my concerns.

Sincerely yours,



Andrew Golia

cc: BOF 4/19/79 ml

April 24, 1979

Mr. Greg Cook, Executive Director
Alaska Board of Fisheries
Alaska Department of Fish and Game
Support Building
Juneau, Alaska 99811

Dear Mr. Cook:

Re: Opinion of 32' vessel length
in Bristol Bay

I would like to express my opinion on two proposals which would have repealed the 32-foot keel length regulation on Bristol Bay salmon drift gillnet vessels. First of all, qualifications are in order.

I have commercially fished salmon on the beach in Bristol Bay from 1957 to 1967, ten years. I have commercially fished salmon on a drift gillnet vessel in Bristol Bay from 1968 to the present, ten years. I do have a permanent commercial fisheries entry permit (which I have earned), and intend to use the permit until I transfer it to my son. I grew up in a fishing village which is in the heart of the Bristol Bay salmon fishery, South Naknek. Over the years, I have done nothing but listened and learned from elderly fishermen who resided in California, Oregon, Washington, and Alaska. I, for one, have the utmost respect for the professional fishermen who have fished in Bristol Bay, even before I was born.

As I stated before, the people of Bristol Bay are natural conservationists. When the typical Bristol Bay resident feels that a resource has become over-harvested, he would discontinue harvesting. I strongly feel that if the Bristol Bay residents were the only ones extracting the living fish and game resources, there would be absolutely no need for any regulatory authority in Bristol Bay. Since the fish and game resources in Alaska belong to the people of Alaska, we have regulatory authorities and many individuals participating in the harvests. I am thankful that you have taken the time to visit the people whom your Board's decisions most affect. It has been said before, and I am sure you have found out that the economy of Bristol Bay is based on its fishery industry.

Today, most Bristol Bay residents are thankful for the North Pacific Fisheries Management Council and the Alaska Board of Fisheries for practicing conservative management in the past and turning over the harvest of salmon to the U.S. residents. In the last three or four years the local reputation of the Alaska Department of Fish and Game has improved tremendously.

Mr. Greg Cook, Executive Director

April 24, 1979

Page 2

Finally, the fishing associations and the ADF & G are talking to each other. I belong to the Alaska Independent Fishermen's Marketing Association. The AIFMA has decided to assess themselves \$17.50 per 50 fathoms for research and development. In the near future, I can see the ADF & G presenting proposals to AIFMA for which to futhur assist them with their management goals.

I think realistically that if the Alaska Board of Fisheries repeals the 32-foot keel length, not only will the Republican Administration be hurting themselves politically, but also the reputation of sound management and public relations of the Alaska Board of Fish, resulting in ADF & G's reputation falling back about 25 years. I think you will probably have an uprising in Bristol Bay. Why? Because we have a healthy fishery. If the Alaska Board of Fish does things like making the fishery too efficient to shorten our fishing time, you will see an uprising in Bristol Bay. When a commercial fishery becomes too efficient, the fishing is no longer a people fishery. As a result of the shorter fishing periods, the distribution of income will change drastically. Some people will make it, and some will not. I am sure you are aware of past and present management practices of the Alaska Board of Fish which have resulted in a very small group of fishermen benefiting, and many others not. I hate to see the old English tradition of class society come to Bristol Bay; the very rich and the very poor. I hope not, and do not think that this is the intent of our State and Federal Governments. Now at least we have a haphazard people fishery. To repeal the 32' keel length would have the same effect as putting more gear in the water. I don't think any sensible fishermen would want the effects of more gear in the water.

I think that if a few people can change the destiny of the Bristol Bay people, then something is drastically wrong and will have to be changed.

I think that the legislature went far enough by enacting a limited entry law and excluding many future Bristol Bay fishermen. I think the people are tired of having a few people telling them what to do and what not to do.

One final statement, I believe that if the Alaska Board of Fish repeals the 32-foot keel length, it would be contrary to the intent of the legislature when they enacted the limited entry law.

Sincerely yours,


Val N. Angasan

VIA:ls

Mr. Greg Cook, Executive Director
April 24, 1979,
Page 3

cc: Alaska Board of Fish Members
The Honorable Governor Jay S. Hammond
The Honorable Representative Nels A. Anderson, Jr. House Majority Leader
The Honorable Representative Terry Gardiner, House Speaker
The Alaska Fisherman News
Trefon Angasan, Sr., Father
Kay E. Larson, Deputy Director, Bristol Bay Native Association

Comm. Office
Comm. Fish

Editor's note. — The repealed section derived from § 27, art. 1, ch. 94, SLA 1959.

Sec. 16.05.831. Waste of salmon. (a) It is unlawful for a person to waste salmon intentionally, knowingly, or with reckless disregard for the consequences. In this section, "waste" means the failure to utilize the majority of the carcass, excluding viscera and sex parts, of salmon which are to be

- (1) sold to a commercial buyer or processor;
- (2) utilized for consumption by humans or domesticated animals; or
- (3) utilized for scientific, educational, or display purposes.

(b) The commissioner may authorize other uses of salmon upon request if he finds that to do so would be consistent with maximum and wise use of the resource.

(c) A person who violates this section or a regulation adopted under it is punishable by a fine of not more than \$10,000, or by imprisonment for not more than six months, or by both. In addition, a person who violates this section is subject to a civil action by the state for the cost of replacing the salmon wasted. (§ 3 ch 89 SLA 1975; § 3 ch 99 SLA 1975)

Editor's note. — This section is set out as it appears in ch. 99, SLA 1975. Chapters 89 and 99, SLA 1975, are virtually identical except that ch. 99 contains § 5, providing for an effective date of the act.

Section 1, chs. 89 and 99, SLA 1975, provides, in subsection (b) "It is the intent of sec. 3 of this Act to control the waste of salmon resources."

HB 784

Sec. 16.05.835. Maximum length of salmon seine vessels. No salmon seine vessel may be longer than 50 feet, official Coast Guard register length, and 58 feet overall length except vessels that have fished for salmon with seines in waters of the state before January 1, 1962, as 50-foot, official Coast Guard register length vessels. (§ 1 ch 252 SLA 1970)

Sec. 16.05.840. Fishway required. If the commissioner considers it necessary, every dam or other obstruction built by any person across a stream frequented by salmon or other fish shall be provided by that person with a durable and efficient fishway and a device for efficient passage for downstream migrants. The fishway or device or both shall be maintained in a practical and effective manner in the place, form and capacity the commissioner approves, for which plans and specifications shall be approved by the department upon application to it. The fishway or device shall be kept open, unobstructed, and supplied with a sufficient quantity of water to admit freely the passage of fish through it. (§ 30 art 1 ch 94 SLA 1959)

Sec. 16.05.850. Hatchery required. If a fishway over a dam or obstruction is considered impracticable by the commissioner because of cost, the owner of the dam or obstruction, in order to compensate for the loss resulting from the dam or obstruction shall, at his option: (1)

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*Seems
strongly
opposed*

TO ALL MEMBERS OF THE HOUSE RESOURCES COMMITTEE:
REPRESENTATIVES... VALVIN OSTERBACK, BILL MILES, FRED ZHAROFF,
PATRICK CARNEY, SAMUEL COYEN, CHAT CHATTERTON, JOHN FULLER,
RICHARD ELIASON, RICHARD HALFORD

I AM IN FAVOR OF ~~RETAINING THE SEINE VESSEL LENGTH AS IT IS~~
AT PRESENT ON KODIAK ISLAND. THE REPEALING OF THIS LAW WOULD
SPELL DISASTER TO THE BAY SEINE AND GILLNET FISHERIES THAT ARE
THE HUB OF KODIAK'S SALMON FISHERY.

PLEASE INCLUDE KODIAK IN ANOTHER TELECONFERENCE REGARDING THIS
MATTER.

LEON FRANCISCO

PLEASE SEND A COPY OF THIS MESSAGE TO SENATOR BOB MULCANY AS WELL...A.J.

CS HB 784