

HJK

52

SENATE COMMITTEE REPORT

FURTHER

3/4/88

DATE TURNED INTO OFFICE 3/28/88

Mr. President:

Finance Committee considered HJR 52
Opposing reductions in the budget of the United States Coast Guard

and recommended

replace with _____ CS _____) same title
 or adopt _____ CS _____) new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted _____

Committee attached or adopted fiscal note(s)

new updated or previous

zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Handwritten signatures: Frank Rosten, W. ...]

[Handwritten signature: Rick Halford]
Chairman signature and recommendation

Committee Backup attached

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: HJR 52
PUBLISH DATE: HOUSE 2/19/88

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Opposing reductions in the
budget of the United States Coast Guard
Sponsor: Rep. Davidson
Requestor: _____

Agency Affected: DOT/PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

There will be no fiscal impact to the state of Alaska as a result of this resolution.

Prepared by: Rep. Bette Cato, Chairman
Division: House Transportation Committee

Phone: 465-4858
Date: 02/15/88

Approved by Commissioner: Bette Cato
Agency: Chairman, House Transportation Committee

Date: 02/15/88

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

BY DAVIDSON, HUDSON, HOFFMAN,
GRUENBERG, MENARD, GOLL, LARSON
ULMER, SUND, DAVIS, AND
GRUSSENDORF

1 IN THE HOUSE

2

HOUSE JOINT RESOLUTION NO. 52

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - SECOND SESSION

5

Opposing reductions in the budget of the

6

United States Coast Guard.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8

WHEREAS the budget of the United States Coast Guard for fiscal year

9

1988 has been reduced by \$100,000,000; and

10

WHEREAS this budget reduction does not permit the Coast Guard to

11

perform its mission, maintain its physical plant and equipment, and pay its

12

personnel; and

13

WHEREAS the budget reductions will drastically and adversely affect

14

the quality and quantity of services that the Coast Guard provides in the

15

waters of and off Alaska; and

16

WHEREAS the Coast Guard in Alaska has performed 5,597 search and

17

rescue missions in the last five years, saving 1,314 lives; and

18

WHEREAS the budget reductions will be felt in Alaska as

19

(1) an absence of law enforcement to prevent fishing violations

20

in the Gulf of Alaska and the waters of Southeast Alaska;

21

(2) a reduction in the number and duration of fishery patrols in

22

the Bering Sea due to the reduction in the operations of the high endurance

23

and medium endurance cutters and long range aircraft necessary to conduct

24

these patrols;

25

(3) elimination of six VHF-FM coastal distress radio sites;

26

(4) reduction of staffing at the Marine Safety Office at Valdez,

27

the southern terminus of the Trans-Alaska Pipeline;

28

(5) an increased possibility that lighted aids to navigation

29

will become extinguished before they can be serviced; and

1 (6) numerous other reductions in services provided to mariners
2 and the public; and

3 WHEREAS there is evidence of extensive illegal fishing in the 200-mile
4 fishing zone in the Bering Sea by foreign fishing vessels; and

5 WHEREAS 129 different foreign vessels were sighted in the inter-
6 national waters of the Bering Sea during 1987; and

7 WHEREAS inadequate enforcement of foreign fishing results in over
8 exploitation of the fish stocks and deprives American fishermen and pro-
9 cessing workers of their jobs and the United States of a market for its
10 fishery products, thus eliminating an opportunity to correct the imbalance
11 of trade with Japan and other countries; and

12 WHEREAS fishermen, sailors, and boaters on the waters of and off
13 Alaska rely on the vital service the Coast Guard provides by being on call
14 24 hours of each day to assist in the protection of property and the lives
15 of those who are in peril at sea; and

16 WHEREAS the reductions in the budget of the Coast Guard for meeting
17 its operational responsibilities puts the lives of our friends and neigh-
18 bors at risk;

19 BE IT RESOLVED that the Alaska State Legislature respectfully ex-
20 presses its strongest possible objection to the reductions that have been
21 made to the United States Coast Guard budget for fiscal year 1988; and be
22 it

23 FURTHER RESOLVED that the Alaska State Legislature respectfully re-
24 quests that the budget for the Coast Guard be restored to that level neces-
25 sary to allow the Coast Guard to fully perform its mission, maintain its
26 physical plant and equipment, and pay its active and retired personnel.

27 COPIES of this resolution shall be sent to the Honorable Ronald
28 Reagan, President of the United States; to the Honorable George Bush,
29 Vice-President of the United States and President of the U.S. Senate; to

1 the Honorable James H. Burnley IV, Secretary of Transportation; to Admiral
2 Paul A. Yost, Jr., Coast Guard Commandant; to Rear Admiral Edward Nelson,
3 Jr., Commander 17th Coast Guard District; to the Honorable Jim Wright,
4 Speaker of the U.S. House of Representatives; the Honorable John C.
5 Stennis, Chairman of the U.S. Senate Committee on Appropriations; the
6 Honorable Jamie L. Whitten, Chairman of the U.S. House of Representatives
7 Committee on Appropriations; and to the Honorable Ted Stevens and the
8 Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S.
9 Representative, members of the Alaska delegation in Congress.



STATE OF ALASKA

HOUSE OF REPRESENTATIVES

Box V, Juneau, Alaska 99811

(907) 465-2487 • 465-2498

REPRESENTATIVE CLIFF DAVIDSON

District 27

Box 746, Kodiak, Alaska 99615

M E M O R A N D U M

TO: Senate Finance Committee Members

FROM: Representative Cliff Davidson

DATE: March 25, 1988

RE: HJR 52

The Coast Guard throughout the nation is suffering severe budget cuts as a result of the Gramm, Rudman, Hollings Act. Consequently, the Coast Guard in Alaska is having to trim an already bear bones budget.

The people in coastal Alaska rely heavily on the Coast Guard for navigational aids, monitoring radio distress calls, safety training, and most importantly, search and rescue missions, as well as fisheries enforcement patrols.

HJR 52 sends a message to the budget decision makers in Washington, D. C. that these proposed cuts are totally unacceptable. I ask for your positive and expeditious consideration to this matter so vital to all Alaskans.

Thank you.

ALASKA CONFERENCE OF MAYORS

RESOLUTION NO. 88-15

WHEREAS, the United States Coast Guard is suffering severe budget cuts; and

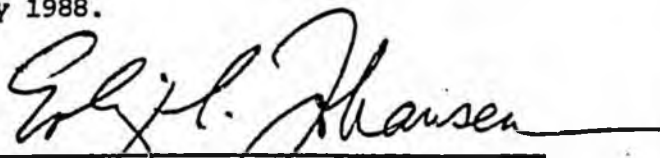
WHEREAS, adequate Coast Guard service levels are potentially jeopardized; and

WHEREAS, the United States Coast Guard is an important contribution to the safety, security and economy of Alaskan communities.


NOW THEREFORE, BE IT RESOLVED that the Alaska Conference of Mayors expresses its support for adequate Coast Guard budget funding, to provide the levels of Coast Guard service necessary to perform their assigned duties.

AND FURTHER BE IT RESOLVED, the Alaska Conference of Mayors endorses the House Joint Resolution opposing reduction in the budget of the United States Coast Guard.

Adopted this 10th day of February 1988.


Erling T. Johansen, President
Alaska Conference of Mayors

ATTEST:


Scott A. Burgess, Executive Director
Alaska Municipal League

US Department
of Transportation

United States
Coast Guard



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol: (G-CPE)
Phone: (202) 267-2355

5730

The Honorable Cliff Davidson
Alaska House of Representatives
Box V
Juneau, Alaska 99811

FEB
RECEIVED FEB 8 1988

Dear Mr. Davidson:

Thank you for your letter of January 20, 1988. Be assured that I completely understand your concern regarding cuts to Coast Guard facilities in Kodiak, Alaska.

The President's budget in FY 1988 asked for sufficient funds to allow me to operate my current facilities. However, the enacted appropriation resulted in a \$100M shortfall. I will be forced to close many units and slow down my pace of operations significantly service wide. I am attempting to continue operating all present facilities in Kodiak and will continue to do so as the FY88 funding picture becomes final.

I appreciate your interest and I assure you that I am actively seeking Congressional support for the Coast Guard to avoid future cutbacks in the level of services we are providing.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. J. [unclear]", written over a horizontal line.

Factory ships caught with nets down in Bering Sea

SEATTLE (AP) - Tough penalties and increased Coast Guard surveillance are being sought after seven Japanese factory ships reportedly were seen fishing illegally in U.S. waters.

Ted Evans, director of the Alaska Factory Trawlers Association, and Sam Hjelte, president of Glacier Fish Co., said they made videotapes of the ships they saw Wednesday from a privately chartered jet about 38 miles inside the 200-mile fishery zone and northwest of Adak in the Aleutian Islands.

"This simply confirms what we have suspected all along," Evans said, "that there is massive, calculated foreign fishing within the U.S. zone."

Hjelte, whose Seattle company operates a factory trawler,

said overall Japanese fleet sizes in the area and shipments of processed seafood lead him to believe as much as five million metric tons of unreported fish worth as much as \$2 billion may have been caught in the north Pacific Ocean last year - more than twice what U.S. scientists say would be a biologically acceptable harvest.

The Seattle-based trawlers group will report the findings at a meeting of the North Pacific Fisheries Management Council this week in Anchorage, Alaska, along with requests for tough penalties and increased Coast Guard surveillance, Evans said.

A State Department official in Washington D.C. told The Seattle Times that Japanese diplomats were asked for an explanation Friday, with further

action unlikely until the unofficial report is confirmed.

Last year Japanese, Korean and other foreign fishing representatives reported catching more than a million metric tons, or 2.2 billion pounds, of bottomfish in the "doughnut hole," an expanse of international waters covering 4,500 square miles in the Bering Sea where the water is more than two miles deep.

"No way they're catching all that fish in the doughnut hole," Hjelte said. "Fish don't like the deep water. They school up on the edge (of the continental shelf, inside the zone) where there's lots of upwelling."

He and others say it is far more likely those fish were taken by boats that slipped inside the fishery zone under cover

of darkness or low clouds.

A Coast Guard official in Washington D.C. said the agency has similar suspicions and has often heard unconfirmed reports of illegal fishing, but despite air and sea patrols the foreign fleets have never been caught with their nets down.

Last year the Coast Guard report spotted as many as 200 foreign fishing vessels in the Bering Sea.

Evans said he, Hjelte and the charter pilots had been flying for several hours when they saw some radar blips and dipped beneath the 200-foot cloud cover in an area the plane's Loran gear indicated was 38 miles inside the zone.

In three passes they said they videotaped seven factory trawlers, each more than 200

feet long, fishing on Ulmi Plateau, an area of shallow water known as a productive fish lag area. Moments later, just outside the U.S. zone, the spotted about 20 scatterers. Japanese vessels that appeared to have just pulled in their nets seemed to be processing, Evans said.

The Times described the tapes as grainy in quality but clearly showing nets in the water. Evans said he recorded the identification numbers of at least three ships, but the hull numbers of two others were covered by canvas tarpaulins.

Hjelte said the size of the boats indicated they were fishing for halibut, turbot or black cod also known as sablefish, rather than pollock or other less lucrative fish.

Occasional snow tonight with northwest winds at 20 mph and a low near 30. Snow showers tomorrow with a high near 34. Record high for this date is 46, set in 1962; record low is -3, set in 1947. Sunset tonight at 5:04; sunrise tomorrow at 9:36. Daylight: 7 hours, 26 minutes.

the
Kodiak
daily mirror

VOL. 48 NO. 011 MONDAY, JANUARY 18, 1968 KODIAK, ALASKA 12 PAGES 35 CENTS

Admiral says fish patrol cuts likely

By KAREN DURR
Staff Writer

Depending on decisions being made in Washington D.C. soon the Coast Guard is facing some drastic changes. Nationwide the service may sustain a \$100 million cut - about 10 percent of last year's total - in this year's budget, and that cut must be worked into a fiscal year that's already more than a quarter past.

In Alaska's 17th Coast Guard District those changes could be felt immediately: a 30 percent cut in cutter operations, 10-15 percent cuts in flight time, moving the buoy tender Sweetbriar from its homeport in Cordova to Ketchikan and decommissioning another buoy tender, the Planetree.

The Commander of the 17th Coast Guard District, Rear Adm. Edward Nelson Jr., discussed some of those impending changes during an interview with *The Kodiak Daily Mirror*.

Mirror: We understand you were given some direction on cuts to be made to the Coast Guard in Alaska.

Nelson: That's something that was imposed last week, to make up the shortfall between what we need and what we don't have.

Mirror: But we also understand the Coast Guard has been authorized \$100 million to come from the Department of Defense. Won't that offset this year's cut?

Nelson: We always do get some support from the Navy - what we would need in the event of a mobilization. But all I know is that additional DOD \$100 million is in kind, not in dollars. Two examples would be C-130 parts or fuel. Specifically what kind other kinds of support I could not tell you. We're still in the process of working out what kind of support that could be.

If it wasn't for that \$100 million, it would be a \$200 million deficit.

Mirror: What restrictions would be placed on that DOD funding?

Nelson: It would be restricted in the same sense as using coupons in a company store. You can get fuel or parts, but it isn't dollars coming across the counter.

Mirror: It seems that every year the Coast Guard goes through a similar process of being cut drastically and at the last minute things work out.

Nelson: It's different this year with the Gramm-Rudman cuts. I don't know where the help is going to come from since it's gotten past the Congressional stage here. But you're right, every year we spend a lot of time finding relief and we have had some help before. It's very frustrating to face this every year. But we belong to Department of Transportation. If they take something out of the Department's budget that is high priority, like mass transit, it had to come out of that same piece of pie and we have a small piece.

Mirror: So what losses does Alaska face?

Nelson: We were asked what we were going to do to deal with this kind of reduction. We knew we're going to lose a buoy tender for some time. The Planetree hasn't gone through the extensive rehabilitation the others have. The need hasn't changed, but we were asked where would you make that up.

Another target might have been the Firebush. You can't get into personalities, but operations only. We feel like we can cover the needs of Aids to Navigation with the Homer-based Sedge or the Firebush out of Kodiak. If we have to take a loss somewhere it'll have to be the Sweetbriar.

We're basing this decision on operational needs, not on the way it's received in the community or who has what facilities.

Mirror: How are you going to handle other cuts?

Nelson: We'll probably close the MSDs (Marine Safety Detachments) in Kodiak and Sitka - that's two men in Kodiak, one in Sitka - and phase down the one in Valdez. We might make that a MSD and not a MSO (Marine Safety Office).

Kenai and Ketchikan both have a much heavier load. It would be

(See "Admiral," Page 13)

6 men overboard off crabber

By KAREN DURR
Staff Writer

Six crewmen abandoned the sinking FV Wayward Wind early this morning as a Coast Guard cutter, aircraft, and commercial fishing vessels raced to the rescue.

Two survivors and four bodies have been picked up and returned to Kodiak. Officials were not releasing any identities at press time.

The men were reportedly in 10-foot seas south of Tugidak Island.

The Coast Guard received the Wayward Wind's mayday call at

1:15 a.m. Moody, according to a Kodiak Air Station spokesman. She was taking on water and the crew were punting on survival suits.

The Coast Guard launched a C-130 which pinpointed the vessel's Emergency Locator Transmitter signal and guided an H-3 helicopter to the area, 10 miles south of Tugidak off Kodiak's southernmost tip.

Two other fishing vessels were on scene this morning and others were on the way. The Coast Guard cutter Boatwell also was to join the search. The steel-hulled 86-foot

Wayward Wind is homeported in Kodiak and is owned by Irish Lady Inc. of Port Williams on Shuyak Island. Her operator, is William "Red" Nietzpski, according to City Harbormaster records. A multi-use vessel, she was geared for Tanner crabbing.

The search was being conducted in 25 knot winds and 10-foot seas with blowing snow, the AirSta spokesman said.

In an unrelated case, the Coast Guard also medevaced a crewman off the FV Yardarm Knox Friday afternoon.

Craig Davies, 19, was taken off the vessel.

Boat hull, 2 bodies found from FV Cape Karluk

By NELL WAAGE
Staff Writer

Two bodies from the FV Cape Karluk and the wrecked hull of the boat were found by searchers over the weekend.

Authorities have discontinued the search for a third crewman said to be aboard when the boat disappeared between Jan. 12 and 13.

The body of Merle P. Ashouwak, 24, was spotted by the Coast Guard search helicopter Saturday in Geese Channel and later recovered by crewmen aboard the Alaska Fish and Wildlife Patrol Vessel Vigilant. Ashouwak's body was clad in a Mustang "skiff suit" or "deck suit," according to Lt. Tom Schwantes of the FWP. Later in the day the body of Jerry D. Christiansen, 30, was located and recovered. Schwantes said

that to his knowledge Christiansen was not wearing a survival or deck suit.

Still missing is Eugene Naumoff, 34.

The Coast Guard initially located the wreckage of the 32-foot Cape Karluk Friday in Geese Channel and was able to relocate it Saturday and direct the Vigilant to it. The entire cabin and wheel house were gone, Lt. Schwantes said, and the port side from the fish hold forward was torn away, making it possible to verify that no bodies were in the wreckage.

The search was discontinued late Saturday.

Jeff Peterson, Village Public Safety Officer of Old Harbor, said the men, all Old Harbor residents, had set off from the village for Moser Bay to pick up some crab pots. The boat left Moser Bay around noon on Jan.

12, according to information furnished to the FWP. Tuesday evening those aboard the boat radioed Old Harbor they were seeking shelter from severe weather in Russian Harbor at the southernmost tip of Kodiak Island and expected to reach the village the next morning. The YPSO reported the Cape Karluk overdue at around noon the next day.

The Vigilant happened to be in Geese Channel at 1 p.m. that day when they heard the missing boat report and began searching. Schwantes said, continuing on into Aliak and Moser Bay. The Coast guard also began a search. Seas were rough in the area, Schwantes said. A steady wind had buffeted the area at 40 miles per hour with gusts to 60 the two previous days.

Christiansen was owner of the Cape Karluk.

Admiral discusses cuts

(Continued from Page 1).

more expensive to cover them with transportation costs than, say, Kodiak or Sitka.

Mirror: How about the reported 10-15 percent reduction in aircraft operations?

Nelson: We knew we were going to have some reduction. Kodiak was supposed to be getting another C-130, but there was no place to hangar it so it's just as well we won't now.

Other than that, augmentation of airframe support on patrols is to be reduced. Already a bunch of the folks out of the (fishing) associations in Seattle — the larger catcher processors, the factory rawlers — have written Sen. Stevens and the North Pacific Fishery Management Council because they've been concerned we don't have enough information on fishing in the doughnut hole.

We weren't doing enough before and we'll be doing even less with less flight time. Beyond that, we didn't get any mandated cuts.

Mirror: What vessel operations may be affected by these 30 percent cuts?

Nelson: High-endurance cutters out of Seattle, Hawaii or San Francisco and enforcement of laws and treaties, readiness exercises, fisheries patrols, the Alaska Patrol, special operations, refresher training with the Navy.

Mirror: Specifically the Alaska Fisheries Patrol?

Nelson: We like to have two (patrol vessels) on the (fishing) grounds all the time. We'll flat not be able to do that. We'll have to compensate with the Storis out of Kodiak when we don't have the high-endurance cutters up here. The Storis does a fine job, but it isn't a high-endurance cutter.

We usually try to get the Boutwell on the grounds for 60 days, but with search and rescue cases and so on, they'll have less time on patrol.

Mirror: And your other training cutbacks?

Nelson: We canceled the Sedge out of Homer going on spring refresher training. But we rescheduled her for the fall and that turned out better anyways with the extensive turnover of officers due this summer. It'll be better in the fall with the new command.

Two other training exercises are coming up and the plan is to send them. It's pretty important. It's not just fighting war, but damage control training—how to handle a hole in the side. It's pretty important for the survival of a ship.

Training supposedly sticks, but with new people coming along all the time it has to be a constant thing.

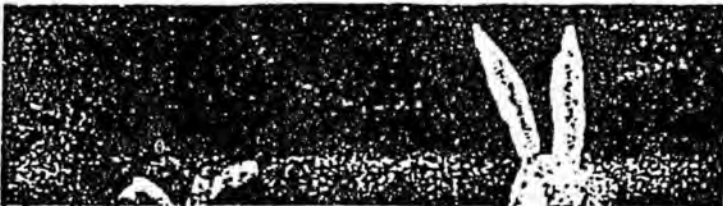
We're looking across all expenses, down to the cost of having a phone sitting on a desk in someone's office and to a large part we can stall off some things we can do without. But in the last few years, we've learned we can't do without training too long or it's going to turn around and bite you. So we're doing the best we can to maintain that training.

Mirror: What's the next step in the decision making process?

Nelson: The Department of Transportation is trying to work with the White House and we're getting pretty good support from the Department.

Mirror: When's the final decision due?

Nelson: Last week we thought Friday would have the answer. But we still haven't heard the word.



Weekend spo

By The Associated Press

PRO FOOTBALL

NEW YORK — The Denver Broncos will face the Washington Redskins in Super Bowl XXII on Jan. 31 in San Diego as both teams won Conference Championships Sunday. Denver stopped Cleveland, 38-33, in the AFC title game for the second straight season as quarterback John Elway threw three touchdown passes. Washington ended the impressive playoff run of the Minnesota Vikings, 17-10, behind two touchdown passes by quarterback Doug Williams.

NEW YORK — Jimmy "The Greek" Snyder, a self-styled oddsmaker and expert on sports, was fired as a CBS Sports commentator Saturday, a day after making controversial remarks about blacks.

Snyder, 70, who had been with CBS for 12 years, said in a television interview that black athletes were superior to whites because during the Civil War "the slave owner would breed his big black with his big woman so that

he would have a kid. That's what started."

GOLF

CARLSBAD — Steve Pate was the winner of golf's of Champions Series of rain squashed out the fourth round. The play was reduced to 54 holes.

Dave Hill, through three rounds, won the seniors' competition that brings only the winner of the PGA Tour title named the winner of the 50 section of the

Play had been times, once by Mike Shea of the Allard Roen, chairman for who canceled the final

Only 12 men field of 50 had come when the round out. All Sunday erased.

SKIING

DOBBIAC — Swedish team women's 20-kilometer Cup cross-country Saturday.

The team of stadt, Annale Magdalena Wal Elena Westin had time of 53 minutes and 53 seconds.

An East German second in 53:54. Norwegian squad 54:05.5.

SKATING

PRAGUE, Slovakia — Ka emerged from

Basketball

EASTERN CONFERENCE

Atlantic Division		W	L	Pct	GB
Boston	25	10	.714		
Philadelphia	18	17	.514	7	
Washington	12	20	.375	11 1/2	
New York	12	23	.343	13	
New Jersey	7	27	.206	17 1/2	

Central Division

Atlanta	26	9	.743		
Detroit	20	11	.645	4	
Chicago	20	14	.588	5 1/2	
Milwaukee	19	14	.576	6	
Indiana	17	17	.500	8 1/2	
Cleveland	17	19	.472	9 1/2	

WESTERN CONFERENCE

Midwest Division		W	L	Pct	GB
Dallas	21	11	.656		
Houston	20	14	.588	2	

Top 20

How the A teams fared in 1. Arizona: 70-54.
2. North Carolina: 87-62.

SENATE COMMITTEE REPORT

FURTHER Finance

DATE TURNED INTO OFFICE 3-3-88

2/22/88
Mr. President:

Transportation Committee considered HJR 52

Opposing reductions in the budget of the United States Coast Guard

and recommended

[] replace with _____ CS _____) [] same title
[] or adopt _____ CS _____) [] new title

[] attached amendment(s) and

recommends

[X] do pass

[] do not pass

[] no recommendation

[] individual recommendations

[] further referral to _____

[] letter of intent adopted _____

Committee [X] attached or [] adopted fiscal note(s)

[] new [] updated or [X] previous

[X] zero [] fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Timmy Kelly
Altha Head
[Signature]
[Signature]

[Signature]
Chairman signature and recommendation

[] Committee Backup attached