

SCOMM

95:35

Sea Day Detail Cost Calculation

Premium Pay Cost Per Sea Day:

1. PV Woldstad (includes Bristol Bay), Kodiak, 63 sea days

Premium Pay:

1. Skipper	\$15,042
2. Vessel Engineer II	10,531
3. Boat Officer I	7,564
4. Boat Officer I	8,851
5. Trooper Mate	14,501
6. Trooper TDY	<u>14,501</u>
Subtotal	\$70,990

Divided by 63 sea days = **\$ 1,127 Per Sea Day**

2. PV Trooper (includes Bristol Bay), Kodiak, 147 sea days

Premium Pay:

1. Skipper	\$37,485
2. Vessel Engineer II	22,932
3. Boat Officer I	19,698
4. Trooper Mate	<u>33,516</u>
Subtotal	\$113,631

Divided by 147 sea days = **\$ 773 Per Sea Day**

3. 150' Patrol Vessel, Dutch Harbor, 100 sea days

Premium Pay:

1. Skipper	\$21,951
2. Vessel Engineer II	19,477
3. Boat Officer I	14,108
4. Boat Officer I	13,997
5. Trooper Mate	25,108
6. Trooper TDY (Kodiak wages)	<u>23,018</u>
Subtotal	\$117,659

Divided by 100 sea days = **\$ 1,177 Per Sea Day**

Other Line Items Cost Per Sea Day: (Includes food, fuel, oil, and maintenance parts)

1. <u>PV Woldstad (includes Bristol Bay), Kodiak</u>	\$1,138	Per Sea Day
2. <u>PV Trooper (includes Bristol Bay), Kodiak</u>	\$440	Per Sea Day
3. <u>150' Patrol Vessel, Dutch Harbor</u>	\$1,585	Per Sea Day

Summary:

1. PV Woldstad, Kodiak

Premium Pay	\$1,127
Other Line Items	<u>1,138</u>

PV Woldstad Cost Per Sea Day: \$2,265

2. PV Trooper, Kodiak

Premium Pay	\$ 773
Other Line Items	<u>440</u>

PV Trooper Cost Per Sea Day: \$1,213

3. 150' Patrol Vessel, Dutch Harbor

Premium Pay	\$1,177
Other Line Items	<u>1,585</u>

150' Patrol Vessel Cost Per Sea Day: \$2,762

A new 150' Fisheries Enforcement Patrol Vessel(P/V) will:

- Restore patrol coverage to the Alaska Peninsula, Kodiak, and lower Cook Inlet waters. Having a 150' vessel to patrol the Bering Sea would allow the Woldstad to concentrate patrols around the Kodiak and lower Cook Inlet fisheries.
- Provide patrol coverage to the Norton Sound crab fisheries, and increase patrol coverage beyond Unalaska in the Aleutians, which presently has very limited enforcement in the bottom fish industry, one of the largest fisheries in the state.
- Potentially double the actual time spent on fisheries enforcement due to the new vessel's ability to work in more severe sea conditions and its being located closer to the major fisheries enforcement areas(Alaska Peninsula and Bering Sea).
- Enable enforcement patrols to continue even after a major seizure of crab pots. With the P/V Woldstad, only 60 crab pots can be seized at one time. Recently, 200 pots were seized from a violator. It took a week to transport the pots to a storage area and resume patrol. With a larger vessel, the crew would have been able to seize all of the pots and continue the patrol.
- Provide the ability for fisheries enforcement patrols to pull long lined 10' x 10' pots in the Aleutian Islands.
- Substantially improve response time to search and rescue calls, especially in severe sea conditions.
- Enable limited Fish & Game use for research, (e.g. operate long line gear in the Bering Sea).

Projected Costs/Funding Sources

Funding Reallocation Summary: FWP's Marine Enforcement budget has funds to operate the 121' P/V Woldstad for 164 sea days and the 65' P/V Trooper for 147 sea days. This reallocation would dry-dock the P/V Trooper and reallocate its operating cost to the new 150' P/V. The P/V Woldstad would be reduced to 63 sea days with the remainder of its operating cost reallocated to the new 150' P/V. The net result would be 100 sea days for the new 150' fisheries enforcement vessel.

Current Funding:

PV Woldstad, PV Trooper, and Bristol Bay funding: ¹\$524,100

Proposed Funding:

PV Woldstad (includes Bristol Bay)	164 sea days x \$2,265/sd. =	\$371,460	
Reduction of 101 sea days	(101) sea days x \$2,265/sd. =	(227,765)	
Net cost:	63 sea days x \$2,265/sd. =	\$143,695	143,695
 PV Trooper (includes Bristol Bay)	147 sea days x \$1,213/sd. =	\$178,311	
Reduction of 147 sea days	(147) sea days x \$1,213/sd. =	(178,311)	
Net cost:	0 sea days x \$1,213/sd. =	\$ 0	0
 PV 150-foot	100 sea days x \$2,762/sd. =	\$276,200	
Moving costs		30,000	
Geographic Pay Differential from Kodiak to Dutch		69,195	
Fixed costs		5,010	
Net cost:	100 sea days =	\$380,405	380,405
Total Cost for 2 Remaining Patrol Vessels:			\$524,100

Division of Fish and Wildlife BRU, Marine Enforcement Component Budget Summary (Source: Page 4 Legislative Short Form Original Governor's, FY 96 Conference Committee)¹

	Personal Services	Travel	Contractual	Commod	Misc	Total
FY96 Conference Comm.	1703.9	33.4	285.1	451.7	(10.0)	2,464.1
Less Base Personnel Svcs	(1332.1)				10.0	(1,322.1)
Available for Allocation	371.8	33.4	285.1	451.7		1142.0
Budgeted for Other State Enforcement Regions	(74.3)	(29.4)	(250.1)	(264.1)		(617.9)
Available to Program for Woldstad and New 150'	297.5	4.0	35.0	187.6		524.1

Tony Knowles, Governor

DEPARTMENT OF FISH AND GAME
BOARD OF FISHERIES

P.O. BOX 25526
JUNEAU ALASKA 99802-5526
PHONE: (907) 465-4110
FAX: (907) 465-6094

March 16, 1996

Mr. Frank Rue, Commissioner
Alaska Department of Fish and Game
PO Box 25526
Juneau, AK 99802-5526

AM *HB 519*

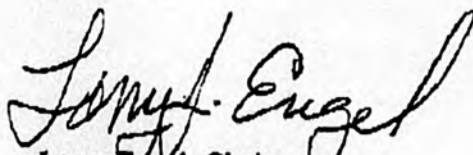
Dear Commissioner Rue:

The Alaska Board of Fisheries (board) deliberated state wide and westward king and Tanner crab issues during the week of March 10, 1996. The board is appalled at the repeated history of crab stock and fishery collapses. We find that this record is inconsistent with our responsibilities toward our common fishery management goals for these public resources. In the face of this situation, the board is frustrated by the current level of knowledge about the stocks, crab biology, and related factors.

The board compliments departmental staff on their ongoing efforts to assess stock status, to research causes of stock crashes, and to analyze management options for the board. However, the board is deeply concerned about ongoing and potential new cuts to the department's shellfish research program. Of particular concern is the House Finance Committee's proposal to not allow the department access to civil fines and forfeitures in the Fish and Game Fund. Those funds have allowed the department the fiscal opportunity to address some important crab management data gaps.

It is critical that funding for this program is maintained or enhanced, and the use of fines and forfeitures continue to be allowed, so that the department can provide the necessary information for the board to make meaningful major changes in crab management for stewardship of these resources for the overall greatest benefit to the economy, and residents of Alaska.

Sincerely,



Larry Engel, Chairman
Alaska Board of Fisheries

WESTERN ALASKA COMMUNITY DEVELOPMENT QUOTA PROGRAM

1 NORTON SOUND ECONOMIC DEVELOPMENT CORPORATION

Regional Population 7745

15 Communities

Partner: Glacier Fish Company, Inc.

2 YUKON DELTA FISHERIES DEVELOPMENT ASSOC.

Regional Population 1724

4 Communities

Partner: Golden Alaska Seafoods

3 COASTAL VILLAGES FISHING COOPERATIVE

Regional Population 5769

17 Communities

Partner: Golden Age Fisheries

4 CENTRAL BERING SEA FISHERMEN'S ASSOCIATION

Regional Population 752 • 1 Community

Partner: American Seafoods Company, Inc.

5 ALEUTIAN PRIBILOF ISLAND COMMUNITY DEVELOPMENT ASSOCIATION

Regional Population 404 • 5 Communities

Partner: Trident Seafoods Corporation &
Starbound Partnership

CDQ Allocations

1 Pollock 20%
Halibut 20% (IPHC area 4D)
Sablefish 30% (Aleutian Island subarea)
25% (Bering Sea subarea)

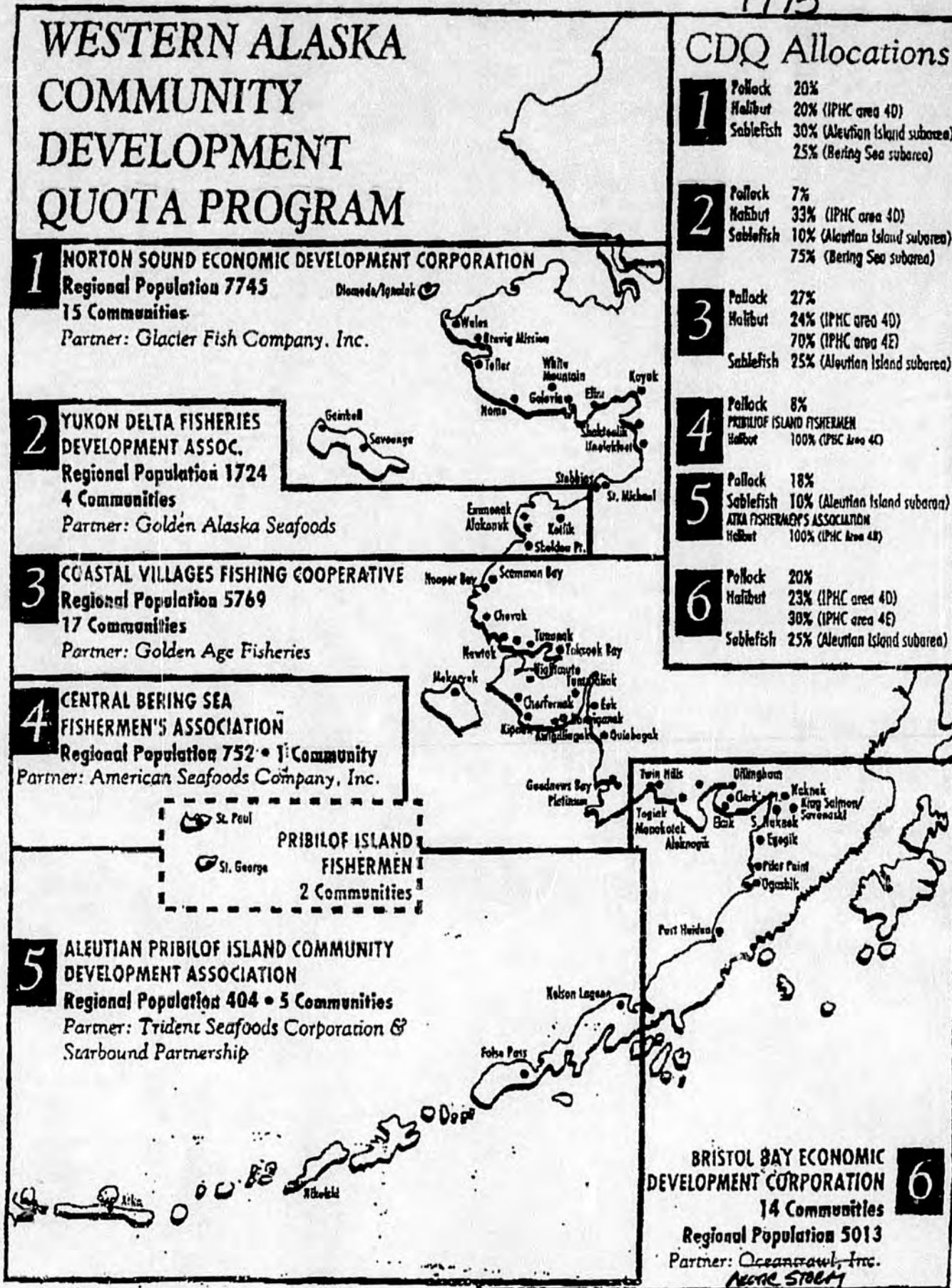
2 Pollock 7%
Halibut 33% (IPHC area 4D)
Sablefish 10% (Aleutian Island subarea)
75% (Bering Sea subarea)

3 Pollock 27%
Halibut 24% (IPHC area 4D)
70% (IPHC area 4E)
Sablefish 25% (Aleutian Island subarea)

4 Pollock 8%
PRIBILOF ISLAND FISHERMEN
Halibut 100% (IPHC area 4C)

5 Pollock 18%
Sablefish 10% (Aleutian Island subarea)
ATKA FISHERMEN'S ASSOCIATION
Halibut 100% (IPHC area 4B)

6 Pollock 20%
Halibut 23% (IPHC area 4D)
30% (IPHC area 4E)
Sablefish 25% (Aleutian Island subarea)



CITY OF UNALASKA

P.O. BOX 610
UNALASKA, ALASKA 99885
(907) 581-1251
FAX (907) 581-1417



February 28, 1996

Representative Alan Austerman, Chair
Representative Carl Moses, Vice-Chair
House Fisheries Committee
State Capitol
Juneau, Alaska 99801

RE: HB 519

Dear Representative Austerman and Representative Moses:

On behalf of the City of Unalaska, I am writing to express support for House Bill No. 519. This bill would allow the State of Alaska to appropriate funds from the proceeds of the settlement of State of Alaska v. Arctic Alaska Fisheries Corp. to the Department of Public Safety for either the construction or the purchase and upgrade of a vessel for fishery law enforcement activities in the Bering Sea and the Gulf of Alaska.

The Department of Public Safety is desperately in need of an enforcement vessel in Western Alaska. This additional enforcement vessel is something the City of Unalaska has supported for many years. The existing vessel "Wolstad" is inadequate for covering the large area of the Gulf of Alaska and the Bering Sea fisheries which include Bering Sea tanner and king crab, Bristol Bay salmon and herring, Peninsula salmon, Aleutian Islands and Adak crab and State fisheries that occur in the Gulf of Alaska.

An additional enforcement vessel to patrol the Gulf of Alaska and the Bering Sea would benefit all the fisheries in these areas. The City of Unalaska wholeheartedly supports HB 519.

Very truly yours,

CITY OF UNALASKA

A handwritten signature in black ink, appearing to read "Frank V. Kelty".

Frank V. Kelty
Mayor

cc: Unalaska City Council

INFORMATION ON A 150 FOOT ENFORCEMENT VESSEL

ALASKA DEPT. OF PUBLIC SAFETY,

DIV. OF FISH AND WILDLIFE ENFORCEMENT

*A new 150' enforcement vessel is needed in Alaska to patrol fisheries in the Bering Sea (tanner and king crab) and Bristol Bay (salmon and herring). The current Fish and Wildlife Protection vessel, the 121' P/V Wolstad, which was designed in the late 1970's and built in 1982, is now inadequate to patrol these large fisheries which have moved farther out to sea. Search and rescue missions, as well as enforcement, have been impeded by the relatively small size of this vessel.

*Funding in the amount of \$4.1 million has recently become available through a settlement with Arctic Alaska fisheries for the illegal use of fishing gear in a closed area. This money, which was specifically designated in the settlement for "activities beneficial to the crab fishery", will be deposited into the Alaska Fish and Game Fund. This project, which is supported by the Dept. of Fish and Game and is the highest capital priority for the Dept. of Public Safety, would not be funded with general fund money. This vessel would operate within the current Div. of Fish and Wildlife Protection budget, so no new additional operating funds will be needed. (Operating funds would not appear until FY 98.)

*The Dept. of Fish and Game would also be using this vessel for approximately 60 days during the off season for crab fishery research projects. The Alaska Crab Coalition is supporting this effort because of these research projects, and hopes to work with the department on a project using manned submersibles.

*Many Alaska communities would be positively impacted by commissioning a new enforcement vessel, including Seward, Cordova and Homer. Upon arrival of the new vessel, the older P/V Wolstad would be stationed in Kodiak, and would be free to patrol fisheries and support search and rescue missions in the Gulf of Alaska, Lower Cook Inlet, and Prince William Sound. The new vessel itself would be stationed in Unalaska. In addition to Unalaska, Seward and Kodiak, the communities of the Aleutian and Pribilof Island Community Development Association including St. George, Nelson Lagoon, Akutan, Nikolski, False Pass and Atka, are supporting this project.

*Alaska fisheries are a multi-billion dollar industry, and the largest renewable resource in the state. The Division of Fish and Wildlife Protection must keep pace with this growing industry in order to provide effective protection of our resource which is so vital to Alaska's coastal communities.

*This request was forwarded to the legislature from the governor on March 7, 1996, in his amendment package to the capital budget. It also is included in HB 519.

Department of Public Safety

Division of Fish & Wildlife Protection

\$4,100.0 from the Tyson Seafood settlement for purchase of a used 150 foot Woldstad-class vessel.

- The mission of the Division of Fish & Wildlife Protection is "Protection of Alaska's fish and wildlife resources through enforcement of laws and regulations governing use of natural resources." It is necessary to acquire a 150' Patrol Vessel if the division is to continue to competently address its mission. The need for this vessel is becoming critical.
- The Division of Fish & Wildlife Protection's largest patrol vessel is the 121' Woldstad. This vessel was built in 1982 from plans which were designed in the late 1970s. The design and technology which went into the vessel are more than sixteen years old. The fishery which this vessel patrols and the technology used to harvest the fishery have changed considerably in these intervening years.
- The crab fishery, for which the Woldstad was designed, no longer exists. The crab fishery has moved farther into the Bering Sea and beyond the Pribiloffs, and the fleet has moved with it. The fishing fleet has, by necessity, adapted.
- Numerous fishing vessels have sunk, others with proven designs have been "stretched", and newer vessels which are better able to handle the conditions of the Bering Sea have been designed and built.
- The Woldstad is used to patrol the winter crab fishery; however, because the P/V Woldstad does not have a fish hold (also used to hold water which increases stability) and because of its relatively small size, it is barely serviceable and sea worthy in "moderate to severe" weather. More than fifty percent (50%) of the fishery takes place during "moderate to severe" weather conditions. If the division is to continue to provide effective resource enforcement, it must be able to compete with the commercial fishing fleet by being able to travel to and stay on the fishing grounds alongside the fishing vessels in all kinds of weather and sea conditions. On several occasions, the P/V Woldstad and crew have been unable to fulfill patrol objectives because the vessel has been unable to withstand weather conditions. A larger and more suitably designed vessel would not have this problem.
- The fishing fleet must work its gear in order to get paid. Therefore, portions of the fleet are oftentimes daring and work pots or nets in dangerous conditions. The larger vessel size which the fleet has evolved to make this possible. Fifteen years ago the P/V Woldstad was of average size in comparison to the fleet. An average size crabber is now in the range of 136' to 180'. In order to adequately patrol these fisheries, the Division of Fish & Wildlife Protection needs to follow suit.

- The Alaska fisheries are a multi-billion dollar industry and one that is rapidly changing. This industry is the largest renewable resource in the State. To ensure the viability of the resource and the fishery, a sound management plan is required. Enforcement is a critical element of any management plan. The annual commercial harvest of between two and three million tons of fish from Alaskan waters and those waters immediately offshore places Alaska first in fisheries production for the United States. The Division of Fish & Wildlife Protection must keep pace with this growing industry in order to provide effective protection of its resource.
- Including a 150' enforcement vessel would significantly enhance the Division's enforcement capabilities. The P/V Woldstad is limited in the amount of time it can spend on the grounds. For example, with current equipment, only 60 crab pots can be seized at one time. Recently, the division seized 200 pots from a violator. It took a week to transport the pots. With a larger vessel, the crew would have been able to seize all of the pots and continue the patrol. Additionally, the P/V Woldstad is unable to pull long lined 10' x 10' pots in the Aleutian Islands. The reason for this is that the vessel is not large enough to re-deploy the pots after pulling them. The Department of Fish and Game has indicated that the economics of the fishery will dictate that more of this gear be used. Lack of equipment to pull these pots means that we will not be able to enforce the regulations concerning pot restrictions.
- Search and Rescue missions have also been impeded by the relatively small size of the P/V Woldstad. In one instance, the Woldstad responded to a "Mayday" of a boat that was "dead-in-the-water." The vessel was 70 miles away. Due to weather conditions, it took more than 30 hours to reach the vessel because winds and seas restricted the Woldstad's travel time to approximately three knots. A larger vessel with holding tank capabilities would have reached the disabled vessel in less than 10 hours.
- The Division's second largest vessel, the P/V Vigilant, was decommissioned in 1992. The Vigilant was decommissioned due to structural damage which resulted from 15 years of patrol in rough weather and sea conditions. Within the last year, the P/V Polaris (65' patrol boat) was removed from operation due to budget considerations. The hull of this vessel has been examined by an expert who noted that there are serious problems. These problems can be fixed on a temporary basis (less than three years) at a cost of \$20,000. It would probably not be cost effective to make these temporary repairs. Acquisition of a 150' vessel would serve to re-establish and extend the enforcement programs lost with the removal of these two vessels.
- Because of the loss of the Vigilant and the Polaris, the Division has inadequate coverage of the Alaska Peninsula, Kodiak, and lower Cook Inlet waters. Having a 150' vessel to patrol the Bering Sea would allow the Woldstad to assume patrol of some of these fisheries.

- As provided in the Kodiak Newspaper (July, 1995), "Dutch Harbor-Unalaska in 1994 ranked at the top of the chart in both volume and landed value of seafood for the third consecutive year. The port handled 700 million pounds of fish worth \$224 million." The salmon fisheries are just one of the commercial fishing resources that has continued to grow in the Dutch Harbor/Unalaska region and one which has provided much revenue and jobs for the citizens. This industry increases as values increase.
- The Bering Sea fisheries continue to produce a rich resource. This area, unfortunately, is void of any permanent patrol vessel to ensure compliance to the state's fishing regulations. With the present department vessels, only openings and closures of tanner crab seasons are patrolled. No patrol coverage is provided to the crab fisheries in Norton Sound, and only on minimal occasion beyond Unalaska in the Aleutian Chain. There is very limited enforcement presence in the bottom fish industry which is one of the largest fisheries in the state.
- The Crab fishery in the Bering Sea is having to fish deeper to be economically viable. This "deeper" fishing requires long line gear. A 150' patrol vessel is key to enabling enforcement to monitor these newer long line harvesting techniques.
- Fish & Game advised that if the vessel could operate long line gear they could utilize this vessel for research in the Bering Sea area. Normally F&G performs research/studies from May through September which are traditionally the slower months of this vessels patrol schedule. To augment research efforts in the Bering Sea, the US Coast Guard has placed portable labs on some of their cutters in an attempt to facilitate the federal governments research efforts. By providing a similar arrangement with our own F&G, the states resources can be protected and monitored.

State of Alaska
Office of the Governor

TONY KNOWLES
Governor
P.O. Box 110001
Juneau, Alaska 99811-0001
NEWS RELEASE



Bob King
Press Secretary
Claire Richardson
Deputy Press Secretary
907-465-3500
FAX: 907-465-3533

FOR IMMEDIATE RELEASE: February 5, 1996

96-026

TYSON SETTLES FISHING VIOLATIONS FOR \$4.1 MILLION

Attorney General Bruce Botelho announced today that the state has reached a settlement with Tyson Seafood Group, Inc., that resolves the state's pending lawsuit against the company's predecessor, Arctic Alaska Fisheries Corporation. In the settlement, Tyson Seafood did not admit to liability in the matter but agreed to pay the state \$4.1 million in civil damages.

In the lawsuit, filed in September 1993, the state alleged that over a three year period, three of Arctic Alaska's vessels had used bottom trawl gear to fish for groundfish in an area closed to such gear by state regulations. The state's complaint claimed that 669 trawl tows were involved in the violations.

Botelho noted that the violations were alleged to have occurred between January, 1990 and March, 1992, before Tyson Foods acquired and restructured the company. Tyson purchased Arctic Alaska in October, 1992.

Tyson has demonstrated to us its commitment to conservation of Alaska's fishery resources and has taken measures to ensure that no such problems occur in the future, Botelho said. We hope this settlement will also send a clear message to others in the fishing industry that might be tempted to disregard the fishery laws.

The state has settled about a dozen similar, but smaller-scale cases since staging a major enforcement effort in the groundfish fishery in spring of 1992. With Assistance from the United States Coast Guard and the National Marine Fisheries Service, state troopers boarded and inspected records of many of the trawlers fishing south of the Alaska Peninsula and Aleutians. United States Coast Guard aircraft also assisted in documenting the violations.

Governor Tony Knowles met with the Attorney General and Tyson officials to hammer out the framework of the final agreement.

-more-

Tyson Settlement

-2-2-2-

February 5, 1996

We welcome this settlement as a reasonable resolution of a very serious problem that Tyson inherited with its first major investment in the Alaska seafood industry, Knowles said. I appreciate the company's sense of civic responsibility reflected in their willingness to step up to the plate and take care of this outstanding obligation, and we look forward to continued and expanding investment by Tyson in the Alaska fishing industry. Their marketing and distribution experience will be a valuable asset to the industry.

Although Arctic Alaska, a Seattle-based company, did not own any shore-based processing facilities in Alaska when it was purchased, Tyson Seafood has since purchased a plant in Kodiak and has expressed an interest in expanding its Alaska-based operations.

Tyson settles with state for old Arctic Alaska charges

By DIRK MILLER
Associated Press Writer

JUNEAU (AP) — An Arkansas food-processing giant will pay Alaska up to \$5.85 million over the next 10 years to settle allegations of illegal fishing off the Alaska Peninsula in the early 1990s.

But Tyson Seafood Group, a subsidiary of Tyson Foods Inc. of Springdale, Ark., could accelerate the payment and write a check for \$4.7 million to the state. Alaska also could request an accelerated payment on its own, although then the state would get less — \$4.1 million, said Lance Nelson, assistant attorney general.

Nelson said the settlement was signed Friday. A press release said Gov. Tony Knowles participated in the final negotiations with Tyson officials.

"The governor considered this a high-profile case," said Bob King, Knowles' spokesman. "He was concerned about Tyson's continuing presence in the Alaskan fishing industry. He wanted to know whether or not this was a fair settlement."

It is the largest fisheries damage payment ever won in Alaska, Nelson said.

State Attorney General Bruce Botelho said the fishing incidents occurred between January 1990 and March 1992, before Tyson bought Arctic Alaska Fisheries Corp., then the largest North Pacific fishing company.

The state had accused Arctic Alaska of illegally fishing for crab and halibut in closed waters.

"We are glad to have it resolved and behind us," said Tyson Foods spokesman Archie Schaffer III. "This is a problem we inherited."

Tyson knew of Arctic Alaska's troubles with the state before the purchase, Botelho said. "My sense is they were not aware of

the magnitude of the offenses."

King said it had not been decided which payment option the state would choose. If Tyson and the state stick with the settlement as written, the company would pay the state \$585,664 a year for 10 years.

State officials had wooed Tyson officials before the purchase of Arctic Alaska, trying to convince the chicken-processing giant to put its expertise to work on marketing Alaska salmon.

Since then, Tyson has purchased a processing plant in Kodiak and the Knowles administration is hoping the company will expand its holdings in Alaska.

"I appreciate the company's sense of civic responsibility reflected in their willingness to step up to the plate and take care of this outstanding obligation," Knowles said in the release.

Botelho said Tyson did not admit liability in the case but agreed to pay the state civil damages.

Three boats from Arctic Alaska were among 30 the state suspected of fishing in closed waters for ground fish. Nelson said the state seized the three boats and a processing ship and Tyson had to put up an \$18 million bond to get the boats back in the water.

The bond would be released later this month if Anchorage Superior Court Judge Brian Shortell approves the agreement between Tyson and the state.

At one point, Tyson brought up the possibility of giving the state a fishing enforcement boat to settle the case. In 1993, the state Department of Law advised against such a settlement without getting the approval of the state Legislature.

Botelho said money from the settlement would go into the fish and game fund, which could be used to purchase an enforcement boat for the state.



The Associated Press photo of Casey Janz, vice president, plan a meeting.

Local support

By STEVE AVERETT
Mirror Writer

The Associated Press photo of ARCK, to the left.

The state ARCK local association Village store in Kodiak.

No longer viable main income source.

One third of ARCK. That means...

The new organization brought the local organization to turning point. looks now to its members for guidance into the future.

ARCK has an illustrious history. Begun more than 30 years ago, it earned a reputation by creating new programs for the benefit of citizens with disabilities.

The founder of the local group...

Blue Fox owners get

Tyson settles with state for old Arctic Alaska charges

By DIRK MILLER
Associated Press Writer

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Blue Fox owners get OK to sink vessel



REPRESENTATIVE ALAN AUSTERMAN Alaska State Legislature

P.O. Box 2368, Kodiak, Alaska 99615 (907) 486-5930 • Session: State Capitol, Juneau, Alaska 99801 465-2487

SPONSOR STATEMENT

HB 519

January 27, 1996

Enforcement of fishing laws is difficult over Alaska's vast distances. The Department of Public Safety has need of a seaworthy vessel of at least 150 feet for fishery law enforcement activities in the Bering Sea and the Gulf of Alaska. With a reduction in force of Coast Guard vessels, it's more important than ever to provide the Department of Public Safety with the means to provide fishery law enforcement.

Arctic Alaska was accused by the state of illegally fishing for crab and halibut in closed waters. Before Tyson bought Arctic Alaska, several fishing incidents with their boats occurred between January 1990 and March 1992. In addition, when the 3 boats from Arctic Alaska were seized, 30 other boats were suspected of fishing in closed waters for groundfish.

On February 5, 1996, the state reached a settlement with Tyson Seafood Group, Inc., that resolved the state's pending lawsuit against the company's predecessor, Arctic Alaska Fisheries Corporation. In the settlement, Tyson Seafood agreed to pay the state \$4.1 million in civil damages. Money from the settlement would go into the fish and game fund, which could be used to purchase an enforcement vessel.

There is a serious need for increased enforcement in Alaska's waters. When fishing grounds are protected, commercially important species are permitted to maintain maximum populations. Money appropriated for fishery enforcement will be recouped by violation fines, landing taxes, and a healthier resource providing for increased fishermen incomes and tourists dollars.

HB 519 \$4.1 Million for Fish/Wildlife Protection Replacement Vessel OR Governor's Amendment to Capital Budget

A Replacement 150-foot Fisheries Enforcement Patrol Vessel (P/V) will:

- Restore patrol coverage to the Alaska Peninsula, Kodiak and lower Cook Inlet fisheries and communities by allowing the smaller P/V Woldstad to concentrate patrols in these areas. The commercial fleet has grown larger in vessel size and moved into deeper water. The smaller P/V Woldstad has been unable follow.
- Provide long patrol coverage to the Norton Sound crab fisheries, and increase patrol coverage in the western Bering Sea and Aleutian Islands which presently has very limited enforcement coverage in the crab and bottom fisheries, some of the largest fisheries in the state.
- Potentially double the actual time spent on fisheries enforcement due to the new vessel's ability to work in more severe sea conditions and being located closer to the major fishing areas.
- Enable enforcement patrols to continue after the seizure of large quantities of crab pots. The P/V Woldstad can only carry about 60 crab pots at one time. Recently, 200 pots were seized from a violator. It took a week to transport the pots to a storage area and to resume patrol. With a larger vessel, the crew could have seized all the pots in one load and resumed patrol.
- Provide the ability to pull and inspect "long lined" crab pots which has become the preferred method of fishing in the deeper waters of the Aleutians and western Bering Sea.
- Substantially improve response time to search and rescue calls, especially in severe sea conditions.
- Provide limited use by the Department of Fish & Game for research projects in the Bering Sea waters.
- Replace the 100' P/V Vigilant which was decommissioned in 1992.
- Provide additional protection to Alaska's multi-million dollar fishery which is the largest renewable resource in the state. The Division of Fish & Wildlife Protection must keep pace with the growing industry in order to provide effective protection of this resource which is so vital to Alaska's economy.

Funding Reallocation Summary: FWP's Marine Enforcement budget has funds to operate the 121' P/V Woldstad for 164 sea days and the 65' P/V Trooper for 147 sea days. This reallocation would dry-dock the P/V Trooper and reallocate its operating funds to the new 150' patrol vessel. The P/V Woldstad would be reduced to 100 sea days with the remainder of its operating funds reallocated to the new 150' vessel. The net results would be 101 sea days for the new 150' fisheries enforcement vessel.

FY 97 FUNDING WITH CURRENT VESSELS AND SEA DAYS

P/V Woldstad, P/V Trooper, and Bristol Bay Funding: **\$549,771**

FY 97 FUNDING WITH CHANGE OF VESSELS AND SEA DAYS

P/V Woldstad (includes Bristol Bay)	164 sea days x \$2,265/sea day =	\$371,460	
Reduction of 64 sea days	(64) sea days x \$2,265/sd =	(144,960)	
Net cost:	100 sea days x \$2,265/sd =	\$226,500	226,500
 P/V Trooper (includes Bristol Bay)	147 sea days x \$1,213/sd =	\$178,311	
Reduction of 147 sea days	(147) sea days x \$1,213/sd =	(178,311)	
Net cost:	0 sea days x \$1,213/sd =	\$ 0	0
 P/V 150-foot (Replacement)	101 sea days x \$2,762/sd =	\$278,962	
Geographic Pay Differential from Kodiak to Dutch Harbor		38,653	
Fixed Costs		5,656	
Net cost:	101 sea days x \$2,762/sd =	\$323,271	<u>323,271</u>

Total Cost for 2 Remaining Patrol Vessels: **\$549,771**

Sea days = costs for salaries, fuel, food, and other operational supplies used while the vessel is underway.

PREPARED BY DEPARTMENT OF PUBLIC SAFETY 4/18/96

MEMORANDUM

State of Alaska

DEPARTMENT OF FISH AND GAME

TO: Col. John Glass
Director
Department of Public Safety
Division of Fish & Wildlife Protection

DATE: April 11, 1996

FAX NO: 486-1824

TELEPHONE NO: 486-1842

FROM: Al Spalinger 
Westward Region Shellfish/Groundfish Biologist
Division of Commercial Fisheries
Management & Development

SUBJECT: Costs for a crew at sea for 40 sea days

Following is a breakdown of costs for the biological crew to conduct 40 sea days of sampling in the Bering Sea. These costs only include premium pay and food. Cost does not include fuel.

(1) Biological crew aboard 150' vessel	40 Days
A. Biologist	\$10,000
B. Biologist	\$10,000
C. Biologist	\$ 8,000
D. Technician	<u>\$ 6,000</u>
Subtotal	\$34,000
Divided by 40 days	\$ 850 per sea day
Cost for food per day average \$10 per day per person x 4 people	\$ 40
Grand Total	\$ 890 per sea day

The food cost are based on the current costs per person utilized from the departments R/V Resolution. If you have any further questions give me a call at 486-1842.

cc: Bob Clasby
Pete Probasco

DRAFT FY 97 VESSEL PLAN

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
DATES	1-17	1-31	1-30	15-31	1-30	1-25	2-25	2-28	1-30	1-30	1-30	1-30
SEA DAYS	17	12	21	9	12	10	17	15	15	15	31	28
NEW VESSEL	Bristol Bay Salmon	Shipyard	Dutch Harbor Brown King Crab	Adak King and Tanner Crab	Bristol Bay Bairdi Closure	Bering Sea Tanner Crab (Opilio)	Bering Sea Tanner Crab	Adak Brown King Crab	Adak Bairdi Closure	Togiak and Westward Herring	Westward Herring	
	or	or										
	Fish and Game Research	Fish and Game Research	Bristol Bay King & Tanner Crab	Bristol Bay King and Tanner Crab		Bering Sea, Adak, Dutch Harbor Tanneri Closure		Bristol Bay Dragger Closure	Western Aleutians Ground Fish		False Pass and Unimak Salmon	
TOTAL SEA DAYS												Bristol Bay Salmon
214												
DATES	1-30	1-31	1-30	5-31	1-30	1-20	1-30	1-28	1-30	1-30	1-31	1-30
SEA DAYS	15	20	18	14	10	10	10	12	14	7	25	23
WOLDSTAD	Cook Inlet Salmon	Chignik South Peninsula Salmon	Pribilof Island King Crab	Bristol Bay Red King Crab & Bairdi	Bristol Bay Red King Crab	Akutan, Lost Harbor, King Cove Bairdi Crab	Kodiak and South Peninsula Ground Fish Draggers and Pots	Kodiak Ground Fish	Shipyard	Togiak and Port Moller Herring	False Pass and South Peninsula Salmon	
TOTAL SEA DAYS												
178												



Kodiak Island Borough

710 MILL BAY ROAD
KODIAK, ALASKA 99615-6398

(907) 486-9300

April 10, 1996

RECEIVED

APR 11 1996

Ans'd.....

Representative Richard Foster, Finance Chairman
Alaska State Legislature
State Capital Mailstop 3100
Juneau, AK 99801-1182

Dear Chairman ^{R. Foster} Foster:

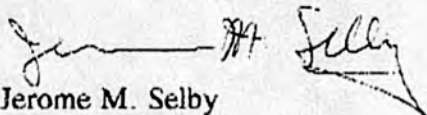
On behalf of the Kodiak Island Borough, I would like to express our support for the appropriation of \$4.1 million for a 150 foot enforcement vessel for the Department of Public Safety, Division of Fish and Wildlife Protection. Funding for this project is currently contained in the Governor's capital budget and comes from the proceeds of the recent court settlement against Arctic Alaska for the illegal use of fishing gear in a closed area.

The Department of Public Safety is in critical need of an enforcement vessel which can serve Western Alaska. The present Fish and Wildlife Protection 120 foot vessel, the C/V Wolstad, was designed in the late 1970's and built in 1982. The Wolstad is inadequate to patrol the large fisheries of the Gulf of Alaska and the Bering Sea. These fisheries include the Bering Sea tanner and king crab fisheries, Bristol Bay salmon and herring fisheries, and the Gulf of Alaska salmon, crab, and herring fisheries. Enforcement and search and rescue missions have been impeded by the relatively small size of this vessel and the need for it to be weather conscious, particularly in the Bering Sea. The Bering Sea communities and fisheries will benefit from increased presence and enforcement capacity with a new vessel, and stationing the Wolstad in Kodiak will provide increased capacity for patrols and search and rescue missions in the Gulf of Alaska, the Lower Cook Inlet, and Prince William Sound.

Alaska's fisheries are a multi-billion dollar industry and the largest renewable resource in the state. The Division of Fish and Wildlife Protection must keep pace with this growing industry in order to provide effective protection of our resource, which is so vital to Alaska's coastal communities and to the State of Alaska's future economic well-being. Please support this project for the protection of our fisheries resources and Alaska's future.

Sincerely,

KODIAK ISLAND BOROUGH


Jerome M. Selby
Borough Mayor