Looking Back: Filipino cannery workers

PACIFIC FISHING

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Safety focus

A big trawler goes down

- Bristol Bay outlook
- Kodiak captain's miserable start

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INSIDE

Kodiak captain's miserable start • Page 6

Bristol Bay outlook • Page 9

The Alaska Juris sinking • Page 10

Filipino cannery workers • Page 19

ON THE COVER: The fishing vessel Jackpine heads out of the Sitka harbor, passing by Rockwell Lighthouse. Chris Miller photo

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Wesley Loy

Looking ahead

As we sail into 2018, we see reason for distress, for vigilance, and for optimism.

Let's start with the optimism.

Forecasters are bullish on Bristol Bay sockeye, and it would be marvelous to see the fleet score another big haul after last season's $210 million payday. It'll be interesting to see if the price holds at $1 per pound or better.

Now, for vigilance.

Congress will consider legislation this year to update the Magnuson-Stevens Fishery Conservation and Management Act, the primary law governing fisheries in federal waters. Alaskans including Congressman Don Young and Sen. Dan Sullivan are taking the lead on this. We should all be on the lookout for shenanigans that could weaken our fisheries management or favor certain industry players at the expense of others.

The Fukushima nuclear disaster site in Japan also bears watching, even though the meltdowns happened nearly seven years ago. Vast quantities of radioactive water are in storage at the site, and some experts recently have suggested this water should be released into the Pacific. Sound like a good idea to you?

We also must closely monitor the situation in Juneau, where Alaska legislators will again grapple with the state's fiscal crisis. Lower state budgets can lead to more conservative fisheries management, as well as tax increases on industry.

In Washington state, we'll see what becomes of rising resistance to Atlantic salmon farming in Puget Sound. This is fallout from last year's mass escape of farmed salmon from a Cooke Aquaculture net pen.

Finally, distress.

The Pacific cod stock in the Gulf of Alaska has declined drastically, and the North Pacific Fishery Management Council has approved an 80 percent decrease in the catch limit for this year. That's an economic calamity for Kodiak and other Gulf ports.

In Southeast Alaska, fishermen are facing a grim situation with Chinook salmon. State forecasts project "the lowest runs on record" for key Southeast rivers. The Department of Fish and Game says it "intends to manage 2018 fisheries that encounter Chinook salmon in a conservative manner."

Come what may, the North Pacific fishing industry has proven its resilience over and over again. Check here next December to see how the year turns out.

⚓ ⚓ ⚓ ⚓

Safety first! We always like to kick off a new year with a focus on safety. In this issue, we bring you a report from the National Transportation Safety Board on the demise of the fishing vessel Alaska Juris. Lots of lessons to be learned there.

⚓ ⚓ ⚓ ⚓

Breaking in: We've heard much from Alaska, British Columbia, and the West Coast about the challenges young people face in entering the fisheries. But newcomers are still trying, and proving their toughness. Need proof? Catch Kodiak skipper Stephanie Marshall's highly entertaining essay on Page 6. ⚓

Wesley

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Fish Wrap

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It's the best commercial fishing news digest available in the North Pacific. Here's some of what you missed by not reading Fish Wrap.

Senators push disaster funding: West Coast senators are demanding that fisheries disaster relief be included in an upcoming funding package. – *thenewsguard.com*

Alaska seafood value dips: A federal report on the status of U.S. fisheries in 2016 shows that Alaska still leads the nation in commercial landings volume but total value dropped. – *adn.com*

Alaska cod uncertainty: A striking population decline raises questions about the future of the Gulf of Alaska's Pacific cod fishery. – *kbbi.org*

Pollock allegation challenged: Top-ranking NOAA official Chris Oliver is demanding retraction of illegal fishing allegations related to Alaska pollock imports. – *retractionwatch.com*

Bristol Bay freeze plan: A small-scale Bristol Bay buyer seeks fishermen for its plan to launch a freezer-processor barge. – *kdlg.org*

Alaska crab threatened: Researchers are concerned about the impact of ocean acidification on Alaska's iconic red king crab. – *weather.com*

Bering Sea medevac: A Coast Guard helicopter responded to a fishing vessel north of Cold Bay, Alaska, after a crewmember was struck by a block of frozen fish. – *content.govdelivery.com*

New leader for UFA: United Fishermen of Alaska's new executive director is a Juneau resident who grew up in a Ketchikan commercial fishing family. – *deckboss.blogspot.com*

Blob's British Columbia legacy: A warm ocean water trend has eased but its impacts on British Columbia fish stocks are now being seen. – *vancouversun.com*

California crabbing starts: California's iconic Dungeness crab fishery is starting on time in the San Francisco Bay region while northern areas await the results of toxin testing. – *pressdemocrat.com*

Bristol Bay sockeye forecast: The Alaska Department of Fish and Game has released its Bristol Bay sockeye forecast for 2018, with a record-breaking run predicted in one district. – *kdlg.org*

SE pink prediction: What's being described as an average year awaits Southeast Alaska pink salmon fishermen, according to a newly released forecast. – *deckboss.blogspot.com*

Oregon delays Dungeness opener: Oregon's commercial Dungeness crab season will be delayed to allow crabs to gain more body meat. – *dailyastorian.com*

Seals impact salmon supply: Seals, sea lions, and other marine mammals are having more of an impact on the food supply of endangered orcas than fishing, according to a new study. – *komonews.com*

Seafood innovation forum: A forum encouraging seafood industry innovation attracted startup companies from all parts of the world. – *psmag.com*

Upper Cook Inlet forecast: The Alaska Department of Fish and Game is forecasting another Upper Cook Inlet sockeye season that will fall below the 20-year average. – *peninsulaclarion.com*

Silver Bay's 2018 rebound: Silver Bay Seafoods is charting a new course for the coming year, with new leadership and a variety of improvements at its Bristol Bay plant. – *kdlg.org*

Struggle finding crews: Entry into the fishing industry is becoming less robust as challenges rise. – *union-bulletin.com*

Upbeat sockeye analysis: An analysis sponsored by the Bristol Bay Regional Seafood Development Association shows that the harvest, value, and export of Bristol Bay sockeye salmon increased in 2017. – *kdlg.org*

Halibut numbers eyed: The International Pacific Halibut Commission is considering stock assessments as discussion on catch limits continues. – *kfsk.org*

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EYES ON THE HORIZON

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by STEPHANIE MARSHALL

My first and worst year as a skipper

The summer of 2016 was not particularly good for salmon fishing, and it just happened to be my first year running a boat out of Kodiak, Alaska.

I had agreed to run my dad's 38-foot salmon seiner, the Matilda Bay, something I had been dreaming of doing since I made my first set at 17.

Everything in town seemed to be going as planned. I'd found a crew, we were getting the net ready, and I even had my dad around to make a practice set with us.

The day finally came and the season opened. We headed north towards the hatchery, which seemed like the perfect place to get the crew and myself all dialed in.

Our first set in, my greenhorn skiff man calls me on the radio informing me that our quick release connecting the end of the net to the skiff had broken loose. I attempted to talk him through the process of hooking himself back up, but he was panicked and not thinking clearly. So I had him drive back to the boat to pick me up. We left the boat in the hands of my other two deckhands and I went to show him what needed to be hooked up.

We went on to make three mildly successful sets before I had the skiff man approach me on the flying bridge and explain to me that he could no longer do this and it just wasn't for him.

After waiting for a break in the weather, we headed back to town, myself in a slight state of shock that after a mere three sets I had lost my skiff man.

Finding another one in town proved to be no easy task. I called every friend I could think of who had even the slightest boat experience and begged them to come work for me.

We decided to three-man it – my cork girl jumped in the skiff and myself and the other deckhand were ready to handle everything on deck. The three of us headed back out with a positive attitude and a little extra living space.

We ended up back in town after a few short days. Our skiff's quick release was broken so we weren't able to stay attached to the net.

It was now a couple of weeks into the season and I had barely put my net in the water, which was starting to stress me out just a little.

I was able to round up another deckhand, who lasted about three days before he told me he was too "ill" to go on another trip.

After that, I hired a woman who had plenty of fishing experience out of California, and after about five days of slow fishing she also panicked and quit.

Then came my skiff lady's younger brother who did us a favor and came out for a couple of weeks, which turned out to be the best fishing we had that summer. He left as soon as a friend of mine was back from Bristol Bay and did me the huge favor of finishing out the season.

Sadly, our biggest day was still only 6,000 pounds, which really isn't much for humpies. I thought I was just making the worst decisions – I never seemed to be in the right place at the right time, and the places I thought were guaranteed to have fish were completely dead.

It was all becoming insanely stressful, and I had a few moments where I just thought about giving in and admitting I couldn't do it. It's too hard. There were just no fish. It was so strange – every time we thought maybe it was starting to pick up it would just die off again.

The few humpies we were able to scrounge up were also the largest I've ever seen for that particular species of salmon. At one point we had a 12-pound pink salmon, which usually weigh in around 3 to 6 pounds. Highly unusual, and I'd always heard the saying, "The bigger the fish, the smaller the run." That quote was heavy in my mind with every small bag of freakishly large fish we hauled in.

Aside from the lack of fish, I was also dealing with plenty of other problems. My very first snag shredded the first 20 fathoms of my net. The main engine on the boat was suffering from an exhaust leak. We broke the shaft key for my hydraulic pump, and at one point my alternator went out. And keeping that old Jimmy running every day was a task all on its own.

By the end of August, I seemed to almost know what I was doing, and thankfully had a pretty great crew who still managed to have fun despite the severely depressing lack of fish.

We spent the last part of our season hoping to catch some late reds at Karluk, over on the west side of the island. There were a few, but the weather going into September wasn't getting any nicer, and that particular part of the island is very exposed to weather. We were having to travel at least two to three hours to anchor up out of the weather, and even had a few days we couldn't fish at all.

By Sept. 15, I'd had enough. The weather was coming up and I had a small window to make it to town before it turned nasty.

It was a long four-month season, and at that point I was really ready for the whole thing to be over.

Sadly, I wasn't able to make a profit. After expenses and insurance for the boat, I ended up owing the cannery money. Definitely wasn't how I'd always imagined my first season to be, and having to

explain to my crew that we didn't make any money was one of the most embarrassing moments of my life. I felt like a complete failure, and started wondering if I had made the wrong career choice.

After a few days in town putting the boat away, I started hearing everyone else's horror stories from the season. Apparently I wasn't the only one who couldn't find any fish, and the majority of our fleet had also had bad seasons. Some were saying it was the worst season Kodiak had seen since the 1970s, and the first words I heard from my dad when I came in were, "I am so sorry. I had a feeling it would be a bad year, but I had no idea it would be that bad!"

With the support of my family and friends, I started to feel a little less like a failure, and even agreed to run the boat again the following summer.

I'm very fortunate to have such an incredible support system, and there is no way in hell I would have made it through the summer of 2016 if it weren't for the incredible people I have in my life. ⚓

Stephanie Marshall, 28, of Kodiak, is captain of the F/V Matilda Bay.

California squid fishing: Not great but getting better

These aren't boom times for California market squid but prices are high and the season picked up in late fall and early winter, marking an improvement over last year.

The March-to-April market squid season has a 118,000-short-ton total maximum catch, and as of early December, about 50,000 tons had been landed. That's a jump from the 30,000 tons that had been landed as of early November.

It's also better than what's been seen in the recent past, when warm water El Niño conditions disrupted squid distribution and made catches elusive.

Still, supply is low compared to what was seen prior to 2015, when El Niño conditions set in. Seasons prior to that saw the maximum catch reached, sometimes early in the season.

But a robust $1,000 per ton ex-vessel price is making this season worthwhile for the fishermen who manage to be where the squid are.

"Some guys are getting lucky," said Diane Pleschner-Steele, executive director of the California Wetfish Producers Association. "If they're in the right place at the right time, they're getting a lot of squid."

She added that "it may not be boom times yet and it may not be boom times next year either," but squid paralarvae and juveniles seem to be present in healthy numbers.

"Ocean conditions have changed and we're guardedly optimistic that things will be better, certainly better than they have been," Pleschner-Steele said.

Changing distribution: Longtime Southern California squid fisherman Neil Guglielmo noted that squid distribution is different this year, its range only reaching as far north as Half Moon Bay. At the height of the El Niño, the Eureka area became a temporary hub of squid fishing and Guglielmo said he had even bought a permit to fish for squid in Oregon.

He described this year's fishing as being "spotty," with a subdued El Niño-like pattern lingering.

"In my opinion, the fish we're catching are being affected by what I call an El Niño hangover," he said. "They're staying deeper in the nets and the eggs are there but they don't seem to be coming into the normal areas as heavy as they should be."

Interviewed in early December, Guglielmo said squid were being caught off Huntington Beach, Santa Cruz, and Santa Rosa Island.

Channel Islands Harbor is his home port and he fishes in the area after the fall months, working in the Half Moon Bay and Monterey areas from April to October.

Guglielmo expects that viable fishing will continue through January and taper down in February and March.

"The way it's going right now, I'd be really surprised if we hit the 118 (thousand tons) by April," he said. "But that makes the price extremely good and it all works out."

He added, "Overall, everybody's managing to make some money." ⚓

– Daniel Mintz

ON THE HORIZON

Pacific Fishing *magazine's monthly digest of upcoming management meetings and other notable events.*

- **Alaska Board of Fisheries meeting, Jan. 11-23, Sitka.** *The board will consider Southeast and Yakutat finfish and shellfish proposals.*
- **International Pacific Halibut Commission annual meeting, Jan. 22-26, Portland.** *The commission will set catch limits for 2018.*
- **2018 Alaska Marine Science Symposium, Jan. 22-26, Anchorage.** *More information at alaskamarinescience.org.*
- **North Pacific Fishery Management Council meeting, Feb. 5-12, Seattle.**
- **Pacific Salmon Commission annual meeting, Feb. 12-16, Vancouver, British Columbia.**
- **Alaska Board of Fisheries meeting, March 6-9, Anchorage.** *The board will consider statewide (except Southeast and Yakutat) Dungeness crab, shrimp, other miscellaneous shellfish, and supplemental issues.*
- **Pacific Fishery Management Council meeting, March 8-14, Rohnert Park, Calif.**
- **Seafood Expo North America, March 11-13, Boston.** *More information at seafoodexpo.com/north-america.*
- **North Pacific Fishery Management Council meeting, April 2-10, Anchorage.**
- **Pacific Fishery Management Council meeting, April 5-11, Portland.**
- **Seafood Expo Global, April 24-26, Brussels, Belgium.** *More information at seafoodexpo.com/global.*

B.C. Young Fishermen's Gathering planned

The T. Buck Suzuki Environmental Foundation is planning its second Young Fishermen's Gathering. The event will take place Feb. 6-7 in Steveston, British Columbia.

The first one was held in January 2017 in Victoria, aiming to educate and empower new entrants to B.C.'s commercial fisheries. More than 30 youths from nearly every fishery on the coast attended, along with about as many presenters.

The B.C. gathering was inspired by the Alaska Young Fishermen's Summit.

Organizers at this year's event intend to offer presentations on B.C. fisheries management, effective advocacy, and the future of fishing (climate change).

For more information on the Steveston gathering, contact Kiera Vandeborne at kiera@bucksuzuki.org. ⚓

– Michel Drouin

CFEC member named

Alaska's governor has appointed Fate Putman, a Juneau lobbyist, to the Commercial Fisheries Entry Commission. He replaces Benjamin Brown, who stepped down. ⚓

Another strong season expected in Bristol Bay

Two forecasts are stoking hope for another huge sockeye salmon catch this summer in Alaska's Bristol Bay.

The Alaska Department of Fish and Game is forecasting a catch of 37.6 million sockeye.

That would essentially match last year's catch of 37.7 million sockeye, which paid an average ex-vessel price of $1.02 per pound for a total fishery value of nearly $210 million.

A second forecast from the University of Washington (UW) is somewhat less optimistic, predicting a harvest of 33.5 million sockeye.

The bay's Nushagak District has the brightest outlook with the state forecasting a harvest of 18.5 million sockeye. The Naknek-Kvichak District is next at almost 9 million, followed by the Egegik District at nearly 7.5 million.

UW is forecasting harvests of 11.5 million sockeye in the Nushagak, 10.1 million in the Naknek-Kvichak, and 8 million for Egegik.

Sockeye market outlook: Bristol Bay is Alaska's single most valuable salmon fishery, attracting hundreds of commercial gillnetters and several major processors every summer. A good season, like last year, can buoy Alaska's entire seafood sector.

McDowell Group, a Bristol Bay Regional Seafood Development Association contractor, sees some positive signs for another good season.

"First wholesale prices of all major sockeye product forms increased in 2017, indicating strong demand," McDowell wrote in a market analysis released in November.

"Selling out frozen inventory ahead of the 2018 season will be critical for pricing prospects next spring," McDowell said.

McDowell added that although competing farmed salmon prices had declined, farmed analysts were predicting prices would "remain relatively steady for at least the next year." ⚓

– Wesley Loy

Bristol Bay gillnetters tied up at Naknek. Wesley Loy photo

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A big trawler goes down in the Bering Sea

Editor's note: The following is adapted from a recently released National Transportation Safety Board marine accident brief.

On July 26, 2016, about 11:30 a.m. local time, a crewmember on the fishing vessel Alaska Juris discovered flooding in the engine room while it was underway in the Bering Sea, approximately 160 nautical miles west of Adak, Alaska. Shortly afterward, the rapid ingress of water caused the main engine and generators to shut down, resulting in a loss of propulsion and electrical power. There was no attempt to dewater the vessel, which sank later that day. All 46 persons on board abandoned ship into life rafts and were rescued without injury. The Alaska Juris, which was carrying approximately 87,000 gallons of diesel fuel, had an estimated value of $4.3 million.

Background

The Alaska Juris was one of four factory trawlers that were owned and operated by Fishing Company of Alaska. It was built in 1975 as a tuna seiner but was converted about a decade later to a commercial fishing trawler and processing vessel. The 41-year-old vessel was being used to catch fish in the Bering Sea, mainly near the western end of the Aleutian Islands. The vessel operated about 10 months a year and was docked the other two months to undergo repairs, maintenance, and regulatory inspections.

At the time of the accident, there were 46 persons on board: two deck officers (a captain and a mate), two engineers (a chief and a noncredentialed assistant), five Japanese nationals (a fishmaster and four technicians), two National Oceanic and Atmospheric Administration observers, and 35 other crewmembers who worked mostly as fish processors.

The captain ran through the passageways waking up as many personnel as he could, while instructing others to do the same, telling them to refrain from any dewatering attempts and instead prepare for abandoning the vessel.

The Japanese fishmaster and technicians were employed by a separate company named North Pacific Resources. North Pacific Resources was the U.S. subsidiary of Anyo Fisheries Co., a Japanese fish broker that received all the catch from Fishing Company of Alaska. The parent company was Yamada Industries.

About eight years prior to this accident, another Fishing Company of Alaska vessel sank in the Bering Sea. On March 23, 2008, the sinking of the fish processing vessel Alaska Ranger occurred 120 miles west of Dutch Harbor after flooding was discovered in the rudder room while it was transiting to a fishing ground. The crew abandoned the vessel before it sank, but five of the 47 persons aboard died in the accident. Similar to the Alaska Juris, the 35-year-old Alaska Ranger was not recovered. Following an investigation, the National Transportation Safety Board identified several safety issues related to company operations, emergency response, and implementation of the US Coast Guard's Alternate Compliance and Safety Agreement (ACSA).

The 218-foot Alaska Juris was enrolled in ACSA, a voluntary examination program that the Coast Guard developed in 2006 to ensure the safe operations of the Alaska head-and-gut (H&G) fleet in lieu of class and load line certification. Under ACSA, the Alaska Juris was required to comply with annual examinations and structural integrity inspections at drydocks twice in every five years.

At the vessel's last drydock examination in 2014, the Coast Guard discovered more than 50 mechanical couplings used as temporary repairs on vital engine room piping. Although most of these repairs had been addressed, witness interviews confirmed that a number of the couplings were still in place at the time of the accident.

With the participation of the NTSB, the Coast Guard convened a District Formal Investigation Hearing in December 2016 to hear testimony and establish the facts of the sinking of the Alaska Juris.

Flooding event

On the morning of July 26, 2016, the Alaska Juris brought aboard approximately 65 tons of mackerel from its first haul, after departing Adak the previous day. Sometime after 11 a.m., while the vessel was underway toward another fishing ground, a Japanese technician making a round of the upper engine room noticed what he perceived was steam coming from an area around the main engine. Realizing such an occurrence in the engine room was not normal, he went below to investigate the source. When he reached the bottom of the ladder, he discovered a cascade of water raining down from the overhead onto the engine near the reduction gear. The interaction of cold water with the hot surfaces of the engine machinery was generating the steam.

According to the Japanese technician, the water was "spurting up" from under the aft portion of the starboard generator and displacing the deck plates. Although the water was approximately 5 feet above the bottom of the center of the bilge, no bilge alarm had sounded. Based on the description and height of the water, at least four bilge alarms should have been activated throughout the lower engine room.

Alarmed by the discovery of the water ingress, the technician immediately ran up to the engine control room to alert the chief engineer but could not find him. About five minutes later, after searching through nearby areas of the vessel, the technician returned to the control room where he found the chief engineer and notified him of the flooding.

The chief engineer said that, once he saw the flooding, he phoned the bridge from the control room. He did not start the bilge pumps immediately, because he wanted to notify the bridge first, as he explained during the hearing, nor did he start them on his return to the lower engine room, because he said by that time the flooding had already caused the generators to shut down, thereby rendering the pumps inoperable.

The captain arrived to witness the flooding within a minute or two of receiving the chief engineer's phone call. His description

was not unlike the chief engineer's and the Japanese technician's – the shaft coupling by the reduction gear was "throwing up" seawater into the overhead, where it then poured back down onto the deck plates.

The captain ran back up to the bridge to slow or stop the vessel, thinking, in case the vessel had been holed, the slower speed would stem the intake of water. Before he could reach the controls, the flooding caused the engine and generators to shut down and consequently the vessel to lose propulsion and electrical power.

His next action was to wake up the mate to assist him on the bridge, and then he proceeded to radio other fishing vessels in the area (the closest vessels were 35-40 miles away based on automatic identification system data). At the time, the Alaska Juris was approximately 160 miles west of Adak. The captain also sent a distress signal via the Global Maritime Distress and Safety System. At 11:34 a.m., the Coast Guard received notification that the vessel's emergency position-indicating radio beacon had been activated.

The captain returned to the engine room, where the water flow deflecting off the overhead had ceased, but the water level continued rising. Emergency lighting and handheld flashlights were the only illumination available. He could see the water continuing to rise and instructed the chief engineer, who was standing in water up to his knees, to close the aft watertight door. The water level was about 2 feet above the deck plates within about 30 minutes of notification of the flooding, based on the captain and chief engineer's last estimate.

Some of the crewmembers attempted to connect and start the portable emergency pump, but the captain and the chief engineer told them to stand down due to the large volume of water.

Download the full report on the flooding and sinking of the F/V Alaska Juris at tinyurl.com/y8f5xgyq.

Response and rescue

The captain ran through the passageways waking up as many personnel as he could, while instructing others to do the same, telling them to refrain from any dewatering attempts and instead prepare for abandoning the vessel. The order to abandon ship was transmitted in the same manner as news of the flooding – by word of mouth; no general alarm or announcement from the bridge was made in either circumstance. Despite the method of communication, everyone on board mustered on deck outside the navigation bridge and began donning immersion suits.

The satellite telephone number associated with the vessel that the Coast Guard attempted to call initially was incorrect. After contacting the company and obtaining the correct phone number, the Coast Guard at 11:44 a.m. confirmed with personnel on the Alaska Juris that it was sinking.

Meanwhile, the fishing vessels contacted by VHF radio were en

Continued on Page 12

Continued from Page 11

route to the accident site. The Coast Guard, along with launching its own vessels and aircraft, coordinated rescue efforts by radio among the Alaska Juris, the fishing vessels, and nearby merchant vessels Spar Canis and Vienna Express, which were contacted via the Automated Mutual Assistance Vessel Rescue System.

As rescue operations commenced, preparations for abandoning ship continued. Two life rafts were deployed from the port side of the vessel and a third from the starboard side. Although several crewmembers had to be pulled aboard after falling into the water, a majority of the crew were able to board the life rafts in their immersion suits without entering the water. However, a couple of the crewmembers selected the wrong-sized suit and several did not follow the muster list when boarding the life rafts. The senior officers of the Alaska Juris, for example, assembled into one life raft on the port side. Investigators learned that the life raft muster list had not been updated for the current crew.

The crew in the life raft on the starboard side attempted to join the other life rafts on the port side but the wind and current caused it to drift away from the vessel faster than the crewmembers could paddle. At that point, the captain abandoned the vessel and entered one of the life rafts on the port side.

Although disorganized, as evidence from the two weeks of investigative hearings revealed, the disembarkation from the vessel was facilitated by favorable weather. Calm seas with little to no wind on the day of the sinking was an "exception," according to the U.S. Coast Pilot, where the weather over the Bering Sea is "generally bad and very changeable." On average, calm winds are experienced only about 2.5 percent of the time in the month of July.

About an hour and a half after initial discovery of the flooding, the vessel was completely abandoned with the entire crew aboard three life rafts (having a capacity of 20 persons for one life raft and 25 persons each for the other two). A total of 28 crewmembers in two life rafts were alongside the port bow of the vessel to which they were still tied, while the other 18 crewmembers were in the third life raft drifting away from the vessel's starboard side out of view. With portable radios aboard all rafts, crewmembers were still able to communicate with each other.

The Spar Canis was the first of the good Samaritan vessels to arrive on scene. The bulk carrier deployed its rescue boat into the water but did not attempt to rescue crewmembers from the life rafts. Before resuming its transit, the Spar Canis remained in the area until the fishing vessels Ocean Peace and Seafisher arrived. The Ocean Peace recovered the 28 survivors from the two life rafts that were deployed from the port side of the Alaska Juris, while the containership Vienna Express, via its pilot ladder, recovered the 18 survivors in the third raft and then transferred them to the Seafisher. Once the crewmembers from all three life rafts were aboard the Ocean Peace and the Seafisher, the two fishing vessels departed the scene and headed for Adak.

After all personnel were accounted for aboard the two good Samaritan fishing vessels, the Coast Guard stood down its response. In total, the Coast Guard assets that responded to the distress call from the Alaska Juris included two C-130 fixed-wing aircraft, two Jayhawk helicopters, and a 378-foot high-endurance cutter, the CGC Midgett.

The next day, a C-130 was dispatched to fly over the area but was unable to locate the vessel near its last known position, where it was presumed to have sunk in 11,100 feet of water. The only evidence of the sinking observed by the overflight aircraft was an oil sheen, likely the result of 87,000 gallons of diesel fuel and lubricants that the vessel carried. The value of the vessel, which was not recovered, was estimated at $4.3 million.

The captain, mate, chief engineer, and assistant engineer submitted samples for drug testing: the results were deemed inconclusive. Alcohol testing was not conducted on any of the crewmembers.

Analysis

Before departing the engine room for the last time, the captain and, a short time later, the chief engineer, ensured that all watertight doors were closed, according to their testimony. (The assistant engineer and other witnesses testified that the doors often were kept open while the vessel was at sea.) The vessel had a progressive flooding analysis booklet that stated that flooding of the engine room would not be sufficient to sink the vessel. (The captain acknowledged his awareness of the booklet but never referred to it during the accident.) Because the vessel sank, it is clear that flooding progressed beyond the engine room. If the doors were indeed closed, it is possible that they were no longer watertight, or that bulkhead penetrations allowed flooding of seawater into other compartments, which eventually destabilized the vessel.

Crewmembers could not explain why the bilge alarms did not sound at the time of the sinking, but various testimonies confirmed that the alarms had been functioning prior to the accident. Although testing was not conducted on a routine basis, water present in the bilge on several occasions due to planned maintenance or normal accumulation had activated them automatically.

Abandonment

Although crewmembers testified about participating frequently in safety drills for firefighting, abandoning ship, dewatering the vessel, and donning lifejackets and immersion suits, overall the events surrounding the abandonment of the vessel did not follow normal procedure. First, at no time were the general alarm or whistle signals sounded, nor a public-address system used to announce the flooding or the order to abandon ship. Alert of the emergency was communicated by knocking on doors and yelling in the passageways.

Second, crewmembers donned immersion suits in the wrong sizes. The suits were stored in two bins, one on each side of the navigation bridge on the wheelhouse deck, and were in packaging color-coded according to size. When the crewmembers joined the vessel, they tried on the suits for the best fit to ensure sufficient quantity and appropriate sizing and were responsible for remembering the color of the package in case of a drill or an emergency. Despite these preparations, some donned immersion suits in the wrong size. An ill-fitting immersion suit can compromise its protection against loss of body heat once survivors are submerged in water. Also, if a suit is too large, it can fill with water and the added weight can make a task, such as hoisting oneself out of the water and into a life raft, very difficult. Conversely, if a suit is too small, it may be difficult, if not impossible, to don.

Third, after everyone had donned immersion suits, the embarkation ladders to the life rafts were not deployed properly. The life rafts were cradled on the wheelhouse deck at the embarkation area in accordance with the vessel's safety plan. However, the ladders were deployed from the deck below, where they were tied to the rail for the crew to disembark. As a result, crewmembers had to climb over the rail to disembark and, instead of just the bottom of the ladder touching the water's surface as intended, about 10 rungs of the ladder and the spreader were in the water. The spreader, also

Continued on Page 14

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Continued from Page 12

known as the "preventer," is a longer rung designed to lay against the vessel's side and prevent the ladder from twisting. An overhead photo of the Alaska Juris shows the spreader floating in the water on the port side. Moving the ladders from their designated position to the lower deck shortened the climb into the raft, but with the wave action against the hull it added a degree of difficulty for crewmembers climbing over the rail and down the ladders in immersion suits. Further, it could have added the risk of the lower portion of the ladder damaging or puncturing the life raft.

Fourth, many crewmembers did not follow the muster list when abandoning to life rafts but instead entered the raft of their choice. Crewmembers are assigned to a particular life raft to evenly distribute personnel and to ensure each raft has crewmembers with suitable knowledge and training on board. In this case, the life raft that drifted away had no experienced officers on board, which could have affected survivability.

During the hearing, investigators questioned the captain's decision to abandon the vessel. He said he felt that there was no other choice due to the amount of flooding, yet the Alaska Juris remained upright and almost on an even keel for another eight hours. When asked if there was any consideration given to going back aboard to reassess his decision, the captain stated that he attempted several times to return to the vessel, but other crewmembers in the life raft convinced him that doing so would be too risky. Ultimately, he believed that he had made the right decision to abandon when they did, as supported by the safe rescue of the entire crew.

Vessel management

Based on the overall perception by a majority of the crew interviewed, the vessel was receiving increased attention by management. In the last couple of months prior to the sinking, a new chief engineer had been brought aboard, and, according to him and the captain, improvements were being made to the vessel. However, there was less consensus regarding the management of the vessel. Testimony revealed a power struggle between the American and Japanese crews, particularly between the captain and the fishmaster. The captain stated that he threatened to quit if the Japanese crewmembers did not follow his instructions.

In the hearing, some witnesses claimed that the Japanese crewmembers were receiving preferential treatment, which included not participating in safety drills and disregarding the captain's orders without admonishment. The Japanese crewmembers also reportedly made calls to company personnel ashore to influence the discipline or dismissal of other crewmembers.

Questions were raised during the hearing regarding the level of qualified personnel aboard the Alaska Juris. While a new chief engineer had been hired to increase the experience and talent on board, the assistant engineer was not certified for his position. The ACSA program allowed a crewmember to sail as an assistant engineer if that individual was on a list to be enrolled in an engineering program, but at the time of the sinking the assistant engineer was not on such a list.

Company port engineers said they provided the vessel with all the support and maintenance that was requested. On the contrary, a chief engineer who had been hired three months prior to the sinking refused to continue in the job after just one day aboard because he felt the vessel was "unsafe." He believed that the previous chief engineer (not the one on board at the time of the accident) and the company neglected to maintain the vessel in a satisfactory condition. When he heard of the Alaska Juris's sinking, he said he was "not surprised."

Alternate Compliance and Safety Agreement

As an alternative to being classed or having a load line certificate, the Alaska Juris was enrolled in the Coast Guard's ACSA program. With enrollment based on voluntary compliance, the program was established for the H&G fleet fishing the waters of the Bering Sea "to achieve an equivalent level of safety to classification and load line requirements" by participating in inspections and implementing safer operating procedures. According to its policy document, the H&G fleet posed significant safety risks because of "fleet-wide deficiencies in vessel stability, watertight integrity, and maintenance … (and in) emergency training, drills, and crew safety competencies." Before ACSA was launched, the Coast Guard identified 64 vessels as constituting the H&G fleet, although not all remained in the program for various reasons.

To enroll, applicants had to provide documentation of "good cause" for the exemption from classification and load line regulations along with details of how they would provide an equivalent level of safety. Vessels that did not enter the program would be required to suspend fishing activities considered processing, as monitored by catch records of the National Marine Fisheries Service. The program was administered from Seattle, the home port of the H&G fleet, and the examinations were conducted initially by a marine inspector from Coast Guard Sector Seattle.

During the hearings, Coast Guard personnel and civilian mariners acknowledged shortcomings and lapses in the program due to complexities such as insufficient staffing of inspectors and inadequate time available for conducting annual inspections for each vessel, which had to be completed for the entire fleet during the two months the vessels were not fishing. In addition, some of the inspectors lacked the qualifications to inspect the vessels properly. The Coast Guard is currently examining the program and attempting to implement changes based on the findings from this investigation.

The safety issues that surfaced during the investigative hearing were similar to those identified in the Alaska Ranger investigation. Although the crew on the Alaska Juris abandoned the vessel without injury, the process deviated so far from standard procedures practiced during drills that, if the conditions had been anything other than ideal, the outcome might have been less favorable. No alarms were sounded, nor announcements made; embarkation ladders were deployed improperly; the wrong-sized immersion suits were donned; personnel embarked in unassigned life rafts; and life rafts were deployed without waiting for orders from command personnel. For a vessel sinking fast due to fire, collision, or a similar catastrophe, departing from standard procedures may be necessary, but such deviation is difficult to understand for a sinking vessel that remained relatively upright and on an even keel in good weather for about eight hours following discovery of the flooding. Likely, it was the favorable weather, the timely assistance of the Coast Guard, and the presence of good Samaritan vessels that saved lives.

Probable cause

The National Transportation Safety Board determines that the probable cause of the sinking of the fishing vessel Alaska Juris was a lack of watertight integrity, which failed to contain flooding in the engine room. ⚓

Don't let your junk EPIRB activate falsely

The U.S. Coast Guard is urging proper disposal of emergency position-indicating radio beacons once they are no longer of use.

"The International Maritime Organization and the Coast Guard recommend that unwanted EPIRBs be disposed of by either removing the battery and shipping the unit back to its manufacturer or rendering the unit inoperable by demolishing it," the Coast Guard said.

An EPIRB should also be unregistered with NOAA in any case when the unit is disposed of or transferred to a new owner, the Coast Guard said.

"The Coast Guard treats every distress signal we receive as an actual cry for help, and improperly discarded EPIRBs activating in landfills or the ocean divert costly resources integral to providing safety to mariners," said Paul Webb, from the Coast Guard 17th District Response Department.

The Coast Guard said it routinely refers cases involving the non-distress activation of an EPIRB (either as a hoax, through gross negligence, carelessness, or improper storage and handling) to the Federal Communications Commission.

"The FCC can prosecute cases based upon evidence provided by the Coast Guard, and will issue warning letters or notices of apparent liability or fines up to $10,000," the Coast Guard said. ⚓

Two first aid workshops offered in Seattle

Washington Sea Grant and the Port of Seattle Fishermen's Terminal are co-sponsoring two Coast Guard-approved First Aid at Sea workshops in Seattle.

The one-day workshops are set for Feb. 5 and Feb. 16. Each workshop runs from 8 a.m. to 5 p.m.

Topics will include patient assessment, cardiopulmonary resuscitation, hypothermia, near drowning, shock, trauma, burns, fractures, choking, immobilization, first aid kits, and more.

The workshops will be held in the Nordby conference room at Fishermen's Terminal. The fee is $50 for commercial fishermen and $100 for others.

To register, contact Sarah Fisken, Washington Sea Grant, at (206) 543-1225 or sfisken@u.washington.edu. ⚓

Frozen fish injures Bering Sea crewman

A crewman aboard a Bering Sea fishing vessel needed a helicopter medevac Nov. 8 after he was struck in the head by a 37-pound block of frozen fish.

The helicopter hoisted the 21-year-old victim off the F/V Defender, located 260 miles north of Cold Bay, and took him to St. Paul, the U.S. Coast Guard said. He then was transferred to Anchorage for medical care. ⚓

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Recovering marine mammals gobble up West Coast salmon

Recovering populations of sea lions, harbor seals, and other marine mammals on the West Coast are eating more and more Chinook salmon, and their consumption may now exceed the combined harvest by commercial and recreational fisheries, a new study finds.

While the recovery of sea lions, harbor seals, and many killer whales represents a conservation success, it creates complex tradeoffs for managers also charged with protecting the salmon they prey on and providing commercial and recreational fishing opportunities, the study concludes.

The U.S. Marine Mammal Protection Act of 1972 protects all marine mammals, including whales, seals, and sea lions, while the Endangered Species Act protects nine West Coast populations of Chinook salmon.

A collaboration of federal, state, tribal, and academic researchers from Oregon State University, NOAA Fisheries, and other institutions published the findings recently in the journal Scientific Reports. Researchers designed the study in part to probe factors affecting Chinook salmon that endangered Southern Resident killer whales rely on for prey.

In contrast to most resident killer whales that are multiplying and consuming more salmon, Southern Residents are struggling. They spend much of the year in the inland waters of Washington and consume about as much salmon today as 40 years ago, the study found. The study suggests that, at least in recent years, competition with other marine mammals may be more of a problem for Southern Residents than competition with human fisheries, and may be limiting growth of the whale population.

"Salmon are such a central part of the ecosystem that there's a lot of demand on them, and the Southern Residents that depend on them are only one of many mouths at the table," said Mike Ford, director of the Conservation Biology Division at NOAA's Northwest Fisheries Science Center and a coauthor of the new research.

Startling numbers: The study used models to estimate marine mammal consumption of Chinook salmon based on several assumptions about their diet and the size and weight of salmon. The researchers estimate that from 1975 to 2015, the yearly biomass of Chinook salmon consumed by sea lions, seals, and killer whales increased from 6,100 to 15,200 metric tons, and from 5 to 31.5 million individual salmon.

Over the same time span, they found that the annual Chinook harvest by fishermen decreased from 16,400 to 9,600 metric tons, and from 3.6 million to 2.1 million individual fish. (While marine mammal consumption includes many juvenile salmon, fishermen harvest only adults.)

The study estimated that several growing populations of resident killer whales in Canada and Southeast Alaska consume the largest biomass of Chinook salmon, while harbor seals consume the largest number of individual fish.

Salmon recovery programs up and down the West Coast have boosted numbers of wild salmon, the research found. However, increased predation by marine mammals may be offsetting reductions in recreational and commercial harvests, and "masking the success of coastwide recovery efforts," the scientists wrote.

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Isaac Kaplan, a research fishery biologist at the Northwest Fisheries Science Center and a coauthor of the study, said the researchers quantified only one of many challenges for salmon.

"The better we understand the different obstacles to salmon recovery, the better we can account for them as we plan and carry out recovery programs," Kaplan said. "Recovery efforts must account for all of these challenges, and we're providing more details about one important part of that picture."

Columbia impact: Marine mammals prey heavily on salmon from the Columbia River, the study found. In 2015 researchers found that harbor seals consumed 14 metric tons of Chinook salmon, while California and Steller sea lions consumed 219 and 227 metric tons, respectively. In terms of individual fish, harbor seals consumed about 1,000 adult Chinook salmon, while California sea lions consumed 46,000 and Steller sea lions consumed 47,000.

"Consumption in the ocean is also a significant source of mortality, but has been largely unmeasured until now," said Brandon Chasco, a NOAA Fisheries-Sea Grant Population Dynamics Fellow in the Department of Fisheries and Wildlife at Oregon State University and lead author of the study. "Now managers have more information to work with in balancing these difficult tradeoffs."

Study collaborators included researchers at the Northwest Fisheries Science Center in Seattle; Smith-Root, a fisheries conservation technology firm in Vancouver, Washington; Western Washington University; Makah Fisheries Management in Neah Bay, Washington; the Washington Department of Fish and Wildlife; and the North Gulf Oceanic Society in Homer, Alaska. ⚓

– Northwest Fisheries Science Center

Pacific ocean perch rebuilt early

NOAA Fisheries has declared Pacific ocean perch rebuilt, marking the third West Coast groundfish stock to rebuild in 2017, following the rebuilding of bocaccio and darkblotched rockfish.

The rebound of the three groundfish species well ahead of schedule reflects sound science and management and strong partnerships among NOAA Fisheries, the Pacific Fishery Management Council, and the fishing industry.

"It is remarkable that the rebuilding of Pacific ocean perch was accomplished 34 years ahead of schedule. It is the strong partnership between fishery managers and industry and the strong commitment to catch limitations that allowed it to happen," said Barry Thom, West Coast regional administrator for NOAA Fisheries.

Pacific ocean perch was among 10 species of West Coast groundfish that NOAA Fisheries declared overfished close to 20 years ago. The agency adopted a rebuilding plan for the species in 2000 under the Magnuson-Stevens Fishery Conservation and Management Act. The plan reduced commercial harvests and targeted rebuilding the species by 2051, but a new assessment found that the species has already achieved that goal.

Catch shares helped: Several strategies helped rebuild Pacific ocean perch faster than expected, including substantial reductions in both directed and incidental catch, habitat area closures, and monitoring by scientific observers. Creation of individual fishing quotas, also known as catch shares, for the West Coast groundfish

Continued on Page 18

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Study on octopus bycatch could keep fisheries open longer

A new NOAA Fisheries study suggests that the vast majority of octopus bycatch in commercial pot fisheries survives after being returned to sea.

These findings have important implications for fisheries that must close when they catch the overfishing limit of octopus – they could stay open longer.

A giant Pacific octopus caught as bycatch in a commercial cod pot. Christina Conrath photo

Although there is no targeted fishery for octopus in Alaska, they are caught incidentally in trawl, longline, and pot fisheries. Pacific cod fisheries, especially those using pot gear, account for 90 percent of total octopus bycatch. The giant Pacific octopus is by far the most frequently caught octopus species.

When fisheries reach the catch limit for octopus they must close. Closures affect the livelihoods of fishermen and the economy of local communities. Current catch limits are based on the assumption that all octopus bycatch dies, and therefore all counts toward the overfishing limit – the number of octopus that can be taken without harming the population.

If a known proportion of octopus survive, that amount could be caught and released without counting toward the overfishing limit. Bycatch limits could go up, and the fishery could stay open longer.

Scientists had a number of reasons to believe that some octopus survive after capture in commercial pot gear. Unlike most fish, octopus have no swim bladders, so they are less likely to be injured by pressure changes when brought up from ocean depths. Octopus can survive out of water for brief periods. Fishery observers have reported that most octopus are alive when released from pot gear.

Despite these observations, no one knew what happened to octopus in the long term after being returned to sea. They may have eventually died from injuries, exposure, or the stress of being handled. With no knowledge of their long-term survival, managers had to conservatively assume 100 percent mortality when setting bycatch limits.

That's where the new study comes in. Scientists teamed with fishermen to find out if giant Pacific octopus suffered delayed mortality after capture and release from pot fishing gear. The cooperative research effort was led by NOAA Fisheries scientist Christina Conrath of the Alaska Fisheries Science Center.

High survival rates: The scientists rode along on commercial fishing boats during normal pot fishing operations targeting Pacific cod in the Gulf of Alaska. They collected random samples of octopus bycatch, evaluated each animal for injuries, and placed them in individual tanks for observation.

After 21 days in the tanks, 87 percent of all octopuses were alive and well. Of those not injured initially, 100 percent survived. Of the 33 percent injured before or during capture, over half survived.

"Our results suggest that absence of injury is a strong indicator that an octopus will survive if returned to the water within about five minutes of coming on board the vessel," says Conrath. "The presence of injury may be a conservative way to estimate survivorship, and the severity of injury could be incorporated into calculations of mortality rates."

The experiments were repeated during three fall and winter fishing seasons. Survivorship varied from 78 percent to 94 percent among the different seasons. Octopus caught in the fall had lower survivorship than those captured in winter, possibly because of the greater difference in temperature between the air and water.

This study attempts to mimic what happens to an octopus when it is captured in this gear but there are limitations on what a laboratory study can reveal. Octopus bycatch returned immediately to sea would not experience the stress of transport and holding in the laboratory, but might be vulnerable to predators after capture.

"This study provides a good baseline and proof of concept for collaborating with industry partners," says Conrath. "To better understand bycatch mortality, we need more studies covering different seasons, locations, vessel sizes, and levels of crew experience. A lot of fishermen seem willing to help." ⚓

– Alaska Fisheries Science Center

Pacific ocean perch *continued from Page 17*

fishery in 2011 also helped realize catch reductions.

The catch share program gave fishermen the flexibility to use innovative methods to harvest other, healthier groundfish stocks while avoiding species such as Pacific ocean perch so they could continue rebuilding. Catch shares also gave fishermen more discretion over how, where, and when they fish so they could pursue their catch more efficiently based on the weather, market conditions, and other factors.

This newest success story adds to the growing rebuilding success of West Coast groundfish species since about 2000, with eight of 10 stocks that were declared overfished now rebuilt. Nationally, this brings the total number of stocks rebuilt by NOAA Fisheries since 2000 to 44. ⚓

– NOAA Fisheries

by ANJULI GRANTHAM

How the door opened for Filipino processing workers

On July 4, 1915, Filipino cannery workers at the Alaska Packers Association's Larsen Bay salmon cannery orchestrated a parade and pageant the likes of which the west side of Kodiak Island had never witnessed. Drummers and guitar players led the parade down the pier. Alder branches and flags were attached to fish carts, turning the carts into parade floats. Within the carts were costumed men. One was dressed as Uncle Sam, another as an American Indian. Acrobats balanced in a human pyramid while workers dressed as policemen looked on.

This day is recorded in a photograph collection at the University of Alaska Fairbanks. These are the earliest known photographs of Filipinos in Kodiak. Filipinos today are the largest minority on Kodiak Island. This remarkable photo collection provides a glimpse of how two peripheries of American imperialism – Alaska and the Philippines – came together in canneries at the turn of the 20th century, and an opportunity to trace Filipino participation in the Pacific seafood industry.

Two key factors: Filipinos have been a mainstay of the seafood industry for a century. Before that, "Manila men" were on many early Western voyages to Alaska. But it took two events to prompt Filipinos to begin working in Alaska's seafood industry – the 1882 Chinese Exclusion Act and the Spanish-American War.

Filipino cannery workers dressed as acrobats and policemen on July 4, 1915, at Larsen Bay. Photo from Nichols Family Collection, UAF

With the Chinese Exclusion Act, Congress prohibited Chinese from immigrating to the United States. White nativists felt Chinese workers were taking white jobs and threatening their perception of white American identity. These sentiments coincided with an economic depression and a nationwide debate about "wage slavery" in post-emancipation America.

It also coincided with the beginning of the canned salmon industry. Chinese were skilled tinsmiths. Chinese workers did the grunt work that most white Americans avoided, such as butchering salmon and filling cans on the North Pacific's most remote shorelines.

It was on the labor of these Chinese cannery hands that much of the Pacific salmon industry was based, but due to the Chinese Exclusion Act, there weren't young Chinese recruits to replace the aging workforce. Japanese workers, too, became important cannery employees, but in 1907 the United States and Japan ended Japanese immigration to the United States.

It was at this time that the first trickle of Filipinos sailed for west coast ports. These Filipinos were American nationals, since the Philippines became a U.S. possession following the U.S. victory in the 1898 Spanish-American War. Filipinos switched from being subjects of Spanish colonization to American nationals, gaining American passports. As nationals, Filipinos could travel to the United States and live and work here, but that was all. They weren't able to vote, purchase property, marry white women, or exercise a host of other rights associated with citizenship. But work they did, nearly exclusively in low paying jobs. Many became migrant workers, shifting from farm work to salmon work from one season to the next.

Disillusionment: These Filipino men had received American-style educations back in the Philippines, often under the tutelage of American teachers. For many, it came as a shock that the American values they had learned about were not evident when they arrived on the continent's shores.

"America came to us with bright-winged promises of liberty, equality, fraternity. What has become of them?" wrote Filipino immigrant Manuel Buaken.

For Filipino cannery workers, Chinese exclusion granted them the opportunity to enter the Alaska seafood industry since Chinese cannery hands became too old to continue the physically taxing work. Nonetheless, the anti-Asian rhetoric used to muster exclusionary immigration policies also worked to shut the door on Filipinos' chances of becoming American citizens.

The Filipinos who paraded down the Larsen Bay pier on the Fourth of July in 1915 passed Alutiiq spectators. Like the Filipinos with whom they interacted in Larsen Bay, Alutiiq people, too, were subjects of American colonialism with few political rights. These Alutiiq onlookers were not granted American citizenship until 1924.

The Filipinos who worked in Larsen Bay in 1915 represented the earliest wave of Filipino immigrants to the United States, following the Spanish-American War. Perhaps the patriotic pageant that they executed on the cannery's boardwalks was a way to prove their knowledge of American customs, history, and values and, at least for a day, take part in reenacting the American dream.

To learn more about the early history of Filipino cannery workers – and hear from the daughter of one of the men who paraded in 1915 – visit tinyurl.com/yddfqvcp.

Anjuli Grantham is a public historian, writer, and producer based in Alaska. Read more of her work at anjuligrantham.com.

by WESLEY LOY

Lots of fishery forecasts and personnel news

Pink projection: The state Department of Fish and Game is forecasting a harvest of 23 million pink salmon this year in Southeast Alaska.

That would be well below the recent 10-year average of 38 million pinks, but near the average even-year harvest since 1960 (25 million), the department said in a Nov. 15 news release.

Last year saw a Southeast pink salmon harvest of 34.6 million fish, paying an average of 32 cents per pound ex-vessel.

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Cook Inlet outlook: The state is forecasting a commercial harvest of 1.9 million sockeye salmon this year in Upper Cook Inlet.

Last season tallied 1.8 million sockeye.

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Stikine, Taku woes: Prospects are bleak for Chinook salmon returning to the Stikine and Taku rivers in Southeast Alaska.

Weak terminal run size forecasts don't provide an allowable catch for either the United States or Canada as the projections are below escapement goals, the Department of Fish and Game announced Dec. 5.

"Inseason terminal run size estimates for the Stikine and Taku rivers may be produced in 2018, but it is very unlikely any directed Chinook salmon fisheries will occur," the department said.

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Trident-APICDA deal: Seattle-based industry giant Trident Seafoods Corp. is strengthening its ties to an Alaska community development quota (CDQ) company.

Trident and the Juneau-based Aleutian Pribilof Island Community Development Association have reached an "agreement in principle" for Trident to take joint ownership in APICDA subsidiaries, including the Bering Pacific Seafoods processing plant at False Pass, Alaska, and Cannon Fish Co. in Kent, Washington.

Terms of the deal were not disclosed in the press release issued Nov. 16.

"We are excited to partner with Trident in these operations," said Larry Cotter, APICDA chief executive.

"Trident is really proud to have been a partner with APICDA in various programs since it was formed in 1992," added Joe Bundrant, Trident CEO.

"Both Trident and APICDA share the vision that the False Pass processing facility has great potential and are committed to make it more productive and efficient to better support and serve area fishermen," the press release said.

Cannon Fish Co. is a secondary processing plant that uses fish initially processed in Alaska to produce finished goods for the retail market.

"Trident's investment in Cannon Fish Co. will allow Cannon to better compete on a global stage with new markets and new products," the press release said.

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More APICDA news: Cotter plans to retire at the end of 2018.

Cotter is a longtime player in Alaska fisheries, having worked with APICDA since its inception. He is a former voting member on the North Pacific Fishery Management Council.

APICDA is one of six organizations holding lucrative Bering Sea fishing rights under the Alaska CDQ program. They use harvest proceeds for the benefit of disadvantaged rural communities.

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UFA's new leader: United Fishermen of Alaska, the state's flagship commercial fishing organization, has a new executive director.

Frances Leach, a Juneau resident, is set to begin the job Jan. 5, UFA said.

She was raised in a commercial fishing family in Ketchikan, and comes to UFA from a position in the Alaska Department of Fish and Game.

"Having grown up in a commercial fishing family in a coastal community, I understand the importance of commercial fishing to Alaska's economy and cultural heritage," Leach said. "The commercial fishing industry faces many challenges at the state and federal level, and I look forward to addressing these challenges as UFA's executive director."

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Silver Bay addition: John Lowrance has joined the Silver Bay Seafoods team "both as an owner and as an integral part of the senior management team," the Sitka-based company announced Nov. 22.

His "initial point of emphasis" will be in Bristol Bay, where Silver Bay operates a processing plant at Naknek. The company experienced significant labor and other problems during last year's busy Bristol Bay salmon season.

Lowrance is a respected name in Alaska's salmon industry, having founded Leader Creek Fisheries, a small but innovative Bristol Bay processor. He sold his interest in Leader Creek in 2010.

Founded 12 years ago, Silver Bay operates in Sitka, Craig, Metlakatla, Valdez, and Bristol Bay. The company also is active in the California loligo squid fishery.

Wesley Loy is editor of **Pacific Fishing** *magazine and producer of Deckboss, a blog on Alaska commercial fisheries.*

by DANIEL MINTZ

Late start for Oregon, Washington crabbing

Low meat: Oregon's commercial Dungeness crab season didn't see its scheduled Dec. 1 start, as crabs were too low in meat volume.

Tests done to determine if a mid-December start date was viable showed that crabs in half of the state's fishing areas were still below the meat quality standard.

As of press time, tests were pending to determine whether the season would start on Dec. 31 or be delayed further. A hybrid option would be to divide the coast into two areas and assign different start dates to each, the Oregon Department of Fish and Wildlife said.

Crabs south of the north jetty of the Coquille River were also being affected by domoic acid and the recreational season in that area remained closed as of mid-December.

Washington's Dungeness crabs reached the meat quality standard but the commercial season's start was put on hold to coordinate season timing with Oregon and California.

The Northern California opening was in suspense due to low meat levels, making the state's central region the only area on the West Coast open to commercial crabbing.

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Fighting fish farming: Last summer's failure of a Cooke Aquaculture salmon farm net pen near Cypress Island in Skagit County, Washington, triggered two prongs of legal response – one judicial and one legislative.

Concern about impacts on wild fish has been intense following the mass escape of farmed Atlantic salmon from the net pen that held 305,000 fish.

The fishing vessel Ashlyne, with four people and 42,000 pounds of fish aboard, takes a tow Dec. 10 from the U.S. Coast Guard motor lifeboat Triumph II. The 58-foot Ashlyne lost her main engine about 17 miles west of Willapa Bay and was safely towed across the Columbia River bar into Astoria, Oregon. USCG photo

The farmed fish escape is described as a pollution "discharge" in a Clean Water Act lawsuit filed in mid-November by the Wild Fish Conservancy advocacy group.

A press release announcing the lawsuit declares that the Atlantic salmon escape "represents a dire threat to already imperiled wild fish populations, beloved marine mammal species, and the fragile Puget Sound ecosystem at large."

The lawsuit also argues that the salmon escape, discharges of fish carcasses, and "massive amounts of debris" violate Cooke Aquaculture's pollution control permits.

A legislative attack comes in the form of proposed bans on Atlantic salmon net pen farming.

In early December, Washington state Reps. Drew MacEwen and Jim Walsh, both Republicans, introduced a bill that would cancel existing state fish farm leases and ban Atlantic salmon net pen farming in waters under the state's jurisdiction.

Another ban is being advanced by a Democrat, Washington Sen. Kevin Ranker. He's calling for a ban on new leases, but instead of lowering the boom on existing ones, Ranker's proposal is to phase them out by 2025.

As the legal actions played out, Atlantic salmon were being observed with alarm as they ventured into southern Puget Sound and north into British Columbia's Vancouver Island area.

The situation became even more concerning in mid-December, when the Atlantics were observed more than 40 miles into Northern Washington's Skagit River. That raised fears that the invasive salmon were reaching spawning areas and harmfully mingling with wild fish.

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Pot thief: A Westport, Washington, crabber who was found guilty of possessing stolen crab pots was sentenced by a Grays Harbor judge on Dec. 1. Larrin Breitsprecher, 57, was sentenced to 90 days of electronically monitored home confinement beginning May 1 and fined $5,000.

Washington Department of Fish and Wildlife Police Capt. Dan Chadwick described the case in a Dec. 11 press release, which quotes him as saying that a probe was launched "after a deckhand on Breitsprecher's crab boat told officers that his boss directed him to steal crab pots while fishing near Westport."

Thirty-two crab pots were seized "from Breitsprecher's gear stack" at the Port of Westport under a search warrant, and 24 of them were determined to have belonged to other crabbers.

Chadwick highlighted the cost of commercial crab pots – $200 to $250 each – and noted that "the loss of multiple pots can really add up."

Tribal police from the Quinault Indian Nation assisted with the case.

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Wiring, engine workshops: Fishermen who want to learn about two key aspects of vessel operation – wiring and diesel engine maintenance – will get the chance, courtesy of Washington Sea Grant, Sure Marine Service, and the Northwest School of Wooden Boatbuilding.

They're co-sponsoring workshops at Sure Marine's shop located at 5320 28th Ave. NW in Seattle, two blocks east of the Hiram M. Chittenden Locks.

A marine wiring workshop will cover various aspects of vessel electrical system upgrades and will be held from 9 a.m. to 4 p.m. Saturday, Jan. 20.

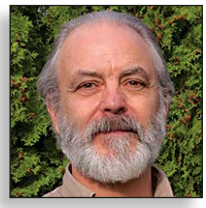
A "diesel engine troubleshooting" workshop covers maintenance and repair of engine fuel, lubrication, electrical, cooling, and exhaust systems. It will be held from 9 a.m. to 4 p.m. Sunday, Jan. 21.

The workshops are $80 for one or $120 for both. To sign up, contact Sarah Fisken at (206) 543-1225 or sfisken@u.washington.edu.

Daniel Mintz reports from Eureka, Calif.

by MICHEL DROUIN

'Ocean ranching' pushed to boost B.C. salmon industry



Fresh thinking: A fishermen's union is calling for the introduction of Alaska-style ocean ranching to revitalize British Columbia's salmon industry.

The United Fishermen and Allied Workers' Union-Unifor held its 62nd annual convention on Dec. 2 in New Westminster. The convention theme was rejuvenation of B.C.'s Pacific marine fisheries and shore plants and the revitalization of UFAWU.

The main topics of the convention were: What policies are needed to support active fishermen? What policies are needed to encourage new fishermen? What policies are needed to let those who want to retire do so with dignity? And do fishermen need UFAWU?

Among the numerous resolutions brought to the convention was one on community regional salmon development, particularly Alaska-style ocean ranching.

The union is looking at the Alaska example where Alaska fishermen earn 30 to 60 percent of their income from ocean ranching and fish are processed in local onshore facilities, making a similar contribution to shoreworker earnings.

Pointing out that the B.C. commercial fleet is having less and less access to wild salmon due to reallocations, weak stock management, habitat degradation, and poor productivity – resulting in a large loss in fishing, packing, and shoreworking income – the union is looking for a radical change in fisheries management.

A policy decision by Fisheries and Oceans Canada six years ago to reduce hatchery production for commercial harvest has cut the numbers of fish available to the fleet. Some hatcheries, such as the one at Snootli Creek near Bella Coola, remain open to enhance weak stocks when necessary.

Now the union is advocating a program to produce salmon for the commercial fleet.

Delegates also discussed foreign interests purchasing fishing licenses and vessel quotas, and increasing demands by corporate interests to consolidate private ownership of fishing quotas through "party-based licensing." The union is looking forward to federal Fisheries Minister Dominic LeBlanc's proposed external licensing review.

Unlike in Alaska and on Canada's East Coast, where owner-operator provisions are in place and fishermen's incomes are increasing, in B.C. working fishermen's earnings are declining as profits are siphoned off to investors and land-based quota owners.

Veteran northern organizer Joy Thorkelsen was elected the new president of the union as gillnetter Kim Olsen stepped down.

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Steelhead crisis: The recreational fishing community sounded the alarm about Thompson River steelhead in early November when it was revealed only about 260 of the fish were anticipated to return in 2017, and it accused the commercial fishery as a major contributor to the population decline.

The Thompson River is a major tributary to the Fraser River. The Adams River, home to the iconic Adams River sockeye run, is one of the tributaries to the Thompson.

For steelhead fishing enthusiasts, the declining Thompson River run is of major concern. The Thompson River fish are a prized sport fish, noted for their strength and an exciting angling experience on the hook.

The province of British Columbia estimates that up to a quarter of the returning fish get caught in commercial fishing gillnets – the steelhead are accidentally caught in nets belonging to chum salmon fishermen.

Commercial fishermen doubt that very much.

"I would be surprised if the Area E (Fraser River) guys caught even 20 steelhead," said Kim Olsen, outgoing president of the United Fishermen and Allied Workers' Union-Unifor.

Commercial gillnetters had two 11-hour openings in the Fraser River for chum salmon in October 2017.

Commercial fishermen are required to use revival boxes if steelhead are incidentally caught in the fishery. Olsen said the use of the revival tanks has reduced mortalities to 9 to 12 percent on the Skeena River and he estimates the survival rate is similar in the Fraser.

"We get comments from recreational fishermen all the time about how steelhead are showing up in river systems with net marks on them. We point out that our efforts to release them are working great, then, because they get to the grounds and are ready to spawn," Olsen said. "Then we ask what they are doing to help in their recovery when they do get there to spawn. They shut right up and have no answer, because they do nothing to help save them. They catch and release them till they die is all they do and take no responsibility for their harmful actions/practices."

Steelhead fishermen on the Thompson River have been practicing catch and release for many years. Recent studies on Atlantic salmon and rainbow trout indicate that extended fights, handling, and air exposure can all increase natural steroid hormones in the blood which can decrease fry production.

Michel Drouin has covered British Columbia's fishing industry since 1990. He lives in Vancouver, B.C.

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by DANIEL MINTZ

Northern California Dungeness season stalls

Late again: Dungeness crab season delays are becoming a trend, and crabbing in California's northern region was stalled as of mid-December due to insufficient meat quantity.

Domoic acid contamination also continued to be an issue in some areas.

Crabbing in Mendocino, Humboldt, and Del Norte counties was set to start on Dec. 1, but meat-to-total-weight ratio testing showed that crabs weren't ready for harvesting.

For the commercial season to begin, crabs need to have at least 25 percent of their weight be in picked meat. Crab samples taken on Nov. 6 in Eureka, Trinidad, and Crescent City had meat-to-weight ratios significantly below the threshold.

The ratios ranged from 14 to 16.7 percent.

Follow-up tests in early December showed the meat ratios ranging from 19 to 21 percent, striking the possibility of a Dec. 15 opening and extending the delay to at least Dec. 31. The maximum time a season can be delayed is until Jan. 15.

Another consideration with season start dates is the presence of domoic acid, the algae-related toxin that drastically delayed the 2015-16 season.

Tests for the toxin in early and mid-November north of Fort Bragg and in Crescent City showed one out of six crab samples in each area exceeding safety levels. More crab samples were collected in Crescent City in late November and the results were even worse – five out of six of the samples exceeded the safety threshold.

Two rounds of tests in which all sampled crabs fall within the safety level of 30 parts per million are necessary for the season to start in the affected areas.

The crabs with elevated levels tested at up to 150 parts per million in the Fort Bragg area, though a follow-up round of testing saw the highest level at 31 parts per million.

But the domoic acid level was up to 98 parts per million in the crabs collected in the Crescent City area in late November.

Domoic acid is associated with warm water conditions and algal blooms. Its persistence into winter months is a surprising and unexplained recent trend.

Meat quality delays haven't been uncommon in the recent past, as they were also seen in 2012 and 2013.

The state's central region south of Point Arena was cleared for meat quality and domoic acid and began on time, in mid-November.

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Post-pot restoration: One of the drivers of recreational marijuana legalization in California is reduction of the impacts of the black market. Without regulation, an underground industry with huge profit margins inevitably clashes with environmental standards.

Salmon habitat impacts have been severe in some areas and the state is seeking to address them. The California Department of Fish and Wildlife's Cannabis Restoration Grant Program was created through state law to fund restoration of watersheds affected by grading, water diversion, and other illegal activities associated with outlaw grow sites.

In late November, four projects receiving a combined total of $1.3 million of the program's grant funding were announced.

The restoration projects are focused on the Bull Creek, Usal Creek, and Whitethorn Grove watersheds and in public lands where "trespass grows" have occurred.

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Fall run rebound: There has been a lot of justified pessimism about the state's Chinook salmon runs, but some fall runs have rebounded.

One of the most important – and impacted – salmon-bearing watercourses is the Eel River in Humboldt County, which the volunteer Eel River Recovery Project (ERRP) has been surveying for several years.

The group recently released its assessment of the 2016-17 Eel River fall Chinook run and estimated that it totaled 15,000 to 30,000 fish – double the previous year's estimate.

The Eel River watershed is acutely affected by water diversion and other impacts. The ERRP reports that the fall run's usual late August migration into the lower section of the river has been delayed by months in recent years due to lack of water and warm water temperatures.

The group reports that in 2016, early November rains triggered a late but strong wave of migrating salmon augmented by a subsequent wave spurred by more rains.

It's a turnaround from the decline the ERRP has been chronicling since 2012, when the group began its surveys.

"The rebound of the 2016-17 run was a result of good previous years of juvenile recruitment, good ocean conditions and low ocean fishing pressure," an ERRP press release said. "The 2017-18 Chinook run is expected to be as large or larger than 2016-17 because of the same factors."

Daniel Mintz reports from Eureka, Calif.

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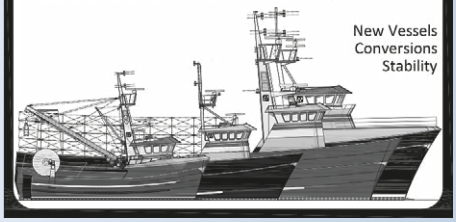

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Alaska Independent Tendermens Association 24
Alaska Seafood Marketing Institute 5
Alaskan Quota & Permits 15
Black Pearl IFQ Fisheries 27
Clifton Larson Allen 24
Dana F. Besecker Co. 25
Dock Street Brokers 28
Elgee Rehfeld Mertz, LLC 24
F/V Morgan/Jonathan Pavlik 27
Foss Maritime 25
Freeze Right Marine 22
Gibbons & Associates, P.S. 24
Highland Refrigeration 32
Hockema & Whalen Associates 24
Homer Marine Trades Association 27
Integrated Marine Systems 31
Kodiak Shipyard & Harbors 9
KVH Industries 13
Marine Engine & Gear 28
MER Equipment 25
Motion & Flow Control Products 11
Net Systems 20
North American Fishing Supplies 7
Northwest Farm Credit Services 27
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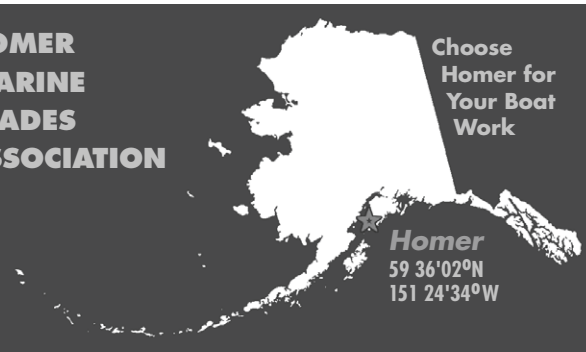

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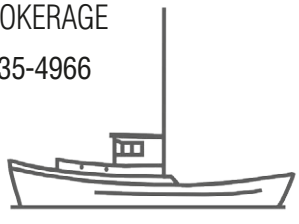

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1990, 180' x 32' Steel double hull cargo ship in running condition. Good for fish plant, accommodation barge, feed barge or freight. 80, 60, 30 k gen sets 850 hp main engine, 10 kt @85 liters per hour, 30 ton hydraulic crane. Lying Pacific NW. Price $150 000. (360) 672-4009.

FOR SALE
California purse seiner with market squid permit boat hold 80 ton of rsw squid. Two nets and skiff included and has crew already if needed, owner is retiring. 2,550,000 dollars. Call Don (949) 279-9369.

FOR SALE
This unique 47' x16' Sunnfjord liveaboard/ long range cruiser/potential fishing vessel is designed for comfort. It is unique in that it is entirely wheelchair accessible—including an elevator up to the pilothouse! 1500 hours on main Caterpillar 3208. 40hp Yanmar "get-home" diesel has less than 50 hours. 12.5kW Northern Lights genset and 5kW inverter. Niad stabilizers and a Webasto furnace keep you comfortable underway or at the dock. Washer/dryer and spacious galley and salon round out the amenities. Boat is in great condition in Ketchikan. Offered at $235,000. This is $100,000 BELOW REVENT SURVEY. Email mnkfitz@live.com or call/text 220-7490 or 617-1567 for more information and photos.

FOR LEASE
300 pot WA coast Dungeness permit for lease. Good for up to 58'. (786) 449-6495.

FOR SALE
Looking for California light-market brail boat licenses to sell. Call Don. (949) 279-9369.

Marco Mark 3 AutoBaiter System Complete Longline Setup off Working Longliner
Well maintained and completely functional Marco Autobaiter Mark 3. Includes Baiter, Hook Catcher Combi, Mustad Stripper and 70 Rails. This system will accommodate approximately 15,000 13 or 14 Hooks. No gear included. System Harvested 100000 Cut of Alaska Sablefish 2017 season. Baiter rebuilt in 2012. Includes Complete Spare Parts kit. Very dependable system, will offer consultation and assistance during initial setup and usage. $40,000. Contact Garrett Elwood: FVWesternfreedom@gmail.com or 4253458301.

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FOR SALE
114-ton California market squid purse permit. Priced to sell quickly. $2.3 million. Call Don (949) 279-9369.

F/V ANNA
47' steel troller/sailer. Steel for price of wood. Isuzu 6BD1 130 h.p./550 fuel/good sails/aluminum poles & hayrack/full electronics/new aluminum pilot house, new hydraulic system and all new wiring 2005/drop in slush/crab tank/large insulated & glasses fish hold. Turn-key. Stika. Contact Bill Lewis (907) 738-1054 williamcampbelllewis@gmail.com

FOR SALE
Lobster permit with 120 traps ready to fish 130,000 dollars season in session. Other permits for California available. Call Don (949) 279-9369.

FOR SALE
Have several California lobster permits for sale. Some with traps. Priced to sell. Call Don Brockman. (949) 279-9369.

Dock Street Brokers (206)789-5101 (800)683-0297

SE17-019 58'x19'x10' Delta seiner, built in 1977. 425 hp Cat 3408 main, appr. 9,000 hrs. Twin Disc 514 gear. Generators include John Deere 45 kw w/ hydraulics and 30 kw Isuzu. Packs over 115,000#, 20 ton IMS RSW system. Big Delta rolling chocks. Rigged for seining w/ slider and twin picking booms. Stainless hydraulic plumbing. PTO w/ 3 pumps. Electronics include ComNav autopilot, Wesmar 800 sonar and more. Lots of recent upgrades. Located in Seattle. Asking $1,100,000.

BG17-001 40'x12' aluminum oil spill response barge, built in 2015 by Snow. Never used. Appr 10,000 gallon capacity in two tanks. (4) 20' hinged aluminum hatches 1/2" lifting eyes. Asking $92,500.

BB17-067 32'x12' Marco Bristol Bay boat, built in 1980. 330 hp Lugger. 7.5 ton Pac West RSW system, new 2014. Rebuilt anchor winch and power roller. Curry articulating drum. Packs 10,000#, fish holds insulated w/ fg in 2012. GPS, radar, (3) VHF, and more. Asking $180,000.

SP17-015 40'x13'x6' fg gillnetter/ Area M package, built in 1989 by Lindell. 300 hp GMC 8V92, Twin Disc MG5000 gear. Spare remanufactured engine and rebuilt gear included. Hydraulics off gear. ThermalTec RSW system. Nice accommodations with washer/dryer and lots of storage. Nice electronics pacakge. 4 man raft. Comes with 10 nets for Area M. Loads of spares included. Area M permit available. Asking $285,000.

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2C-C-U:	10,000 lbs	asking $72.00
3A-B-U:	4,900 lbs	asking $62.00
3A-C-B:	2,500 lbs	asking $55.00
3A-D-B:	1,150 lbs	asking $46.00
3B-B-B:	4,000 lbs	asking $43.00
4A-B-U:	13,000 lbs	asking $33.00

SABLEFISH IFQ

AI-B-U:	85,000 lbs	asking $3.10
CG-C-B:	5,400 lbs	asking $30.00
SE-C-B:	1,400 lbs	asking $32.00
WG-C-B:	6,800 lbs	asking $18.00
WG-C-B:	3,600 lbs	asking $16.00

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Nicole C
1950 Seiner/Combination - 66' x 18'
469 hp C18 Caterpillar Diesel
$500,000(USD) Stock# NW5128

Saint Jude
1989 Crab/Longliner/Troller - 46' x 15'1"
250 hp 6068T John Deere Diesel
$275,000(USD)
Package Price: $365,000(USD) Stock# LA5126

Arctic Fox II
1947 Tuna Troller - 70' x 19'
200 hp 8L3B Gardner Diesel
$195,000(USD) Stock# NW5127

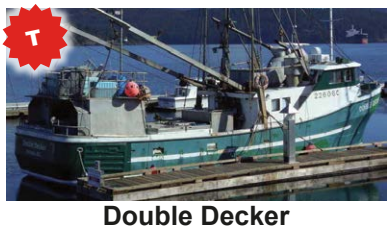
RB
1967 Cargo/Barge/Landing Craft - 62'11" x 20'
2 x 225 hp V-871 GMC Detroit Diesel
$450,000(USD) Stock# WS5125

Laur-Inda-Lee
1978 Freezer/Troller/Longliner - 48'2" x 13'6"
Detroit 671
$275,000(CAD) Stock# NS5121

Silver Fox
1990 Commercial Longliner - 5' x 14'
350 hp Cummins Diesel 6BTA 5.9
$330,000(USD) Stock# NF5117

Thor's Hammer
2003 Landing Craft - 136' x 29'
Twin 450 hp 12V71 Detroit Diesels
$1,300,000(USD) Stock# WS5114

Trinity
1994 Commercial Vessel - 37' x 14'10"
2 x 375 hp 4 Stroke Caterpillar Diesel
$39,500(USD) Stock# WA4997



Double Decker
1973 Longline/Tuna - 65' x 18'8"
430 hp Detroit 60 Series Diesel
Vessel: $545,000(CAD)
Package: $595,000(CAD) Stock# LF5091

Hecate Strait No. 1
1979 Longliner/Packer/Shrimp/Trawler - 54' x 16'4"
330 hp GM 8V-71 Turbo Diesel
$575,000(CAD) Stock# LF4992

Pacific Knight
1989 Multi-fishery - 58' x 20'6"
400 hp CAT 3408 Diesel
$1,100,000(USD) Stock# NS4560

Bella Donna II
2004 Crab/Prawn/Catamaran - 38'4" x 14'6"
230 hp 42 Series Volvo Diesel
$240,000(CAD) Stock# NA5096

US Permits Only - Some With Vessel!

Check Stock #'s online for more details @ www.pacificboatbrokers.com

INFO	LENGTH	PRICE WITHOUT BOAT	STOCK #
US Federal Permits			
Groundfish LLG - Can transfer January 2016		$50,000(USD)	2168-Lic
Central Gulf Non -Trawl Pot Permit - CV Pot Endorsed	56'	$80,000(USD)	2114-Lic
Western Gulf LLP Non Trawl	59'	$165,000(USD)	2088-Lic
Central Gulf Groundfish - Non-trawl and is pots, hook...	59'	$130,000(USD)	2221-Lic
US Permits - Alaska			
Alaska Shrimp Pot Southeast - Gear add $20,000(USD)		$25,000(USD)	2184-Lic
SE Shrimp Pot - Gear add $15,000(USD)		$18,000(USD)	2231-Lic
Chignik Salmon Purse Seine	43'6"	$210,000(USD)	2192-Lic
Longline Groundfish Central Gulf	50'	$10,000(USD)	2059-Lic
Central Gulf Cod Pot, Hook and Line, Jig Permit	87'	$200,000(USD)	2067-Lic
Bristol Bay Drift Gillnet Permit	32'	$145,000(USD)	2371-Lic
Kodiak Purse Seine	58'	$31,000(USD)	2370-Lic
Alaska SE Shrimp Pot Permit	58'	$18,000(USD)	2368-Lic
US Permits - Washington			
Puget Sound Gillnet	30'	$30,000(USD)	2127-Lic
Washington Salmon Troll		$35,000(USD)	2303-Lic
US Permits - Oregon			
Oregon Salmon Troll Unlimited			2144-Lic
Oregon 200 Crab Pot Permit	32'	$73,500(USD)	2030-Lic

INFO	LENGTH	PRICE WITHOUT BOAT	STOCK #
Oregon Salmon Troll	35'3"		2081-Lic
Oregon Salmon Troll Permit	36'	$10,000(USD)	2115-Lic
Oregon Salmon Troll	38'	$10,000(USD)	2241-Lic
Oregon 300 Crab Pot Permit - 300+ Crab Pots	41'	$115,000(USD)	1922-Lic
Oregon Crab Pot 200 Permit	42'	$60,000(USD)	2086-Lic
Oregon Salmon Troll	42'	$15,000(USD)	2341-Lic
Oregon Salmon Troll Permit	42'	$35,000(USD)	1906-Lic
Oregon Salmon Troll Permit	46'	$25,000(USD)	2201-Lic
Oregon Unlimited Salmon Troll	60'		2279-Lic
US Permits - California			
California Salmon Troll	24'		2321-Lic
California Crab Permit T-7	35'	$75,000(USD)	2256-Lic
California Salmon Troll	41'	$14,000(USD)	2051-Lic
California Salmon Troll	45'	$35,000(USD)	2305-Lic
California Salmon Troll	46'	$35,000(USD)	2322-Lic
California Salmon Troll	47'	$25,000(USD)	2292-Lic

Pacific Boat Brokers is not responsible for any errors or omissions. Details believed to be correct but not guaranteed. All Listings subject to change without notice. All vessels sold on an as-is basis.

Port of Seattle buys marina next to Fishermen's Terminal

Editor's note: The Port of Seattle issued the following press release on Dec. 6.

The Port of Seattle Commission voted to purchase Salmon Bay Marina, located on the Ship Canal adjacent to the port's Fishermen's Terminal facility.

The five-acre property contains five docks supporting 166 slips measuring 6,547 lineal feet of moorage on freshwater. The purchase price was $15,679,120.

"The purchase of Salmon Bay Marina is a step toward fulfilling our Century Agenda goal to double the number of jobs in our region associated with fishing and maritime and is financially smart for the port," said Commission President Tom Albro. "It also protects urban industrial and maritime land, which is also environmentally wise."

The property was purchased by the Draper family in 1945 and developed into Salmon Bay Marina. Over the next 72 years, four generations of the family served as stewards of the marina, and are excited to see the port continue its maritime heritage.

There are a number of potential uses for the property, including light industrial facilities that could support maritime and manufacturing companies in the area. The site could support structures in the range of 60,000 square feet.

"Salmon Bay Marina is a valuable waterfront property perfectly suited for continued maritime use," said Eugene Wasserman, president of the North Seattle Industrial Association. "I thank the Port of Seattle for preserving this industrial property that will provide jobs and tax revenue throughout our region."

The existing marina slips will remain, although the houseboats will be removed prior to the port taking possession of the property. Environmental remediation from prior tenants may run close to $900,000.

"We applaud the Port of Seattle for purchasing and preserving this unique freshwater recreational boat facility," said Peter Schrappen, director of government affairs for the Northwest Marine Trade Association. "These assets are rare, and help maintain maritime and family-wage jobs." ⚓

Fred Wahl Marine Construction, of Reedsport, Ore., has delivered the F/V Stacey Jo, a steel combination boat with an overall length of 47 feet, a back deck length of 25 feet, and a beam of 20 feet. Delivered in October, the boat is a new Fred Wahl design and marks the company's 46th newbuild. The Stacey Jo's new owner, Jim Rando, plans to fish Dungeness crab, tuna, and salmon from his homeport of San Jose, Calif. A 325-horsepower John Deere provides propulsion. The boat also features an 18-ton refrigerated seawater system from Integrated Marine Systems. Photo courtesy of Fred Wahl Marine

North Pacific Seafoods names new president

North Pacific Seafoods Inc., a Seattle-based processing company with several shore plants in Alaska, named Dave Hambleton as the company's new president and chief operating officer effective Nov. 27, filling the role vacated by the retiring John Garner.

"Hambleton has a long career in the Alaska seafood business, beginning right out of college in Akutan, Alaska, working for Trident Seafoods," North Pacific said in a Nov. 21 press release. "Over the course of his career with Trident and Silver Bay Seafoods, Hambleton has been responsible for the production of hundreds of millions of pounds of Alaska seafood. This includes overseeing the production of pollock, cod, Bering Sea crab, salmon, herring, halibut, black cod, and other species. His vast experience will be a welcome addition to the NPSI team."

"Dave's experience and industry knowledge will be great assets to the ongoing success of North Pacific Seafoods," Garner said. "We look forward to strengthening and expanding our seafood operations in Alaska with his involvement and leadership."

North Pacific Seafoods is part of Marubeni, a Japanese conglomerate. ⚓

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