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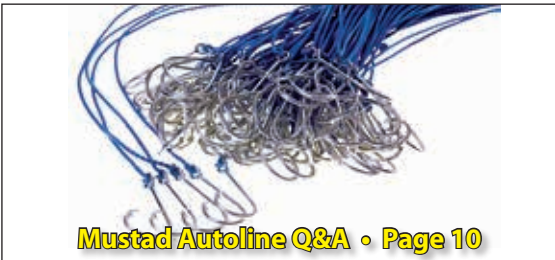


# 'Misguided economic protectionism'

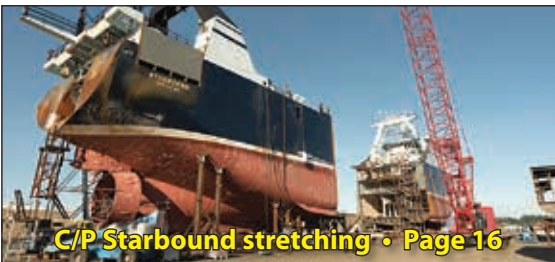
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**ON THE COVER:** A halibut crew works aboard a vessel equipped with a Mustad Autoline Coastal System. Photo courtesy of Mustad Autoline

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The battle over genetically engineered salmon continues. And Alaska's capital city of Juneau is figuring prominently in the struggle.

State legislators are considering House Bill 258 to prohibit the sale of genetically modified fish in Alaska. They're also considering House Joint Resolution 28 opposing the U.S. Food and Drug Administration's Nov. 19, 2015, approval of a line of genetically engineered salmon from AquaBounty Technologies Inc.

These genetically enhanced Atlantic supersalmon are not yet in mass production. And in any event, the FDA, at the direction of Congress, is barring imports of the fish from AquaBounty's foreign production sites until the agency publishes labeling guidelines.

AquaBounty worked many years for the FDA approval and suggests its AquAdvantage line of salmon is revolutionary.

And the company is aiming to counter all the noise coming from Alaska, one of the world's great bastions of wild-caught salmon and a place where fish farming is outlawed.

In written testimony submitted in early February, AquaBounty CEO Ronald L. Stotish said he hoped legislators would not "succumb to untruthful rhetoric or fear-mongering to advance a case for misguided economic protectionism."

AquaBounty firmly believes its salmon "does not threaten the existence of the Alaskan salmon fisheries or their markets," Stotish said.

He said AquAdvantage salmon are all-female and sterile. He further asserted that "the scientific literature is clear that Atlantic salmon cannot mate with Pacific salmon and produce viable eggs, as they are a different species of fish."

What's more, Stotish said, the scientific literature is also clear that "transgenic salmon are poor competitors and would probably not survive if released into the wild."

As for escapes, well, that's never happened in 25 years of research and culturing of AquAdvantage salmon, which will be farmed only in contained, land-based systems, he said.

Stotish also said the inference that AquAdvantage salmon are unhealthy is inconsistent with the FDA's finding that they're as safe to eat as any non-genetically engineered Atlantic salmon, and also as nutritious.

We're guessing skeptical Alaska fishermen, legislators, and others will not be persuaded by these assurances from Stotish. And so HB 258 and HJR 28 probably will pass.

Big deal.

The strong likelihood is that wild salmon producers will have to compete against genetically enhanced salmon, whether from AquaBounty or someone else. Attempts at economic protectionism, as Stotish calls it, might help. But the best strategy is delivering a quality wild product that consumers want.



**Get hooked:** We're focusing this month on longlining. Inside you'll find a rundown of this year's halibut catch limits, a highly informative Q&A with Mustad Autoline, and some history about the circle hook. Enjoy!

Wesley

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# Fish Wrap

**It's FREE! It's DAILY!\***

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.

**Victory for setnetters:** The Alaska Supreme Court has declared a proposed ballot initiative to ban commercial setnets unconstitutional. – [deckboss.blogspot.com](http://deckboss.blogspot.com)

**Saving seabirds:** Federal officials spell out incidental take limits for the endangered short-tailed albatross in Alaska fisheries. – [alaskafisheries.noaa.gov](http://alaskafisheries.noaa.gov)

**Halibut crimes:** A Wrangell father and son draw heavy fines and probation for misreporting where they fished. – [scribd.com](http://scribd.com)

**Fisheries access workshop set:** What can be done to keep fishing permits and quota in Alaska communities? – [seagrant.uaf.edu](http://seagrant.uaf.edu)

**Election time:** Want to be on the Bristol Bay Regional Seafood Development Association board of directors? – [bbrsda.com](http://bbrsda.com)

**Legislative session looms:** Alaska legislators have prefiled several bills, including one "establishing a fisheries enhancement permit." – [deckboss.blogspot.com](http://deckboss.blogspot.com)

**Farming federal waters:** Regulations published Monday open the door for off-shore aquaculture, beginning in the Gulf of Mexico. – [nmfs.noaa.gov](http://nmfs.noaa.gov)

**'Frankenfish' fight:** Alaska Sen. Lisa Murkowski is vowing to block confirmation of a new Food and Drug Administration chief unless the agency promises to require labeling of genetically engineered salmon. – [news.yahoo.com](http://news.yahoo.com)

**Impartial on Pebble:** The U.S. Environmental Protection Agency's inspector general has cleared the agency of bias against the proposed Pebble mine upcountry from Bristol Bay. – [alaskapublic.org](http://alaskapublic.org)

**Bringing them home:** Alaska legislators plan to introduce a bill to reverse the outmigration of state commercial fishing permits. – [ktva.com](http://ktva.com)

**A few ideas:** The International Pacific Halibut Commission, which will hold its

annual meeting Jan. 25-29 in Juneau, has posted proposals for 2016 catch limits. – [iphc.int](http://iphc.int)

**Cuts, taxes, what?** Alaska legislators begin a new session today facing a big budget gap. – [alaskapublic.org](http://alaskapublic.org)

**Impressive numbers:** As the Alaska Legislature cranks up, ASMI rolls out a new report titled "The Economic Value of Alaska's Seafood Industry." – [scribd.com](http://scribd.com)

**Oregon tragedy:** One fisherman died and two were missing after a crab boat hit a Coos Bay jetty. – [theworldlink.com](http://theworldlink.com)

**Pollock parlance:** Acting on a directive from Congress, the Food and Drug Administration has updated its seafood list so that fish caught in foreign waters can no longer be labeled "Alaska pollock." – [fda.gov](http://fda.gov)

**Where UFA stands:** Alaska's top commercial fishing organization is spelling out its position on key issues facing the Alaska Legislature. – [deckboss.blogspot.com](http://deckboss.blogspot.com)

**Looking ahead to spring:** The Alaska Department of Fish and Game is projecting a commercial catch of more than 1.6 million sockeye salmon this year at the famed Copper River. – [deckboss.blogspot.com](http://deckboss.blogspot.com)

**Nice save:** The U.S. Coast Guard rescued three men from the water after a 49-foot fishing vessel capsized on the Coos Bay bar. – [d13.uscgnews.com](http://d13.uscgnews.com)

**Back in the MSC fold:** Major Alaska salmon processors have officially completed their return to the Marine Stewardship Council sustainability program. – [kdlg.org](http://kdlg.org)

**Trawlers stand down:** Concerned about the direction of efforts to restructure their fisheries, Gulf of Alaska trawlers plan to suspend fishing and show up en masse at the North Pacific Fishery Management Council meeting in Portland. – [deckboss.blogspot.com](http://deckboss.blogspot.com)

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# Sen. Dan Sullivan can carry on legacy of Ted Stevens

Alaska and sustainable seafood are synonymous. Whether because of our iconic salmon and halibut fisheries or the fact that 60 percent of the nation's fish is caught off our coast – when people think of Alaska, they think seafood.

Equally synonymous with Alaska and Alaska seafood is Sen. Ted Stevens and his legacy of championing responsible fisheries management. Indeed, the nation's federal fisheries management law, the Magnuson-Stevens Act, bears the name and insights of our late senator.

It is fitting, then, that the "Stevens Legacy" is one of our state's most important exports. Through the various updates of the Magnuson-Stevens Act, Stevens worked to advance sustainable fisheries not just for Alaska but also for the country. In 1996, he led the charge to amend the law to require fishery managers to rebuild depleted stocks in a timely fashion. In 2006, he further improved the act to require science-based annual catch limits for the whole country – something Alaska had been doing for decades. These provisions have become core to U.S. fisheries management and have rebuilt nearly 40 fish populations across the country since 2000.

Now it is Sen. Dan Sullivan's turn to carry that legacy forward. Sen. Sullivan holds an important membership on the Senate Commerce Committee – where Stevens left his mark on the nation's fisheries law. With the Magnuson-Stevens Act due for reauthorization, Sullivan has the opportunity to shape and define fisheries management for the next generation of fishermen in Alaska and beyond.

In his time in office thus far, Sullivan has demonstrated a commitment to Alaska fishermen and could be well-positioned to take up the mantle of fisheries champion in Washington. Earlier this year, he joined a bipartisan group of his colleagues in opposition to provisions that would have eroded Stevens' legacy. Lowering the floor for how we manage as a nation would only undercut Alaska in the global seafood market that increasingly demands sustainability, and those provisions were ultimately removed from the relevant bill.

Renewed leadership now by Alaska's senators would come at a crucial time. Fishermen and fishery managers face immense challenges. Acidification and other changing ocean conditions are causing rapid changes in our fisheries that have left managers struggling to keep up. Bycatch of culturally and economically important species such as halibut, salmon, and haddock threatens historic directed fisheries from St. Paul, Alaska, to Gloucester, Massachusetts. Coastal communities continue to lose access to fisheries through consolidation and out-migration of fishing access.

Modernizing the law in the next reauthorization offers an opportunity to better account for these and other challenges to help anchor fishing in coastal communities and to create programs that help new fishermen enter the industry. Advances in ecosystem-based fishery management offer fishery managers enhanced tools to address threats to the marine ecosystems upon which our fisheries depend. It offers the means to further reduce bycatch and improve accountability by prioritizing historic fisheries and paving the way for cost-effective solutions, such as electronic monitoring.

It is in the context of these challenges and opportunities that Sullivan must pick up the torch that Stevens carried for so long to ensure Alaska continues to lead the way in shaping our nation's fisheries law. This means maintaining the core management provisions of the act while strengthening the existing law to protect fish and fishermen. It means honoring the history of the law and the reauthorization process, which has always been a bipartisan effort. It means enhancing the access of coastal fishermen to the productive fisheries of our nation's waters. We applaud Sullivan for his willingness to serve on the Fisheries Subcommittee and welcome his commitment to sustainable fisheries management. In the tradition of his predecessor, his work can benefit fishermen and coastal communities throughout Alaska and the rest of the country for generations to come. ♪

Dave Kubiak fishes for halibut and cod out of Kodiak aboard the F/V Mythos.

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# Halibut catch limit edges up for second year in a row

The Pacific halibut catch limit is going up again this season. At its 92nd annual meeting Jan. 29 in Juneau, the International Pacific Halibut Commission recommended to the governments of Canada and the United States catch limits totaling nearly 29.9 million pounds. That compares to 29.2 million pounds last year.

For U.S. and Canadian individual quota fisheries, the season will open at noon local time on March 19 and will close at noon Nov. 7. "The Saturday opening date was chosen to facilitate marketing," the commission said in a news release.

The two consecutive years of rising coastwide catch limits follow a tough, 10-year stretch of downward limits. After a peak of 76.5 million pounds in 2004, yearly limits fell steadily to a low of 27.5 million pounds in 2014.

Scientists say halibut have remained highly abundant but smaller than they once were. And recruitment has been weaker.

"The estimated female spawning biomass appears to have stabilized near 200 million pounds, with a slightly increasing trend," the commission said.

**Limits by area:** Fishermen in most regulatory areas will see higher catch limits this season.

In Area 2A (California, Oregon, and Washington), the catch limit of 1,140,000 pounds is up 17.5 percent from last year.

In Area 2B (British Columbia), the limit of 7,300,000 pounds represents a 3.7 percent increase.

In Area 2C (Southeast Alaska), the limit is 4,950,000 pounds, a 6.5 percent increase. Of this limit, 4,044,000 pounds are allocated to the commercial fishery with 906,000 pounds allocated to the guided sport fishery.

In Area 3A (Central Gulf of Alaska), the catch limit is 9,600,000 pounds, a 5 percent decrease from last season. Of this limit, 7,786,000 pounds go to the commercial fishery and 1,814,000 pounds to the guided sport fishery.

Regulatory areas farther west in Alaska have limits equal to or greater than last year.

**Other business:** The commission approved longline pots as legal gear for taking halibut in Alaska. This action supports the North Pacific Fishery Management Council decision to allow the use of longline pot gear in the Gulf of Alaska sablefish fishery. The pots are expected to deter whale depredation.

In a letter to the halibut commission, the council said its intent was to allow retention of only legal-sized halibut caught incidentally in sablefish pot gear. Such halibut could be kept only if the fisherman has the necessary halibut quota to cover the retention.

Regulations to allow the use of pot gear in the sablefish fishery are expected to be implemented by the beginning of the 2017 fishery.

"The commission intends to review the use of pot gear as a legal gear for halibut in this fishery after three years," the IPHC said.

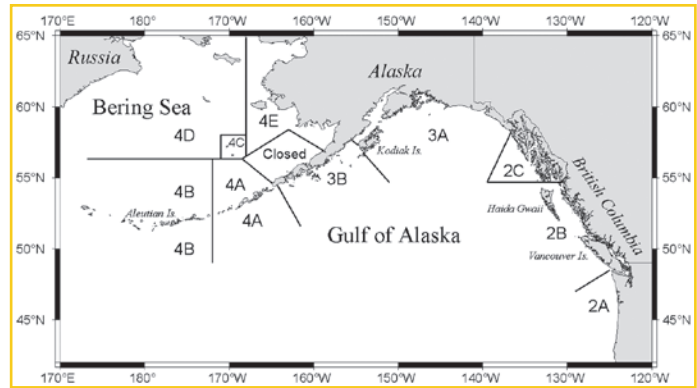
The commission also directed its staff to re-examine the appropriateness of the 16 percent discard mortality rate currently assigned to halibut released in the U.S. and Canadian directed halibut fisheries.

**Tuna man taking over:** The commission announced the selection of David Wilson to succeed Bruce Leaman as executive director. Leaman has held the job since 1997.

"Dr. Wilson comes to the IPHC with a wide range of experience in international and domestic fisheries management and administration," the commission said.

Wilson currently serves as interim executive secretary of the Indian Ocean Tuna Commission. He previously held a number of Australian posts and has worked in places such as Panama and American Samoa.

Wilson earned his doctorate in 2001 at James Cook University. He is expected to join the IPHC staff in August. ↓

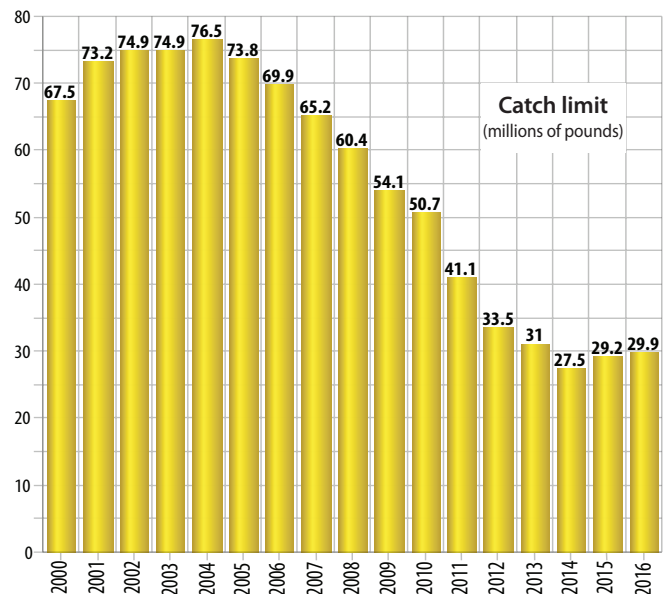


## Halibut catch limits tick up

The International Pacific Halibut Commission, at its Jan. 25-29 annual meeting in Juneau, voted to recommend the following 2016 catch limits to the governments of Canada and the United States.

Regulatory area	2015 catch limits (pounds)	2016 catch limits	% change
2A	970,000	1,140,000	17.5
2B	7,038,000	7,300,000	3.7
2C	4,650,000	4,950,000	6.5
3A	10,100,000	9,600,000	-5
3B	2,650,000	2,710,000	2.3
4A	1,390,000	1,390,000	No change
4B	1,140,000	1,140,000	No change
4CDE	1,285,000	1,660,000	29.2
<b>Total</b>	<b>29,223,000</b>	<b>29,890,000</b>	<b>2.3</b>

## Pacific halibut catch limits, 2000-2016



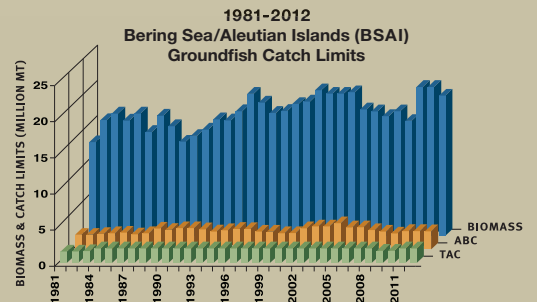
Source: International Pacific Halibut Commission



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# Trident makes big move in China

U.S. fisheries giant Trident Seafoods said it was launching its first retail branding and marketing initiative in China.

The move was timed to coincide with the Chinese New Year celebration, Trident said in a Feb. 8 press release.

The Seattle-based company rolled out a Chinese version of its corporate website at [tridentseafoods.com/china](http://tridentseafoods.com/china).

“Leveraging the excitement of the annual holiday season, Trident is sponsoring unique promotions utilizing two Chinese e-commerce channels: YiGuo.com, which is one of the biggest online fresh food platforms in China, and YouPin Food ([youpinfood.com](http://youpinfood.com)),” Trident said. “Trident will offer a special selection of Trident-branded seafood products to catch the attention of consumers and meet the demands of holiday hosts, gift-givers, and guests. The partnership with YiGuo.com is a first for Trident, and the relationship allows the company to offer wild Alaska king crab directly to the Chinese consumers in a retail channel.”

Trident planned to offer its wild Alaska sockeye salmon portions and wild Alaska smoked salmon to online consumers.

Trident also was supplying 1,000 whole Alaska king crab, individually packed in “dramatically decorated red and gold protective boxes.” A fleet of trucks decorated with an Alaska crab



A delivery truck sporting the Trident and YiGuo.com logos delivers Alaska king crab to retail customers in Shanghai. YiGuo.com photo

fisherman, a king crab, and the Trident logo delivered the special gifts through YiGuo.com in Shanghai.

“We’ve been celebrating these products for decades ourselves, and we are very proud to be able to share them now with Chinese consumers who understand their great value and incredible ‘Wow!’ factor,” said Trident CEO Joe Bundrant.

Trident said its partnership with YiGuo.com would open access to additional online sales channels such as Alibaba’s Tmall Supermarket.

Throughout 2016, Trident said it plans to introduce more high-quality “Pure & True” seafood products to Chinese consumers. ↓



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## Halibut bycatch reduction measure approved

The U.S. Department of Commerce has approved an amendment to reduce halibut bycatch in Alaska groundfish fisheries.

The North Pacific Fishery Management Council last year recommended reducing halibut prohibited species catch (PSC) limits in response to declining catch limits in the directed commercial halibut fishery.

Amendment 111 reduces the overall Bering Sea and Aleutian Islands Management Area halibut PSC limit by 21 percent to 3,515 metric tons.

“NOAA Fisheries anticipates the amendment will reduce the actual amount of halibut bycatch in the Bering Sea and Aleutian Islands by approximately 361 metric tons compared to 2014,” the agency said in a Jan. 20 press release.

The reduced PSC limits affect four groundfish harvesting sectors including the Amendment 80 bottom trawl fleet. ↓



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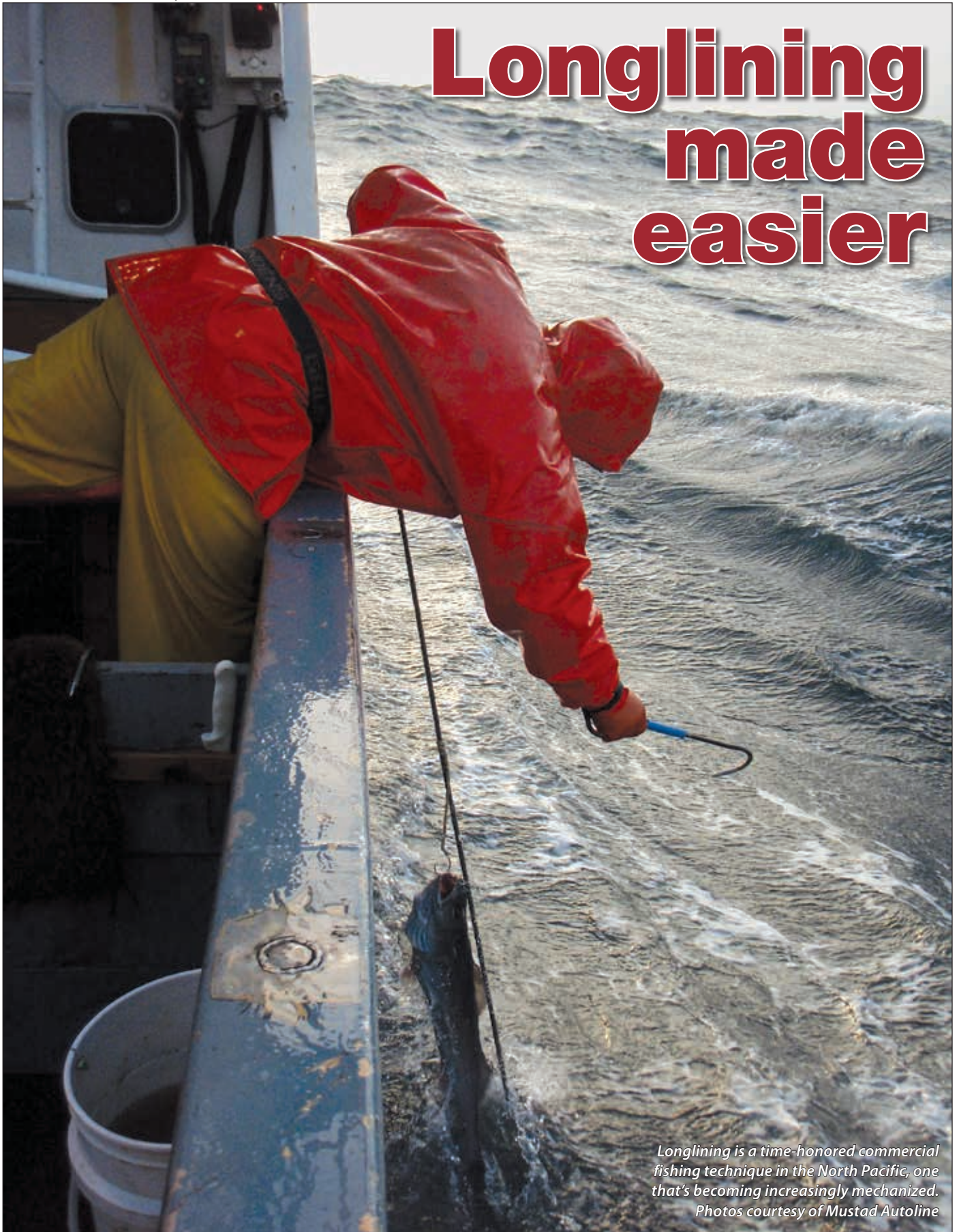
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# Longlining made easier



*Longlining is a time-honored commercial fishing technique in the North Pacific, one that's becoming increasingly mechanized. Photos courtesy of Mustad Autoline*

## Automated systems are allowing more and more crews to take the inefficiency – and the drudgery – out of hook-and-line fishing

*Editor's note: The commercial fishing world is full of amazing innovations, and that's certainly true in the hook-and-line sector, where the Norwegian firm Mustad Autoline is a global leader in automated longlining systems. We asked Jahn Hoel, general manager of Mustad Autoline's Seattle office, to field a few questions on the history and impact of these automated systems, as well as how the systems operate and what it takes to put one to work on your vessel.*

**Q: Who is Mustad Autoline as a company?**

**A:** Mustad Autoline is a sixth-generation family business, owned by Hans Mustad. We develop, manufacture, and supply technology to the world's longline fishing fleet.

**Q: Please give us a brief history of automated longline systems. In particular, when and why were these systems invented?**

**A:** Prior to Mustad Autoline launching the first autobaiting system, all longline fishermen were hand-baiting. This was time-consuming and not very efficient compared to other commercial fisheries. In order to make longlining a competitive fishery and assure its future, Mustad started developing the first automated longline system. It took approximately five years of research and development before the first system was launched in the early 1970s. Since then, Mustad Autoline has installed close to 800 systems worldwide.

**Q: Mustad says its Autoline system "mechanized the whole operation of longline fishing." Step by step, what can these systems do?**

**A:** With the Mustad Autoline system, all the hooks and line are hung from storage magazines. The size and quantity of these magazines vary depending on the vessel's size and needs. After the buoy line and anchor have been deployed, the swivel line and hooks are pulled through the autobaiter at a rate dependent on the vessel's speed. Our most advanced baiter can bait six hooks per second, with a baiting percentage averaging 95 to 97 percent.

After some soaking time the hauling process begins. Currently most vessels are hauling between 50 and 70 hooks per minute. The hooks and line are pulled over a side roller, where a crew member is gaffing fish, checking gear, and controlling the hauling speed. Next the hooks and line continue through our hook cleaner and hauler before traveling through our HookSeparator and back onto the magazines. The crew will then make sure that the line and hooks are hung and stored correctly. At this time gangions, hooks, and swivels are replaced as needed. The gear is now ready to be set again. The hauling process takes 80 to 85 percent of the time while the baiting and setting process is much faster when using an autobaiting system.

**Q: I see that your SuperBaiter component automatically cuts the bait at a preset size and baits the hook. For weary fishermen back in the day, such a device must have seemed like a miracle innovation!**

**A:** Most of our customers were hand-baiters at one point in time. According to all of them, hand-baiting can be efficient if done correctly, but these days it's hard to keep a determined and motivated crew when the work is too repetitive. Anyone who has hand-baited 15,000 hooks a day knows this. Recruiting a good crew and making sure they want to return is key, as well as not spending too much time training and educating each year. The process of cutting the bait and baiting the hooks is now automated and only requires one crew member to operate the machine. Training a good hand-baiter can take years while learning how to run an autobaiting system is done in weeks. So yes, you might call it a miracle innovation that has caused companies and vessel owners to invest in the longline fishery. I still have yet to meet a customer who regrets purchasing an autobaiting system. The only regret they might have is not getting one sooner.

**Q: Does Mustad have any significant competitors in the automated longlining arena?**

**A:** We have about four serious competitors worldwide although Mustad Autoline is, as far as I know, the only company with autobaiting systems as their core business.

*Continued on page 12*



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Crewmen haul cod with a Mustad Autoline Coastal System. The Coastal system is for smaller boats, while Mustad's DeepSea system is for vessels of 70 feet and longer.

**Q: How prevalent are automated longlining systems in the world's fisheries?**

**A:** As mentioned, today we have installed close to 800 Mustad Autoline systems worldwide and have about 85 percent global market share. Although we see rationalizations happening in several markets, we still experience system sales growth due to the large coastal longline fleet. We also see a growth in new markets interested in our technology, which is very exciting. Remember, most of the global longline fleet is still hand-baiting, and this means great opportunities for us.

**Q: How widely are these systems used in Alaska, British Columbia, and West Coast fisheries such as cod, halibut, and sablefish?**

**A:** In Alaska alone there are 55 active vessels using Mustad autobaiting systems. In British Columbia and the West Coast we have only a few active systems today, but the interest is increasing, especially in Northern California.

**Q: Are Autoline systems just for larger vessels, such as the big Bering Sea freezer longliners, or are they now being used effectively on smaller boats?**

**A:** No, the smallest vessel we have installed our system on is 33 feet in length. Although the global freezer longline fleet is an important part of our business, we see great potential in the 30- to



A hook-and-line storage magazine.

60-foot longline fleet. Almost weekly we're contacted by fishermen owning a smaller vessel interested in our system. Many smaller vessels are fishing seasonal fisheries, meaning not only longlining, throughout the year. Because of this we adapt our systems so that the vessel can easily be converted to another fishery. In all cases we customize the system layout to meet the vessel's needs.

**Q: How fast can these systems work, and what volumes of fish can they handle?**

**A:** The largest systems in the world carry and fish with over 70,000 hooks a day, setting and baiting up to six hooks per second. This means the setting time is approximately four hours while they spend over 19 hours in hauling time. The smaller vessels typically carry 8,000 to 20,000 hooks, with a baiting machine allowing three to four hooks being set per second. Hauling in one fish at a time will not produce the same volume as other commercial fishing methods, but we strongly believe longlining delivers the highest quality product in a sustainable manner with low bycatch mortality.



The Mustad SuperHauler H3200.

**Q: Does the Autoline system require specialized hooks, and how important are the hooks?**

**A:** No, our systems work with circle hooks, J-hooks, offset, and straight. At this point the only restrictions on hooks is hook size, meaning they cannot be too small or too large. The hook is extremely important not only because of its direct effect on the catch rate but also its role in baiting percentage and wear on certain system components. Choosing the correct hook can assist in selectivity among fish species. At the end of the day, the hook is the only thing in direct contact with the fish, which is one of the main reasons why it is highly important.

**Q: Do the systems take up a lot of space on the vessel? And do they add significant weight to the boat?**

**A:** As mentioned, we customize each system to meet the vessel's needs. Some systems are large, with the storage magazines taking up the most volume and weight, while others are very small, fitting down to 30-foot vessels. Weight is usually not an issue, as we have developed lighter versions of our products for smaller vessels.

**Q: How are the systems powered?**

**A:** This depends on the level of automation the customer wants. The magazine storage system can be either hydraulically or

# The Sablefish and the Circle Hook

*Editor's note: The following is an excerpt from a colorful book published in 2014 titled "One Hook at a Time: A History of the Deep Sea Fishermen's Union of the Pacific." Written by Jeff Kahrs, the book tells the century-long story of the Seattle-based union, which represents halibut and black cod longline fishermen. To buy your copy, call (206) 783-2922 or send an email to DSFU@DSFU.org.*

Conjured into "sablefish" by marketers to improve sales, black cod had always been a longline sideshow to halibut. Smaller, the catch was more work for less money. Before the early 1980s, only the biggest black cod commanded more than \$.40 a pound and had been primarily fished by the Japanese distant-water longline fleet. But as prices at the dock increased and more American longliners entered the fishery, it became increasingly "Americanized."

No question about it, black cod was more grueling to fish, with shorter stick (hook spacing), heavier ground lines, much greater depths, and so many more hooks. It meant turning 15-20,000 of the smaller black cod hooks a day versus 3-5,000 larger halibut hooks a day on a traditional halibut trip. "Nye, too damn many little fokkin hooks!" was the heavily accented lament from many a veteran Norwegian longliner. But the new economic realities were driving everyone to black cod, including many vessels that were exiting other collapsed and depressed fisheries such as Alaskan crab and salmon.

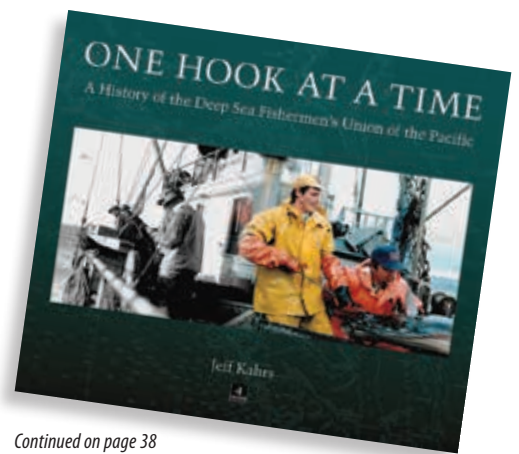
At the same time, a new hook design revolutionized both the halibut and the black cod fisheries. The industry had used J-hooks since time immemorial, and the eye added to the J-hook in the 1960s spared men the long hours in the winter ganging hooks. Bruce Wick estimated that the *Grant* went through 18,000 hooks a season. "An extremely good trip on a J-hook was 30,000 pounds. Most of the time it was between maybe 10,000 to 20,000 pounds."

Wick and other fishermen began to experiment with Tara hooks – a modified Japanese version of the traditional J-hook. He said they "were so brittle they would break when you looked at them."

Then in 1982, several halibut boats, including the *Resolute* and the *Arrow*, were chartered by the National Marine Fisheries Service in Hawaii's warm waters to test a monofilament longline system – a modification of a system being used in the islands. Based on traditional Japanese methods,

this system included the circle hook. The hook caught the lip of the fish and enabled it to stay alive on the hook. The J-hooks, which were often swallowed, would then suffocate the fish. The circle hook, in contrast, allowed undersized fish to be released alive with a very low mortality rate. And some fishermen also felt that they caught more fish using the circle hooks.

Al Hoviland, who was on the *Polaris*, remembered that the *Arrow's* captain, Dave



Continued on page 38



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Iris Nash and her son, Yakobi. Anjuli Grantham photos



Jake Everich, 25, captains the trawler F/V Alaskan out of Kodiak.

# Alaska's young fishermen

## Aspiring harvesters gather in Juneau to explore a complex business

Commercial fishing is no longer a young person's game, with the average Alaska permit holder currently hovering at 49 years of age.

The "graying of the fleet" is of concern to commercial fishing communities and agencies and the subject of speculation and research.

Although issues of access, expense, and allocation make it difficult for young people to advance beyond the rank of deckhand, there are young fishermen who are working toward their dreams of permit and vessel ownership.

In January, over 70 such young fishermen from 40 Alaska communities gathered in Juneau for the Alaska Sea Grant-sponsored Alaska Young Fishermen's Summit to hear from experts in business, marketing, fisheries science, and management.

### Sticking with it

Many young fishermen understand that competition is tight and the playing field increasingly less equitable, but they continue to make strides toward establishing successful fishing businesses.

Take Iris Nash, for example. She and her husband, Chris, recently purchased the F/V Orion. Currently docked in Sitka, the power troller also doubles as home for them and their infant son, Yakobi.

The couple used all of their earnings from a profitable 2013 salmon season to purchase a power troll permit. They had another successful salmon season, and as Alaska residents they could use their permit as collateral on a boat loan through the state Division of Economic Development's commercial fishing loan program. The 2015 salmon season was the first for which they owned and operated their own boat.

"The salmon run was terrible, but it was a strong lesson. We had two phenomenal years that got us in the fishery and gave us a running start. Now there's this year," Iris Nash said. "Are we really in it for the long haul? It's like a test. It's fun when you catch fish, but can you stick it out?"

### Testing the waters of fish politics

Typically accustomed to addressing a room of gray-haired fishermen, Alaska Gov. Bill Walker told the crowd at the Juneau summit that he had often wondered, "Where are the young people?"

"This is the crowd I've been looking for," he said with a smile.

Indeed, one of the objectives of the summit was to encourage the participants to advocate for the needs of young fishermen and to provide them with training to effectively participate in fish politics.

"If you aren't at the table, you're on the menu," said summit alumnus Malcolm Milne, president of the Homer-based North Pacific Fisheries Association.

Summit participants staged a mock Board of Fisheries hearing. They also testified at a House Special Committee on Fisheries hearing at the state Capitol. And some trudged across town to hear the International Pacific Halibut Commission deliberations, also held in Juneau at the same time as the summit.

Some young fishermen recognize that political participation is a tool that can enhance their fishing businesses. Others feel they have been hampered by political decisions made long before they started fishing and that now diminish their opportunities to enter or expand within a fishery.

Darren Platt, summit participant and owner of the Kodiak seiner F/V Agnes Sabine, met with staff at Alaska Sen. Gary Stevens' office to share what he sees as a major limiting factor for his operation.

"I can't diversify my fishing business. Federal allocations and quota systems make it difficult and expensive to enter federal fisheries," he explained, noting that purchasing halibut quota was a poor investment in his case.

Jake Everich, 25, concurred.

"Federal allocations require more thought and strategy to acquire and grow (a fishing business)," he said.

Currently captain of the trawler F/V Alaskan out of Kodiak, Everich intends to purchase a boat and continue to trawl within federally managed fisheries.

Everich moved to Kodiak from Rhode Island in 2010, anticipating better career prospects due to the healthy fish stocks within the Gulf of Alaska. Last fall was his inaugural season operating the vessel for trawling. This winter, he met with trawl door and net vendors in Denmark.

"Most fishermen have a perspective which is the length of their boat," he said.

Everich is increasingly aware not only of the international reaches of Alaska's seafood industry, but also that participating in fisheries policy formation is critical. He aimed to head to Portland, Oregon, to testify at the North Pacific Fishery Management Council's February meeting. There, he planned to express his concerns over the proposed increase in fishery observer coverage, which will come

with increased expenses for boat owners.

"This is extremely important for my future," he explained, stating that the cost of paying for such coverage would be insurmountable for smaller operations like that which he hopes to own.

### Mentorship for the next generation

Nash considered one challenge that's endemic within the industry and that limits the ability of young fishermen to advance – a lack of mentorship.

"The deckhand-skipper relationship is so set in its ways," she mused. "There is a lack of apprenticeship situations. My husband, he didn't have time to look at the chart. He was doing what he was told in the pit."

Alaska's young fishermen face uncertainty, with market variability, climate change, and shifting management regimes standing as some of their only assurances for the future. Yet these very challenges are familiar to previous generations of fishermen, who have confronted changing waters with tenacity, foresight, and commitment.

It would serve the upcoming generations of fishermen well for experienced fishermen to do more than show them the ropes as a deckhand, but also to coach them to be mechanically and politically savvy.

Nash looked down at her son as he cooed and blew bubbles.

"That apprenticeship can happen in families," she said. ↴

## Challenges for Alaska seafood: eco-confusion, aquaculture, the Russians

*Editor's note: Here's a list of "key challenges" for the Alaska fishing industry, as taken from the Alaska Seafood Marketing Institute's 2015 annual report, available at [tinyurl.com/zjcwef7](http://tinyurl.com/zjcwef7).*

- Maintaining market access for all Alaska producers is more challenging each year as "pay-to-play" eco-logos, sponsored by environmental nongovernmental organizations (NGOs), become mandatory for market entry.

- The proliferation of ecolabels in the marketplace (labels denoting sustainably produced seafood), confusion over sustainable terminology, and the issues of traceability and country-of-origin labeling require education at consumer and trade levels about the Alaska Seafood brand and Alaska as the model of sustainable fisheries management.

- Seafood consumption in major markets such as the United States and Japan has been declining.

- Record or near-record runs of pink and sockeye salmon, currency values, and small fish sizes challenge promotional efforts and prices for all wild Alaska salmon species.

- Record farmed salmon imports to the United States have created more competition in the domestic marketplace.

- Approximately two-thirds of Alaska seafood is exported, but a strong U.S. dollar greatly reduces the purchasing power of our trading partners while improving export economics of our competitors.

- We see continued pressure to reduce or eliminate state of Alaska and U.S. Department of Agriculture Market Access Program funding.

- Illegal, unreported, and unregulated fish sold fraudulently in the market negatively affects prices.



- Supply volatility of wild-capture fisheries makes multiyear market planning difficult.

- Global aquaculture continues to increase its percentage of world seafood supply: Alaska produces about 1.3 percent of world supply and this percentage decreases every year.

- The Russian government's ban on imports, including seafood, from the United States and the European Union has all but eliminated a major salmon roe market for Alaska seafood and caused global uncertainty in the salmon market. ↴



The Starbound, a Bering Sea pollock factory trawler, is being lengthened by 60 feet. Jeff Pond photos

# Stretching Starbound

## Bering Sea pollock factory trawler gets major makeover

A 240-foot Bering Sea catcher-processor is getting a new midsection and will be 60 feet longer when it emerges from a Washington shipyard.

The C/P Starbound is the biggest of Seattle-based Aleutian Spray Fisheries Inc.'s five fishing vessels. The vessel's pollock trawling and processing capabilities will be expanded along with its length once work is completed in June.

The project started in early November at the Anacortes, Washington-based Dakota Creek Industries shipyard. Work began with cutting the vessel in half to accommodate the installation of a new fish oil processing plant.

An overhaul of the Starbound's fish processing factory will also add to the vessel's range of production.

Karl Bratvold has captained the Starbound for the last two decades and is part owner. He said production of surimi, a fish paste, will be enhanced with the addition of two new meat recovery lines.

That will allow for production of both recovery- and high-grade surimi.

**Factory overhaul:** "We're redoing the whole factory from front to back," Bratvold said. New plate freezers are being installed, head-and-gut processing will be automated, and the factory's production of shatter pack and frozen block pollock fillets and minced

surimi will increase.

The fish oil plant in the vessel's new midsection will have storage space for 240 tons of fishmeal and 40,000 gallons of fish oil.

The vessel is also being repowered with a new MaK main, new reduction gear, and new propellers. Power will be hiked from about 5,000 to 6,800 horsepower.

The Starbound's crew capacity now stands at 126 employees; eight new bunks will bring the number to 134.

Dakota Creek was an obvious choice for doing the work, having built the vessel in 1989. The same marine architect firm that originally designed the vessel - the Seattle-based Guido Perla & Associates Inc. - is working on the redesign, and Bratvold said that Aleutian Spray is using "pretty much the same vendors as when it was first built."

**No easy feat:** When it comes to doing shipyard work on the scale of the Starbound's expansion, there aren't a lot of choices.

"Not everyone can cut a boat in half," said Bratvold.

As with its pollock products, the Starbound's fishmeal will be shipped worldwide, with Japan and China being primary markets. Bratvold said that fish oil from the new plant will probably be sold domestically.

The vessel has evolved into an efficient, high-yield midwater trawler over the years. Its processing rate is up to 150 tons a





Dakota Creek Industries built the Starbound in 1989 and now is doing the upgrade.



The reassembled Starbound as she appeared on Feb. 13.

day, a significant increase from the 35 to 40 tons a day the vessel produced when it worked joint ventures in Russia in its early phase of operation.

Bratvold said that after the expansion project is finished, the yield will increase to up to 185 tons a day.

The vessel's catch targets have also changed, as it exclusively produces pollock now instead of the cod and yellowfin sole harvested during its early days.

The Bering Sea pollock fishery is abundant and, according to the At-sea Processors Association, it accounts for one-third of U.S. seafood landings. It's a respected fishery, having gained Marine Stewardship Council certification.

**APICDA partnership:** "Pollock quota is fairly big now," Bratvold said. "There's a huge biomass of pollock out there, and it's probably one of the best-managed fisheries anywhere."

He added, "Bycatch-wise, it's very, very clean."

Part of the Starbound's pollock quota is leased from the Aleutian Pribilof Island Community Development Association, which has owned a 20 percent share of the vessel since 1998.

Juneau-based APICDA is one of six Western Alaska community development quota (CDQ) groups that hold catch shares for Bering Sea and Aleutian Islands fish and crab.

APICDA is paid royalties on harvests of quota it leases to the Starbound and gets 20 percent of distributed profits. The quota leasing partnership was originally forged in 1992, when the CDQ program was established, and continues to strengthen.

"It's safe to say that we have a great relationship with Aleutian Spray and the

Starbound," said Larry Cotter, APICDA chief executive. "We've been together since day one, trust each other, and are loyal to each other."

The expansion project will aid APICDA's community development mission.

"We're invested in the Starbound, and it's a profit center for us," Cotter said, adding that the new fishmeal/fish oil plant and the introduction of first-class surimi production will enhance revenue generation. ↴

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# Welcome Aboard



Through the summer months, the *Hungry Raven* is in Prince William Sound for the pink salmon seining season.

## THE F/V HUNGRY RAVEN

### Catching pinks, cod, and halibut *by Daniel Mintz*

When Seward resident Cory Harris bought his 56-foot combination seiner/longliner, the *F/V Hungry Raven*, he got to work.

"It was in pretty tough shape when I got it," Harris said. "The motor was toast, the auxiliary was really old, and the refrigeration was dead."

Pulling out and replacing the boat's outdated oil stoves and old wiring, Harris turned the *Hungry Raven* into an all-electric boat. He installed a third fish hold, and now the vessel sports a brand new 25-ton refrigerated seawater system unit with a titanium chiller.

Harris also redid the boat's hydraulics, installed new bearings, and cleaned out its fuel tanks, followed by installation of a new 400 horsepower 6125 John Deere main.

Stainless steel plumbing and a new shelter deck capped a renovation project that started in 2005 and was carried out over a series of winters. "I really enjoy working on boats," said Harris. "It probably needs a new paint job – I always think it needs something."

One thing that didn't change was its name. "*The Hungry Raven* is its original name – I didn't like it at first, but it just kind of grew on me," Harris said.

**Team effort:** Seining salmon is Harris' preferred work, but he augments it with longlining for black cod and halibut, starting in early spring.

By the end of June, Harris is in Prince William Sound, seining pink salmon through the summer.

He describes himself as a mid- to upper-level working fisherman. "I'm definitely not a highliner, but I'm pretty good," he said. "I'm not the kind of guy that kills all the fish; I just work hard at it and I have a good crew, which helps a lot."

For seining, Harris has a three-member crew, including his longtime skiffman, Michael Spoores, who's known as "Steady Eddy." Harris' longlining crew consists of four to five members, with different sets of people rotating in and out of both operations.

"I just say, 'Thanks guys, for all your hard work,'" Harris said.

His longlining and seining crews have been "pretty consistent" over the last several years. "It's good to have good people around you," he said, adding that to be effective, a skipper has to cover the basics.

*Continued on page 20*

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"You have to pay them right, and you have to treat them right," said Harris.

**Learning curve:** Harris first felt fishing's pull when his grandmother took him on fishing trips to Anchor Point, Alaska. As soon as he graduated from high school, he started working as a seining deckhand and skiffman in Lower Cook Inlet and then worked out of Chignik for several years.

Carpentry and mechanics jobs augmented his summer fishing work, but transitioning into longlining under the mentorship of Seward fisherman Jim Hubbard moved markers for him.

"He taught me the right way to do it," said Harris. His work with Hubbard spanned 15 years, ending when he bought the *Hungry Raven* and became a skipper himself.

It wasn't an easy transition. "The first couple of years were tough," Harris said. "I went to Prince William Sound, and it's not like anybody wants to talk to you and let you know what's going on."

He found out the hard way. "I would wake up and not see any boats around because there was an opener that I didn't even know about," he said.

Salmon seining goes a lot smoother now, despite being "kind of a roller-coaster ride," price-wise. It's less intense than longlining, which Harris describes as a "steady, grinding affair" that's more repetitive.

"You get four hours of sleep, wake up and start busting hooks," he said.

**New blood needed:** Now 53 years old and 10 to 15 years away from retirement, Harris is seeking to sell his boat and enter the sunset phase of his career with a bigger vessel.

He added that it's "very hard and very expensive" for young



Cory Harris, salmon seining on his boat, the F/V Hungry Raven.

fishermen to get into longlining. One of the commercial fishing trends he's seen over the years is a diminishing number of newer, younger fishermen.

"We need more new blood getting into it," he said. "There's only a few kids coming into it, and most are coming in from parents that are fishing."

Harris' two sons, Tony and Mitch, got exposure to the world of fishing by working as his seining crew members in their teenage years. They won't be among the next generation of fishermen, however, as Tony works as a mixed martial arts fighter and Mitch is a marine mechanic.

"I think I ruined them on it – they didn't get away with anything on the boat," said Harris.

But to him, fishing has always been rewarding. "I just love it. It's a way of life and not a job – if you look on it as a job, you're probably not going to make it," he said. ♪

Continued on page 22

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Cory Harris and his sons, Tony and Mitch, join Michael "Steady Eddie" Spoopes in hoisting a king salmon aboard the Hungry Raven.

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## F/V Hungry Raven Vendor List

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 Annual haul-out shipyard:.....Rainbow in Seward  
 Boat broker:.....**Copper River Boat Brokers**  
 Power, main(s) & size: .....6125 **John Deere**  
 Hydraulic hoses/Retailer:.....Seward Heavy Industrial Power  
 Bow/stern thrusters & size .....Naiad Marine Systems  
 Service for main:.....Seward Heavy Industrial Power  
 Reduction gear & ratio .....**Twin Disc** 514 Deep  
 Auxiliaries and sizes: .....Kubota Diesel Motor  
 Lubricants: .....**Delo**  
 Skiff power:.....6068 **John Deere**  
 Hydraulics service:.....Seward Heavy Industrial Power  
 Refrigeration:.....RSW 25-ton custom built  
 Prop: .....48" 4-blade bronze  
 Retailer for misc. fittings: .....Seward Heavy Industrial Power  
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 Power block:.....**Marco** 28" 2-speed  
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The Hungry Raven docks at Seward Harbor, manned by Michael "Steady Eddie" Spoores, Kenny Wardle, Tony Harris and Cory Harris.

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# A presidential visit and fishing reserves ... in the 1920s



President Obama was not the first American president to be presented with an Alaska salmon on Alaska soil when he visited last summer. It was actually President Warren G. Harding, the first president to venture to the Last Frontier, back in 1923.

Just as Obama was presented with a salmon at Dillingham, Harding was gifted salmon at Metlakatla.

Obama, during his trip, spoke of his action to prohibit offshore oil and gas leasing in Bristol Bay. But his trip was more about curbing climate change than delving into fish policy.

Similarly, while Harding is best remembered for driving the golden spike and completing the Alaska Railroad in Nenana during his jaunt, the deeper reason for his visit was to ascertain the nature of the supposed “Alaska Problem” and to determine the reception and implementation of his executive orders to create fishing reserves in Alaska.

**Struggling territory:** The so-called “Alaska Problem” was the stilted development of the territory. Following World War I, the population declined and industry stagnated. In 1919, Alaska’s salmon harvest fell by a third, from 6.6 million cases to 4.6 million (this was back when output was measured in cases of cans, not pounds).

Canners and fishermen clamored for the Bureau of Fisheries to do more to conserve the depleted salmon runs. Recall that prior to statehood, the federal government was responsible for the management of all Alaska fisheries, including salmon. Secretary of Commerce (and future president) Herbert Hoover accompanied Harding on the trip, arranging public hearings in Juneau, Cordova, Seward, Nenana, Anchorage, and Fairbanks to receive testimony on how the Bureau of Fisheries (part of the Department of Commerce) could improve its management of Alaska’s fisheries resources and to gauge the perception and implementation of fishing reserves in Alaska.

The year before, in February of 1922, Harding created the Alaska Peninsula Fishery Reserve. Later that year, he created the Southwest Alaska Fishery Reserve, which encompassed both Bristol Bay and the Kodiak archipelago. These two reservations included 40 percent of Alaska’s primary salmon fishing areas.

The reserves limited the number of canneries in any particular fishing area and the amount of gear and boats that could be utilized to harvest salmon. A finite number of fishing and processing permits were issued, rather than the free-for-all access that preceded the system. The permits specified the size of a cannery’s salmon pack. The expansion of fishing and canning operations was only permitted after the Bureau of Fisheries provided evidence that a given run had recovered or expanded.

**Controversy over limited access:** The reception was mixed. Canners and the Bureau of Fisheries hailed this as a major step forward in management. For the canners, limiting the amount of

fish that could be processed led to an enhanced pack value. For the Bureau of Fisheries, it was a huge step forward for controlling fishing effort, a key strategy in improving conservation.

However, Alaska’s territorial delegate to Congress, Dan Sutherland, lambasted the reserve system, asserting that it provided a monopoly to large canneries, that it limited access to a public resource, and that it gutted independent fishermen.

Rationalization eliminates labor; unions were also very opposed to the fishing reserves. As an example, they cited what was transpiring at Karluk, where the two canneries licensed to operate in the area merely put in a weir to harvest salmon, slashing their need for fishermen. (They were subsequently reminded that it was illegal to place barricades in the river.)

Arriving in Seattle after his Alaska trip, President Harding spoke at the stadium at the University of Washington, addressing his time in the “empire of scenic wonders.”

Harding insisted on maintaining the long view regarding Alaska’s salmon, stating, “It is better to destroy the defiant investor than to demolish a national resource, which needs only guarding against greed to remain a permanent asset of incalculable value.”

Yet we will never know how the president’s trip to Alaska might have impacted the territory or its fisheries, since he died shortly after giving this speech.

**The White Act:** In 1924, Congress crafted the White Act, which eliminated Harding’s reserves and

disallowed controlling the amount of gear used in a fishery. The White Act became the primary means by which Alaska’s fisheries were managed until statehood was achieved in 1959.

Now, nearly 100 years later, as the state faces another Alaska Problem in terms of its fiscal stability, Harding’s comments continue to resonate: “It is vastly more easy to declare for protection and conservation of such a resource, than to formulate a practical and equitable program. Fish hatcheries have been established to restock streams, but the results are still conjectural and controversial. Argument is advanced for the abolition of one method of fishing in one spot, the condemnation of another type in another, and so on, until there is a confusion of local controversies which no specific and exclusive prohibition will solve.”

Apparently he did learn something during his time in the north – simple solutions to Alaska’s problems can be quite elusive.

*Anjuli Grantham writes monthly about the history of Alaska’s seafood industry. She works as a curator in Kodiak and as director of the Alaska Historic Canneries Initiative. Reach her at [anjuligrantham@gmail.com](mailto:anjuligrantham@gmail.com).*



*Presentation of salmon to President and Mrs. Harding, July 8, 1923, at Metlakatla, Alaska. National Archives photo*

# Decent sockeye catch projected at Copper River

**Copper River salmon forecast:** The Alaska Department of Fish and Game is projecting a commercial catch of 1.62 million sockeye and 27,000 Chinook this year at the famed Copper River.

That compares to 1.56 million sockeye and 22,772 Chinook taken last year.

The Copper River traditionally is Alaska's first major net salmon fishery of the year. More than 500 people hold drift gillnet permits to target salmon at the Copper River and in adjacent Prince William Sound.

The season start date has not been announced yet. Last year's fishery started on May 14.

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**Tanner test fishery:** Speaking of Prince William Sound, the state is planning a test fishery to assess the abundance of Tanner crab in areas not recently surveyed.

The Department of Fish and Game was looking to award a contract by Feb. 19 to conduct the test, which will involve 600 pot pulls. All legal male crab taken in the pots would be eligible for sale.

"Landings in the Prince William Sound Tanner crab commercial fishery declined from a peak of 13.9 million pounds in the 1971-72 season to approximately 474,092 pounds in the 1988 season," the department said. "The fishery was last prosecuted in 1988 and has been closed through the current year."

The test fishery will be conducted during March by up to two vessels.

"The timing of the test fishery is to ensure that crab are active, hard-shelled, and catchable," the department said.

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**MSC certification:** The return of Alaska's major salmon

processors to the Marine Stewardship Council program became official Jan. 21 with the signing of a new "certificate of conformity."

The certificate, issued to the Seattle-based Pacific Seafood Processors Association, is good for three years. It lists all the companies eligible to use the blue MSC ecolabel.

Major salmon processors including Alaska General, Icicle, North Pacific, Ocean Beauty, Peter Pan, and Trident announced in 2012 that they would pull out of the MSC program. They cited their support for an alternative certification scheme developed through the Alaska Seafood Marketing Institute.

But the MSC ecolabel proved too important a sales tool in markets such as Europe, so the processors elected to return to the program.

Unfortunately, the certification picture for Alaska salmon remains muddled as Prince William Sound, one of the state's top salmon-producing regions, remains excluded from the MSC certificate. This stems from questions about the impact of the area's large hatcheries on wild salmon and herring populations.

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**Hired skippers:** A Jan. 13 ruling out of the U.S. District Court at Tacoma has revived a lawsuit challenging a federal rule, imposed in late 2014, to restrict the use of hired skippers to harvest Alaska halibut and sablefish quota shares.

A link to the 12-page ruling is posted at [tinyurl.com/j2w9kgj](http://tinyurl.com/j2w9kgj).

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**Juneau watch:** The Alaska Legislature is scheduled to remain in session until April 17, and the dominant theme around the Capitol is the state's budget crisis. Alaska is facing a huge deficit due to declining oil revenue.

It's times like these when lobbyists really have to earn their keep.

So who in the fishing industry needs a lobbyist this year? Our check of state records turned up quite a list:

- Alaska Bering Sea Crabbers
- APICDA Joint Ventures
- Armstrong-Keta Inc.
- Bristol Bay Economic Development Corp.
- Coastal Villages Region Fund
- Cordova District Fishermen United
- Groundfish Forum
- Kenai Peninsula Fishermen's Association
- Northwest Farm Credit Services
- Ocean Beauty Seafoods LLC
- Pacific Seafood Processors Association
- Prince William Sound Aquaculture Corp.
- Purse Seine Vessel Owners' Association
- Southeast Alaska Seiners Association
- Southern Southeast Regional Aquaculture Association
- United Southeast Alaska Gillnetters Association
- Yukon Delta Fisheries Development Association

Some of these interests are spending quite a bit for a Juneau lobbyist. For example, APICDA Joint Ventures is paying its lobbyist, Jerry Reinwand, a \$60,000 annual fee. The Purse Seine Vessel Owners' Association is paying Kent Dawson \$50,000, and Ocean Beauty is paying Reed Stoops \$45,000.

Bob Thorstenson Jr. remains the king crab of Juneau fish lobbyists. He's pulling down a total of \$155,000 from four clients - Alaska Bering Sea Crabbers, Armstrong-Keta, the Kenai Peninsula Fishermen's Association, and the Southeast Alaska Seiners Association.

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



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# Tougher standard on survival flotation gear taking effect

**No immersion:** New safety rules for life rafts were set to take effect Feb. 26, rendering some commonly used flotation devices no longer acceptable.

Smaller vessels will no longer be able to use life rings, rectangular red floats, and other buoyant devices as their only form of survival gear. The boats instead must be equipped with a raft that ensures every passenger is safely out of the water in the event of a sinking.

"The big thing to remember is that it's one thing to be wet and cold - it's another thing to be immersed in cold water," said Scott Wilwert, U.S. Coast Guard fishing safety coordinator in Juneau.

"On Feb. 26, survival craft requirements for commercial fishing vessels, as well as other classes of passenger vessels, will change in a way that if a vessel is operating beyond 3 miles from shore, they are required to have a survival craft that does not allow for an immersed segment of a person's body," he said. "So the big change for any fishing vessel, regardless of length or the number of people on board, is that they have to step up to a survival craft that is called an inflatable buoyant apparatus or a full life raft."

Even those who got their mandatory dockside safety exams last fall will need to recheck their survival gear to comply with the new regulations, Wilwert said.

"If you know that the new rule affects you, I would definitely start working with a local marine supplier and get one coming your way," he said.

For more information, go to [fishsafewest.info](http://fishsafewest.info).



**Charitable sablefish science:** Needy Alaskans are enjoying a rare taste of sablefish, thanks to a science project that kept research fish from going over the rails.

Sablefish, also known as black cod, are among the world's priciest fish, and Alaska waters are home to the largest stocks. The deep-water fish are found at depths of 5,000 feet or more and can live to nearly 100 years.

The Gulf of Alaska fishery, which has a catch total of about 20 million pounds this year, is usually worth more than \$90 million to Alaska fishermen at the docks.

But the population, as measured by the amount of spawning females, has been decreasing about 3 percent a year since 2004, and researchers aim to find out why.

In December, a team from the federal Auke Bay Laboratories in Juneau tagged 40 female sablefish with satellite tags that will release on a set date.

"Sablefish movements have been tracked for decades, but this tagging will give us a better idea of where and when these females are releasing their eggs," said Katy Echave, chief scientist for the sablefish project. "Accurate estimates of the amount of mature fish will give us better estimates of the number of spawners. And we also will have a better understanding of what environmental conditions are causing this period of low recruitment, which is likely

due to low survival in their egg and larval stages."

Samples of sablefish ear bones, ovaries, and livers are being scrutinized at Auke Bay, but it will be a few years before this yields results.

The ultimate goal, Echave said, is to have better assessments of spawners to abet fishery management and catches long into the future.

Meanwhile, needy Alaskans are enjoying the sablefish right now. By federal law, all research fish must be tossed overboard. But a quick collaboration sent this boatload of fish instead to feed the hungry.

"I cannot rave enough about the F/V Gold Rush, who we contracted to do the sablefish survey," Echave said. "They came to me and said, 'Instead of tossing this fish overboard, is there any way we can donate it?' And the crew went about

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*'Instead of tossing this fish overboard, is there any way we can donate it?'*

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coordinating all the logistics for getting the fish processed by Trident, who donated their facility and staff time, and then getting it distributed to the Kodiak food bank."

In all, 4,000 pounds of research fish went to local hunger relief programs.

The donation dovetailed with Kodiak's "bycatch to food banks" program, which reclaims fish that by law would otherwise be dumped at sea.

Last year, trawlers from Kodiak, Sand Point, and King Cove donated nearly 42,000 pounds of salmon, halibut, and black cod taken as bycatch to local hunger relief efforts.

The program began with Gulf of Alaska fishermen and processors five years ago in collaboration with SeaShare, the only organization that is federally authorized to retain and distribute fish taken as bycatch for hunger relief. A similar program has been operating in the Bering Sea since 1993.

"We make it very clear that we are not asking for bycatch," said Jim Harmon, SeaShare director. "These are some of the best fishermen who work hard to avoid it. But when they do catch it, they want to see something good done with it. They want to utilize everything that's in the net, so they donate it to us."

Laine Welch writes the Fish Factor newspaper column and produces "Alaska Fish Radio" out of Kodiak.



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## Herring quotas set; union sees challenging year ahead

**Herring quotas:** Fisheries and Oceans Canada (DFO) has set the roe herring quota for Canada's west coast.

The quota for the Strait of Georgia is 28,550 tons, comparable to the 29,415 tons in 2015.

The north coast quota is 2,500 tons.

There was uncertainty again about commercial fishing opportunities on the central coast because of First Nations opposition to the fishery. The industry asked for 1,163 tons to be allocated there. DFO decided to allocate 215 tons in the area to the commercial roe herring fleet.

There will be no fishing on Haida Gwaii or the west coast of Vancouver Island.

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**Union outlook:** Kim Olsen, president of the United Fishermen and Allied Workers' Union-Unifor, said fishermen and shoreworkers in British Columbia will be facing numerous challenges in 2016.

At the top of Olsen's list is the cannery line shutdown in Prince Rupert by the Canadian Fishing Co. (Canfisco).

"That's an important issue we will be raising with the province and Minister Tootoo - the adjacency issue on our coast," Olsen said. "How can one corporation own or control so many licenses and extract so much of our marine resources and give so little back to the adjacent community?"

Tootoo is Canada's fisheries minister.

Olsen said another key concern is the quota consolidation occurring on Canada's west coast to the point that there are no intergenerational transfers because young people cannot afford to purchase any quota to go fishing.

"We are going to see temporary foreign workers and only temporary workers in the future if this consolidation is allowed to continue unchecked," he said. "Not to mention other countries are buying up our groundfish quotas and boats, leaving Canadians on the beach."

The union is still pushing for owner-operator provisions in licensing on the west coast as they exist on Canada's east coast, Olsen said.

Fishermen are also still trying to figure out how First Nations and commercial participants in the salmon industry are going to achieve their own separate commercial fisheries, he said.

The federal government's Pacific Integrated Commercial Fisheries Initiative is aimed at satisfying First Nations aspirations to be more involved in salmon fishing.

Initially, the government of Canada committed \$175 million over five years to implement the initiative from 2008 to 2012. Additional funding has extended the program to March 31 of this year.

"It is an ongoing discussion," Olsen said. "DFO wants to have both sides doing their own fisheries in the 2016 season, so we have a bit of a dilemma in figuring this one out."

Government involvement in fishing license purchases is also an issue that impacts working fishermen and people hoping to get into the fishery, Olsen pointed out.

"I have heard First Nations are seeking halibut and prawn licenses and have been for many years now," he said. "They are selling for substantially more than salmon licenses, of course, but it would certainly make it even harder for younger fishermen to even

think of trying to buy in when our own government keeps the artificially high prices for licenses going by buying them for huge prices and then giving them to different bands."

Olsen continued: "I have had younger fishermen tell me that all the leasing and government buybacks are making it almost if not totally impossible for them to buy into the fishing industry, and they fear unless there are drastic changes they will be stuck as leasers for life. So a lot of them are looking elsewhere for work even though they love fishing and want to stay in the industry."

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**Money for bereaved families:** Pacific Seafood Group raised more than \$139,000 for the families of three men lost in the Sept. 5, 2015, sinking of the company trawler Caledonian off the west coast of Vancouver Island.

Captain Wesley Hagglund, engineer Keith Edward Standing, and deckhand Doug White drowned when the vessel capsized and sank west of Estevan Point. One crewman survived.

Shortly after the tragedy, Pacific Seafood set up an online fundraising platform using the website YouCaring.com. The company said around 140 individuals, companies, and other fishing vessels donated to the fundraiser.

With the company matching the money raised, and with a further contribution of \$37,456 for the estimated value of fish aboard the vessel when it sank, the total came to \$139,390.

Pacific Seafood distributed the funds to the families by Christmas Eve.

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**Salmon disease reported:** Infectious salmon anemia (ISA) virus has been found in wild and farmed salmon in British Columbia, said Alexandra Morton of the Raincoast Research Society.

Working with statistician Richard Routledge from Simon Fraser University and other researchers, Morton tested more than 1,000 farmed and wild salmon of varying species.

In research published in the Jan. 6 edition of *Virology Journal*, Morton and Routledge found 79 cases of the European variant of the disease.

The B.C. Salmon Farmers Association disputes the findings of the study.

"For over four years, Ms. Morton has been reporting positive ... tests for infectious salmon anemia virus from B.C. samples," Jeremy Dunn, the association's executive director, said in a Jan. 8 press release. "None of these results have been confirmed by the Canadian Food Inspection Agency using World Organization for Animal Health standards."

Dunn added: "We have great concerns about the methodology and the ethics of the researchers involved, given their history of reporting false positives with respect to ISA. None of the results reported in this paper have been confirmed by an outside laboratory."

*Michel Drouin first sailed on a commercial fishing vessel as a child in 1959. A former seine, Dungeness crab, and prawn crewman and still an occasional tenderman, he's been covering the B.C. fishing industry since 1990.*



# Above-average spring Chinook return expected to Columbia



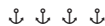
**Seasons set:** State fishery managers in the Pacific Northwest set spring fishing seasons on the Columbia River at the end of January.

The recreational season below Bonneville Dam was set to begin March 1 and run through April 9.

As of Feb. 6, gillnetters had two fishing days, tentatively scheduled for March 29 and April 5. Mainstream nontribal commercial fisheries have an initial allocation of 1,222 fish below Bonneville Dam, while select area commercial fisheries have 198 and recreational fishermen have 7,515.

The U.S. v Oregon Technical Advisory Committee predicts a return of 299,200 spring Chinook to the mouth of the Columbia River, including an estimated 188,800 upriver spring Chinook. This overall return is above the 10-year average of 285,000 fish, though below what returned in 2015 when the river saw a total of 415,200 spring Chinook. Fishery managers anticipate an update to the run status in early May.

While Washington and Oregon fishery managers are predicting a higher than average run of spring Chinook this year, they aren't sure yet what effect El Niño conditions and a stretch of warm water off the coast could have on the valuable fish. Last year, drought conditions in Oregon and Washington killed off thousands of hatchery fish and cut into fishing days in both states, with hatchery and fishery managers concerned about impacts on fish runs.



**Washington shellfish initiative:** Washington Gov. Jay Inslee launched Phase II of the Washington Shellfish Initiative in January, a program intended to be a collaborative partnership between federal, tribal, industry, and nonprofit groups.

"Shellfish are an important part of our economy and our heritage here in Washington," Inslee said, in a statement released Jan. 15. "The shores of Puget Sound are a nexus point between the health of our citizens, the importance of natural resources to our economy, and the health of our environment, all of which depend on the waters that feed us."

The Washington Shellfish Initiative was implemented soon after the launch of the National Shellfish Initiative in 2011. Washington was the first state to establish its own initiative.

Since the launch of its state initiative, Washington has begun to streamline its shellfish aquaculture permitting process and has reopened 2,429 acres of shellfish beds after dealing with water quality pollution problems. It has also created a strategy to address ocean acidification in the state's marine waters. Under this second phase, Washington plans to continue much of this work.



**Pesticide persistence:** In other shellfish news, Willapa Bay oyster growers in January requested a reissue of a permit that would allow them to spray the pesticide imidacloprid on valuable and productive beds threatened by burrowing shrimp.

The Willapa Bay Oyster Growers Association, which represents many of the growers on the bay, had come close to landing a permit to use the pesticide last year, but public outcry and bad press forced the association to back down from the permit.

For decades, growers had used the pesticide carbaryl, but it is no longer available to them. Many growers believe using imidacloprid on beds plagued with burrowing shrimp is the only way to keep the bay viable for oyster production.

Some growers are not convinced. Major oyster company Taylor Shellfish was the first to back away from the pesticide last year after hearing from consumers, buyers, and chefs. Soon after the company announced it would not be using the pesticide, even if the permit became available, the Willapa Bay Oyster Growers

Association requested the state withdraw the permit. Taylor is not part of the current push to reissue this same permit.

Growers have yet to find another method for dealing with burgeoning shrimp populations, however.

"Willapa Bay produces more oysters than any other estuary in the U.S.," according to information from the University of Washington's Ruesink Lab. Its production is "especially impressive because Willapa Bay is relatively small – about 30 would fit into Chesapeake Bay."



**Late crab payments:** The commercial Dungeness crab fisheries in Oregon and Washington got off to a strong start after opening Jan. 4 despite some setbacks due to ongoing concerns about the presence of a natural marine toxin.

But in Ilwaco, Washington, some crabbers were shifting their business away from Jessie's Ilwaco Fish Co. after the seafood company failed to pay them the full amount owed for their catch for the second year in a row.

Owner Don Alber, who bought the business in late 2013, was weeks late in paying crabbers last season and, according to fishermen interviewed then, was also late paying fishermen in other fisheries. This year, crabbers said that once again they had seen only a small portion of the money owed them, leaving some of them more than \$100,000 short, according to reporting by the Chinook Observer.

For now, some crabbers are selling their catch to Ilwaco Landing, a crab buyer located just across the bay from Jessie's.

*Katie Wilson reports from Astoria, Ore.*



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# Squid bust compounds Dungeness hit to fishing economy



**Slim season:** California is getting drought relief from El Niño rains and snows, but the associated presence of warm ocean water has thrown this year's squid season into a dive.

The April to March season has a 118,000-short-ton total maximum catch, and as of late January, with only two months left in the season, only 41,000 tons had been landed.

None of this is a surprise, as an unusual so-called "blob" of warmer water and oncoming El Niño effects were being talked about long before the season began. But coupled with the ongoing delay of the state's Dungeness crab season, the squid bust puts a big dent in the state's fishing economy.

The warm water trend is likely to linger.

"We expect it will probably continue through the year," said Diane Pleschner-Steele, executive director of the California Wetfish Producers Association. "At least in the mid-Pacific, the peak of it is over, but we're still feeling the effects."

This season's downturn was telegraphed two years ago, Pleschner-Steele continued, when squid larvae surveys showed reduced counts as squid moved into the state's northern waters.

The results of larvae surveys done in Southern California in early January were expected to be released in late February and, as of publication time, surveys had just been completed in Monterey.

Squid live for about a year, so those sets of counts will provide a basis for predicting the next season. For now, El Niño is believed to be sending squid into deeper, more inaccessible waters and/or affecting their food supply.

"We expect to continue to feel the effects through spring, and who knows what will happen this fall," Pleschner-Steele said.



**Dungeness disaster:** As of late January, the prognosis for the state's Dungeness crab season looked bleak. As elected officials pushed for a federal disaster declaration, actionable levels of the naturally occurring domoic acid toxin were still present in crabs tested north of Fort Bragg and in Crescent City.

If clean results in the state's northern area haven't emerged by the time these words are read, the game is probably over. March 1 has been off-mentioned as the latest time the season can start without being a wipeout.

If the remaining domoic acid hotspots test clear, follow-up tests are required for confirmation. The time between the first round of clean results and gear-setting could be two to three weeks.

"Even if the next test is clean, we're looking at a very pale shadow of a season," said Dave Bitts, a Eureka fisherman and the president of the Pacific Coast Federation of Fishermen's Associations.

Disasters are declared if fishing seasons are 80 percent lost and historically, 80 percent of the Dungeness season is reached by March 1. Bitts said he thinks a federal declaration is "likely to happen," and he's hoping it will be done quickly.

"Crewmen and the young guys are hurting the most," he said.

Nevertheless, Eureka's second annual Crab Festival was held Jan. 26 through Jan. 28, albeit with crab pulled from Washington, where the season is going well.

The festival hasn't had the best of luck, as last year's first-ever event was impaired by stormy weather and this year ... well, no need to explain further. But the weather was great.



**Gated docks:** Security at Eureka's Woodley Island Marina, the home base of the region's fishing fleet, became an issue during last November's Humboldt Bay Harbor, Recreation and Conservation District elections. Protective measures are about to be implemented.

Though subject to mixed opinions from fishermen, the installation of gangway gates at the marina is generally supported and was approved by a majority of district commissioners in early December.

By now, installation of the gates has either been done or is imminent. They'll only be locked from 10 p.m. to 6 a.m., and the same swipe-cards fishermen use to access the marina's restrooms will work on the gates.

It's an action that's been in the making for at least two years. Harbor District CEO Jack Crider said aluminum for the gates was purchased in 2014, and they were recently fabricated by the district's own crews.

The \$4,500 spent on the materials is the extent of the project's costs. Although Crider said security concerns were "blown out of proportion because of the election," he acknowledged the need for gating the docks.

"These gates will actually stop the homeless from wandering around on the docks," Crider said. "We're trying to protect fishermen's valuables on the dock."

The district has also completed the first steps of a major project - replacing the marina's 40-year-old dock infrastructure.

Again, the project's building blocks - in this case concrete floats - were fabricated and installed by district crews. Crider said six new dock sections have been installed at a cost of about \$45,000.

That covers the first 200 linear feet of an ongoing project to completely replace the marina's 10,000 linear feet of dock space.

*Daniel Mintz reports from Eureka, Calif.*



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## ComFish Alaska



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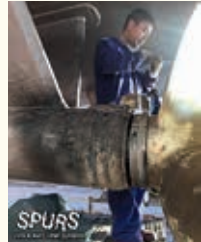
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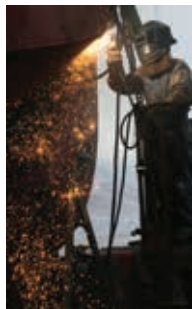
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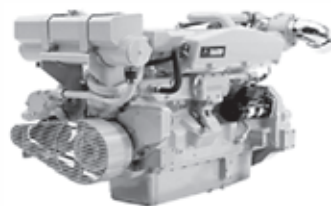
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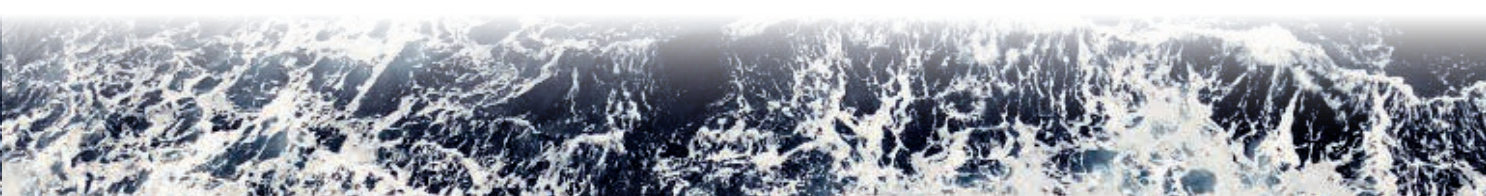
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## Alaska Entry Permit Prices

(as of 3-1-16)

Species	Fishery	Asking Price*	Offer*	State Value*
SALMON	S SE DRIFT	85+	79+	82
	S PWS DRIFT	183	180	218.5
	S COOK INLET DRIFT	56-	49	54
	S AREA M DRIFT	100	90	119.5
	S BRISTOL BAY DRIFT	92.5-	90-	112.5
	S SE SEINE	200	160	226.3
	S PWS SEINE	170	160	177
	S COOK INLET SEINE	75	50	84.8
	S KODIAK SEINE	35	33	39.8
	S CHIGNIK SEINE	148	120	227.5
S AREA M SEINE	50	45	56.9	
S	YAKUTAT SET	16	12	18.7
	COOK INLET SET	16+	14+	15.3
	AREA M SET NET	60	55	55.6
	BRISTOL SET NET	30-	30	36.3
	LOWER YUKON	9.5	9	9.9
S	POWER TROLL	35-	35	34.6
	HAND TROLL	11.5-	10-	10.8
HERRING	H SE GILLNET	12	N/A	13.4
	H KODIAK GILLNET	5	3	5
H	SITKA SEINE	250-	240-	243.3
	PWS SEINE	22.5-	16	30.9
	COOK INLET SEINE	10	8	16.8
	KODIAK SEINE	26	20	30.3
	SE POUND SOUTH	31	30	35.6
H	SE POUND NORTH	30	25	43.1
	PWS POUND	6	5	3.5
SHELLFISH	S SE DUNGY 75 POT	18	17	15.8
	S SE DUNGY 150 POT	36	36	36.3
	S SE DUNGY 225 POT	50	47	50
	S SE DUNGY 300 POT	65	60	49.8
	S SE POT SHRIMP	22	20	20.5
	S KODIAK TANNER <60	24	22	29.7
	S PUGET SOUND DUNGY	160	155	N/A
	S WASHINGTON DUNGY	2,000-4,500/FT	1,500-3,750/FT	N/A
	S OREGON DUNGY	2,000-4,500/FT	1,500-4,000/FT	N/A
	S CALIFORNIA DUNGY	200-600/POT	200-500/POT	N/A
SE ALASKA DIVE	SE AK Dive URCHIN	4	3	2.2
	SE AK Dive CUCUMBER	25	23	23.8
	SE AK Dive GEODUCK	60-	55-	70

Prices in MARCH vary in accordance with market conditions. \*In thousands  
 + denotes an increase from last month. N/A denotes No Activity.  
 - denotes a decrease from last month.

**By Mike Painter and the Permit Master**

**Gillnet:** Bay permits slid into February with prices slipping below \$100k and closer to \$90k. Buyers are still looking, but offers keep going down. SE permits tightened up a bit more with asking prices moving to the mid \$80s or higher. No new activity in PWS, where permits are still available in the mid \$180s. A couple of newer listings of Cook Inlet permits had asking prices coming down into the upper \$50s. No new activity in Area M permits, with permits as low as \$100k.

**Seine:** Nothing new in SE permits where demand is still way down. Activity in PWS permits was quiet as well. Nothing new in Cook Inlet permits where the lowest permit is at \$75k. Kodiak permits are available as low as \$35k. Area M permits slipped to a new low at \$50k. Activity in all salmon seine permits remains very slow.

**Troll:** Activity in Alaska Power Troll permits remains slow with listings starting in the mid \$30s. Interest in Hand Troll permits dropped over the last month and offers were just around \$10k. Offers for Washington troll were up to around \$30k and permits were getting scarce. Leases were going for \$5-6k. So far not much new with Oregon Troll permits.



## Halibut & Sablefish IFQ Prices

Recent market activity in halibut and sablefish quota shares

Species	Regulatory Area	Vessel Category*	Poundage (thousands)	Status (blocked/unblocked)	Ask (per pound) Low High	Offer (per pound) Low High
H	2C	D	1-10	B	52.00-56.00	52.00-54.00
H	2C	C/B	1-3	B	52.00-56.00	52.00-54.00
H	2C	C/B	4-10	B	54.00-58.00	54.00-56.00
H	2C	C/B	ANY	U	58.00-60.00	56.00
H	2C	A		B/U	60.00	58.00
H	3A	D		B/U	48.00-52.00	44.00-50.00
H	3A	C/B	1-5	B	50.00-54.00	48.00-52.00
H	3A	C/B	5-10	B	54.00-58.00	52.00-56.00
H	3A	C/B	>10	U	58.00-60.00	56.00-58.00
H	3A	A		B/U	60.00	58.00
H	3B	D		B	30.00-36.00	30.00-35.00
H	3B	C/B	1-10	B	38.00-40.00	32.00-35.00
H	3B	C/B	>10	U	38.00-40.00	34.00-35.00
H	3B	A		B/U	N/A	36.00
H	4A	D		B/U	16.00-24.00	14.00-18.00
H	4A	C/B	1-10	B	22.00-28.00	20.00-25.00
H	4A	C/B	>10	B	26.00-30.00	22.00-26.00
H	4A	C/B	>10	U	30.00	24.00-26.00
H	4B/C/D	C/B	1-10	B	12.00-16.00	8.00-12.00
H	4B/C/D	C/B	>10	B/U	16.00-20.00	10.00-14.00
S	SE	C/B	1-10	B	22.00-26.00	21.00-24.00
S	SE	C/B	>10	U	25.00-28.00	23.00-25.00
S	SE	A		B/U	32.00	30.00
S	WY	C/B	1-10	B	22.00-26.00	20.00-24.00
S	WY	C/B	>10	U	27.00-29.00	25.00-27.00
S	WY	A		B/U	30.00	30.00
S	CG	C/B	1-10	B	20.00-24.00	18.00-20.00
S	CG	C/B	>10	U	22.00-28.00	20.00-22.00
S	CG	A		B/U	30.00	25.00
S	WG	C/B	1-10	B	11.00-14.00	8.00-10.00
S	WG	C/B	>10	B	11.00-14.00	10.00-11.00
S	WG	C/B/A	>10	U	12.00-16.00	10.00-12.00
S	AI	C/B/A		B/U	.50-4.00	.50-2.00
S	BS	C/B		B/U	1.50-4.00	1.00-3.00
S	BS	A		B/U	4.00-6.00	3.00-4.00

\*Vessel Categories: A = freezer boats B = over 60' C = 35'-60' D = < 35'

NOTE: Halibut prices reflect net weight, sablefish round weight. Pricing for leased shares is expressed as a percentage of gross proceeds. \*\* Too few to characterize.

By Mike Painter and the Permit Master



A few new 2C listings hit the market in January and were quickly snapped up in the low to mid \$50s/lb. Definitely more demand than supply. There are still a few pieces of 3A available, but that probably won't last until the season opens. Buyers are still looking for 3B, but there isn't much available. 4A is moving up in price, with buyers paying as high as \$25 for relatively small blocks. Not much going on in the rest of area 4.

Very little change in the Sablefish IFQ market over the past month. Not much in the way of new listings or new offers. A few buyers are looking for good deals in SE/WY/CG, but that means lower prices to get them to step up.

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- ANY# "B/C" CG BCOD UNBLKD @ WANTED
- 25,000# "B" WG BCOD UNBLKD @ \$14
- 9,000# "B" AI BCOD BLKD @ \$3
- 20,000# "B" AI BCOD UNBLKD @ \$4
- 20,000# "B" BS BCOD UNBLKD @ \$5
- 1,250# "D" 2C HAL BLKD @ \$52
- ANY# "C/D" 2C HAL BLKD @ WANTED
- 4,500# "B" 3A HAL UNBLKD @ \$58
- 20,000# "C" 3A HAL UNBLKD @ \$58
- 2,000# "C" 3B HAL BLKD @ \$39
- 20,000# "B" 4D HAL UNBLKD @ \$20

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KODIAK SEINE.....	\$26K	PUGET SOUND DRIFT.....	\$24K
SE GILLNET.....	\$12K	PUGET SOUND SEINE.....	\$175K W/NET
KODIAK GILLNET.....	\$5K	<b>SHELLFISH</b>	
NORTON SOUND.....	\$2K	SE DUNGY 300 POT.....	N/A
HOONAH POUND.....	N/A	SE DUNGY 225 POT.....	WANTED
CRAIG POUND.....	\$35K	SE DUNGY 150 POT.....	WANTED
PWS POUND.....	N/A	SE DUNGY 75 POT.....	WANTED
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**Contact Norman @ 509-675-0304 or alaskanorm@centurylink.net**

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**50' X 16' Ledford Shallow Draft Top House Seiner**

60,000lb. Capacity – Built 1989  
Asking Price: \$800,000  
Located in Sand Point, Alaska  
Contact: Cameron Foster, (907) 310-6171  
cammie-foster@hotmail.com

6125 Lugger 400HP, MG5111A twin disc reduction gear, Pitts electric PTO, keel cooled, 12V electrical system, 2 1/2" shaft w/32x30 prop, Anderson 15-ton refrigeration system, 5x4 crab pump. **Rigging and Deck:** Aluminum mast and booms, 2 picking boom and main boom, winches – 2 PL4's on picking booms and PL8 on main boom, main boom has slider and vang – Kolstrand deck winch with sheaves, anchor winch with #18 Forford anchor 180#.



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**TE15-013** 115'x26'x8' steel tender built in 1977. New in 2012 Mitsubishi Tier II compliant main engines rated at 605 hp each. GMC 4-71 55kw, GMC 4-71 40kw and Isuzu 20kw gensets. 30 ton IMS system new in 2014. 30 ton back up deck unit. 200,00 pounds capacity. Asking \$775,000.



**UT16-001** 85'x22'x4' steel power barge built by the U.S. Navy in 1994. Twin Detroit V92TA 500 hp mains connected to water jet drives. Very low hours. Double drum winch on deck powered by Detroit 353. A-frame forward. 625 gallon fuel capacity in (1) tank. (11) watertight compartments below deck. Asking \$147,000.



**SE16-002** 48'x14.1'x9.3' fiberglass seiner built in 1980 by Musser Inc. with a Sunford house. GM 6V92 TA main. Isuzu 20kw generator. IMS RSW system installed in 2009. 40,000 lbs capacity. Sale includes a 110 hp Lugger powered Brown skiff. Asking \$280,000.



**BB15-035** 32'x12' Marco Bristol Bay gillnetter, built in 1983. 260 hp Cat 3208 w/ 3,200 hrs, Twin Disc 506 gear. IMS RSW system, packs 12,000#. Drum with levelwind, Kinematics power roller. Electronics include VHF, Garmin GPS, plotter, and sounder, lcom 2M. Asking \$160,000.

**HALIBUT IFQ**

3A-D-B:	3,400 lbs.....	asking \$52.00
3B-C-B:	2,000 lbs.....	asking \$36.00
3B-C-B:	1,100 lbs.....	asking \$35.00
4A-C-B:	2,000 lbs.....	asking \$22.00
4A-D-B:	1,600 lbs.....	asking \$20.00
4B-C-B:	4,000 lbs.....	asking \$14.00

**SABLEFISH IFQ**

AI-B-U:	17,500 lbs.....	asking \$2.50
CG-B-U:	12,500 lbs.....	asking \$22.00
WG-B-U:	20,000 lbs.....	asking \$12.00
WG-B-B:	7,500 lbs.....	asking \$12.00
WG-C-B:	4,000 lbs.....	asking \$11.00
WY-C-U:	6,500 lbs.....	asking \$27.50
WY-C-B:	4,200 lbs.....	asking \$26.00

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**FOR SALE**

54-ton California market squid purse permit. Never been upgraded. Priced to sell quickly. \$1.3 million. Call Don (949) 279-9369.

**FOR SALE**

Have two California light-market Brail Boat licenses for sale. Call Don. (949) 279-9369. Prices reduced to \$250,000 U.S. dollars.

**FOR SALE**

Squid-Rock Seine. Recently built, 1050 MD x 190 fathom, 60 fathom bunt one end, 40 fathom on the other. Snag strips throughout. Seine and pallet located in Vancouver BC. \$32000 US -OBO. Contact Ted (250) 203-0482

**FOR SALE**

Have two California light-market Brail Boat licenses for sale. Call Don. (949) 279-9369. Prices reduced to \$250,000 U.S. dollars.

**FOR SALE**

Have multiple squid light permits priced to sell quickly. \$199,000 dollars or make offer. Call Donny (949) 279-9369.

**CONTRACT WANTED**

Economical tender that packs over 72,500 lbs. of salmon in RSW, seeks a gill net tendering contract for 2016. Also looking for an experienced tendering captain. Call (360) 531-3074.

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**FOR SALE**

F/V Hadassah – 58x19 Delta seiner, longliner.pot boat. 343 main, 30kw generator, 7-182-9kw Northern Lights generator, upgrades include large rolling chaulks, UHMW guards, metalized hydro valves and SS lines, bulbous bow, Furuno sonar, Pilkington deck winch, complete new RSW system. Also available, net longline gear and cod pot gear, and 19' Rozema skiff. (907) 399-7219.



**FOR SALE**

1974 Aluminum 54' Seiner. Packs 73,000 in RSW. 3406B Cat, 40 KW Susie. Located in Port Townsend. Soon to be undergoing repairs and upgrades. Price may increase as work progresses in 2016. Currently asking \$380,000 cash or \$80,000 per year for 5 years (lease option). (360) 531-3074.

**WANTED**

Someone to fish around 16,000 lbs. of halibut in 4B. Walk on, but will crew if preferred. Call (360) 301-5947.

**FOR LEASE**

Secure your lease for the Dungeness crab season today! 300 pot WA coast Dungeness permit for lease. Permit is good up to 58'. (360) 268-2433.

**PERMIT FOR SALE**

Successful cucumber dive permit Southern California business for sale. Transferrable California Cucumber dive permit. Owner passed away. \$42,000. Call Don Brockman. (949) 279-9369.



**FOR SALE**

54' Fiberglass salmon/albacore freezer troller, 1800 gallon fuel capacity, 15 ton fish hold. Very comfortable sea boat, owner retired. Asking price \$275,000 USD. (360) 280-2675. Calls only.



**FOR SALE**

New Construction. 17'-24'. Open sea skiffs. Cepter console, marine plywood, glass overlay. Please call for info. (360) 642-4672 or email mlmat@willapabay.org.



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61' shallow draft tender. Twin 6-71 mains. Packs 75k in 18ton IMS chiller. 75kw Deere, 20kw Luggar. 80-100 day contract available to qualified buyer. 240k. (941) 730-7474.

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Volvo TAMD 122D 480hp with ZF IRM 310. Engine and gear are in great condition with 13,900 hrs. Includes troll valve, 12V 160A and 24V 40A alternators, 4 station Naud engine controls, 24gpm Gresson hyd pump, 2" Jabsco, many spare parts. Well maintained, records available. Located in Homer. Asking \$10K. Contact danhullak@gmail.com

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**FOR SALE**

Lightboat for sale with permit boat is also a solid fiberglass Coast Guard certified charter boat priced to sell quickly \$675,000 dollars call Don (949) 279-9369.

**F/V MEMORIES**

Looking for lease halibut and sablefish quota for 2016 season. Hired skipper or walk on. 65' B class vessel, fishing most areas, professional crew, highest of quality. For more info contact Dave at (206) 465-7591 or Jim at (425) 210-4858.

**FOR SALE**

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



**FOR SALE**

California Purse Seiner with squid permit holds 80 tons of RSW of squid. Priced to sell quickly. \$3 million includes skiff, squid permit and net for fishing. Call Don. (949) 279-9369.

**FOR SALE**

3408 CAT with 514 6 to 1 gear twin disc eng and gear PTO is approximately 2400 hours since engine rebuild \$18,500. Twin disc 530 6.4 to 1 gear \$25,000. Twin disc 518 6.0 to 1 gear-core \$2,500. CAT 3306 175kw RTO \$9,500. 66"x64"x5" shaft stainless nozzle prop \$6,000. Call Jim (541) 290-9672.

**WANTED**

California near-shore permit needed. Right away! Buyer has cash. Please call Don. (949) 279-9369.



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**Mustad** continued from page 12

manually operated. The hauler, line retriever, and hook separator are hydraulically operated. Some of our components like our SuperBaiter are driven by electric motors.

**Q: Do automated longlining systems require much training for fishermen?**

**A:** After an installation is completed, we carry out a sea trial on each vessel. This time is used for adjusting the equipment and training the crew. Normally this sea trial is enough for the customer to get started, but more training can be provided upon request.

**Q: How robust are these systems? That is, do they break down very often?**

**A:** With every new system sold we provide a spare parts crate that contains the most important spare parts needed. If a customer takes care of their system with routine maintenance and frequent cleaning, the equipment will last. In fact, some of our components are still running in Alaska after three decades of active use. So yes, they are quite robust. However, during the last few years we have seen copies of the parts that we produce. Based on our experience, these copies do not meet our standards and can jeopardize the performance of the system.

**Q: How much do the various Mustad Autoline systems cost, and does installation usually require much modification to the vessel?**

**A:** The pricing varies, and it all depends on the customer's needs. Some already own a hauler and side roller, some might have other autobaiting components only wanting upgrades, and some need a complete system. We usually recommend a system depending on deck layout and the customer's needs before providing a price quote. In other words, each system is customized and will in most cases not require any major modification to the vessel. Of course, financial options are available that fit the needs of commercial fishermen.

**Q: How do these systems treat the fish?**

**A:** Bottom longlining is famous for being one of the most environmentally friendly and sustainable fisheries in the world with very low bycatch mortality. By hauling one fish at a time, it allows each fish to be handled in the best possible way. This prevents bruising and permits bleeding to be done immediately. This has a direct impact on the quality of the fillets produced.

**Q: Mustad says that one benefit of its Autoline systems is "less labor-intensive operations." Does this mean vessel owners can actually operate with fewer crewmen?**

**A:** Yes, in most cases it does. First of all, eliminating the hand-baiting process is an incredible reduction in time spent doing a repetitive and labor-intensive operation. We often see



*A hook separator unit in action.*

hand-baiting longline vessels today with a crew of six-plus people due to hand-baiting hooks. With our small system no more than three to five people are needed. Secondly, the ability to continuously fish with a large amount of hooks reduces time spent on the grounds – this can reduce fuel consumption and other expenses. Finally, with a safer working environment and motivated crew, longlining is much more enjoyable, and with less labor-intensive operations a crew is more likely to return annually.

**Q: Has the advent of catch shares in many of the world's fisheries – that is, the move away from competitive, derby-style fisheries – had any effect on the demand for Autoline systems?**

**A:** During the derby-style fishing days, planning the year and income could be challenging for many fishermen. Today's quota system has made it easier for most fishermen to plan their finances throughout the year based on their total quota. This makes it easier to see the return on investment when considering an autobaiting system.

**Q: How do you see the future of longlining?**

**A:** We see several markets around the world wanting more fish caught by hook and line. For example, in certain hake fisheries, vessels are converting to longlining due to the higher price they receive per kilo. Companies are investing in new vessel designs with safer working environments and more efficient processing equipment.

As a company, we invest up to 10 percent of our annual turnover in research and development so that we can continue to advance longline technology. An example of this would be the acoustic orca deterrent device scheduled to be launched later this year. We strongly believe this will solve the orca challenges that the longline industry is facing.

In our opinion there is no doubt – handling one fish at a time by longlining is an important part of the future. ↴

*Reach Jahn Hoel at (206) 617-3372 or [jnh@mustadautoline.com](mailto:jnh@mustadautoline.com).*

## One Hook *continued from page 13*

Kelly, was the first person to recognize a profitable difference working with the circle hooks. Kelly brought circle hooks back to Seattle and began using them. A relatively inexperienced skipper, Kelly was suddenly returning with deckloads of fish. Rumors of poaching flew. "It just didn't add up," said Hoviland.

Word eventually got out. According to John Bruce, the circle hook "made good fishermen into great fishermen." Ultimately, what the circle hook improved was the CPUE, or catch per unit of effort, when compared to J-hooks. Using circle hooks led to both a decrease in juvenile mortality rate and an increase in efficiency.

But getting skippers to change could be painful. Adolph "Ade" Samuelsen said, "Hell, no fish is going to bite on that hook." His *Chelsea* stayed on J-hooks all season, recalled Phil Jacobsen, until Samuelsen finally declared, "We got to get some of those." Similarly, Eric Thorkildsen recalled that captain Otto Jangaard could only bring himself to change half the gear. "We made one trip, and (then) he left the fishing grounds on a special trip into Dutch Harbor, trying to find circle hooks, and bought everything they had."

Bob Alverson, the FVOA director, was quoted in *Alaska Fisherman's Journal* as saying, "Giving Seattle halibut fishermen circle hooks is like giving repeating rifles to the buffalo hunters." While the explosion in poundage caught was most likely due to other factors such as burgeoning fish year-class populations and rising quotas, there was no denying that the circle hooks

contributed to the efficiency of the fleet.

DSFU-crewed boats and others in the Alaska longline fleet took control of the North Pacific black cod fishery from the Japanese in 1984. From that point on, no more foreign-directed hook and line fishing was allowed. Prices had risen to \$.70 a pound, and circle hooks increased the catch enough to make that profitable. By 1987, the civilian introduction of the Global Positioning System (GPS) meant that tracking position and fish was becoming more accurate. During this time, longliners would often catch 70,000 or 80,000 pounds in a 10-day black cod trip. With derby-style halibut openings lasting no more than two days, the sablefish was becoming an economic mainstay. ↴



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