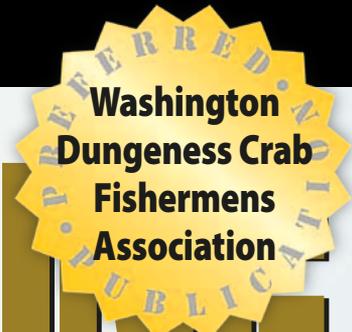


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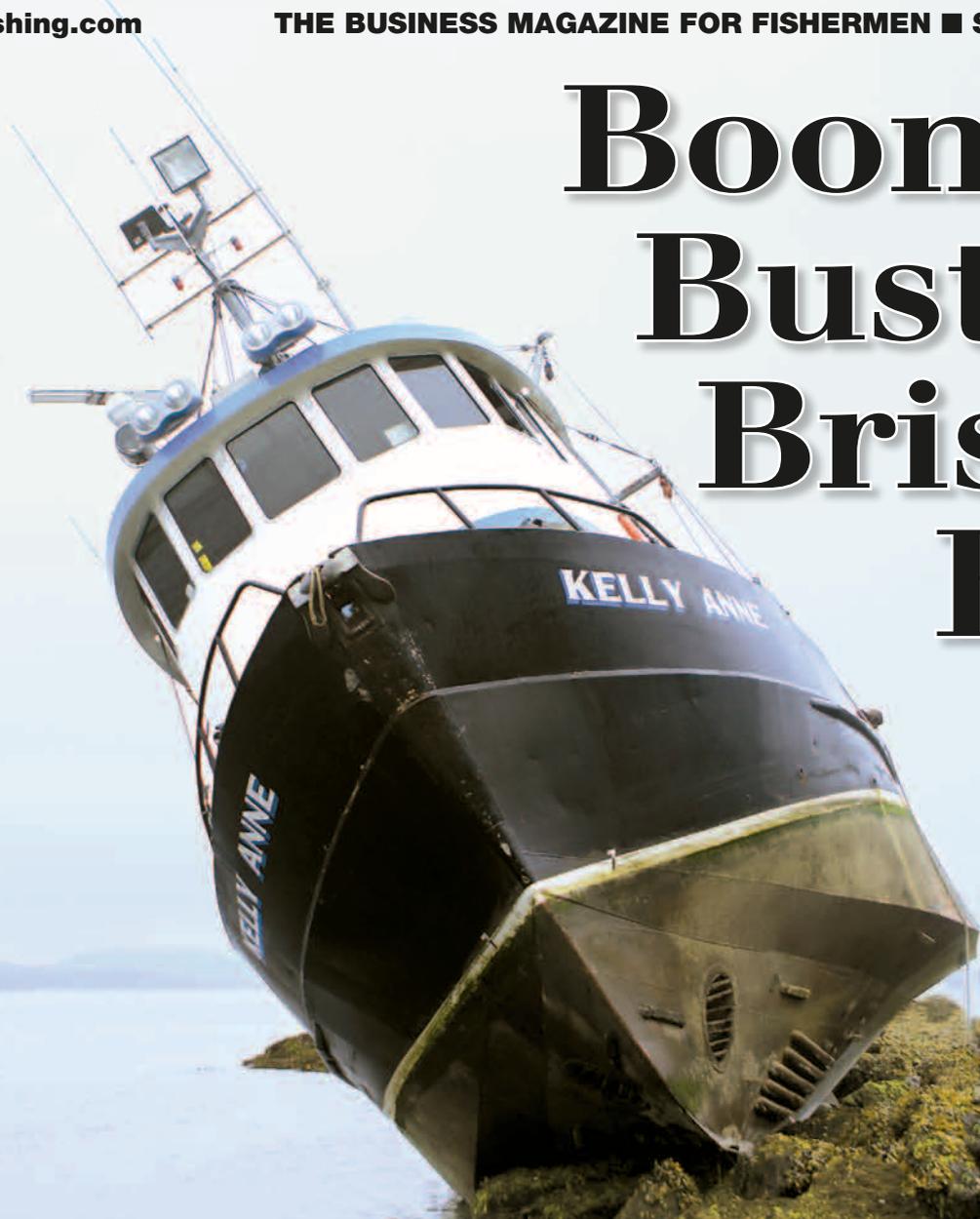


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Boom to Bust on Bristol Bay



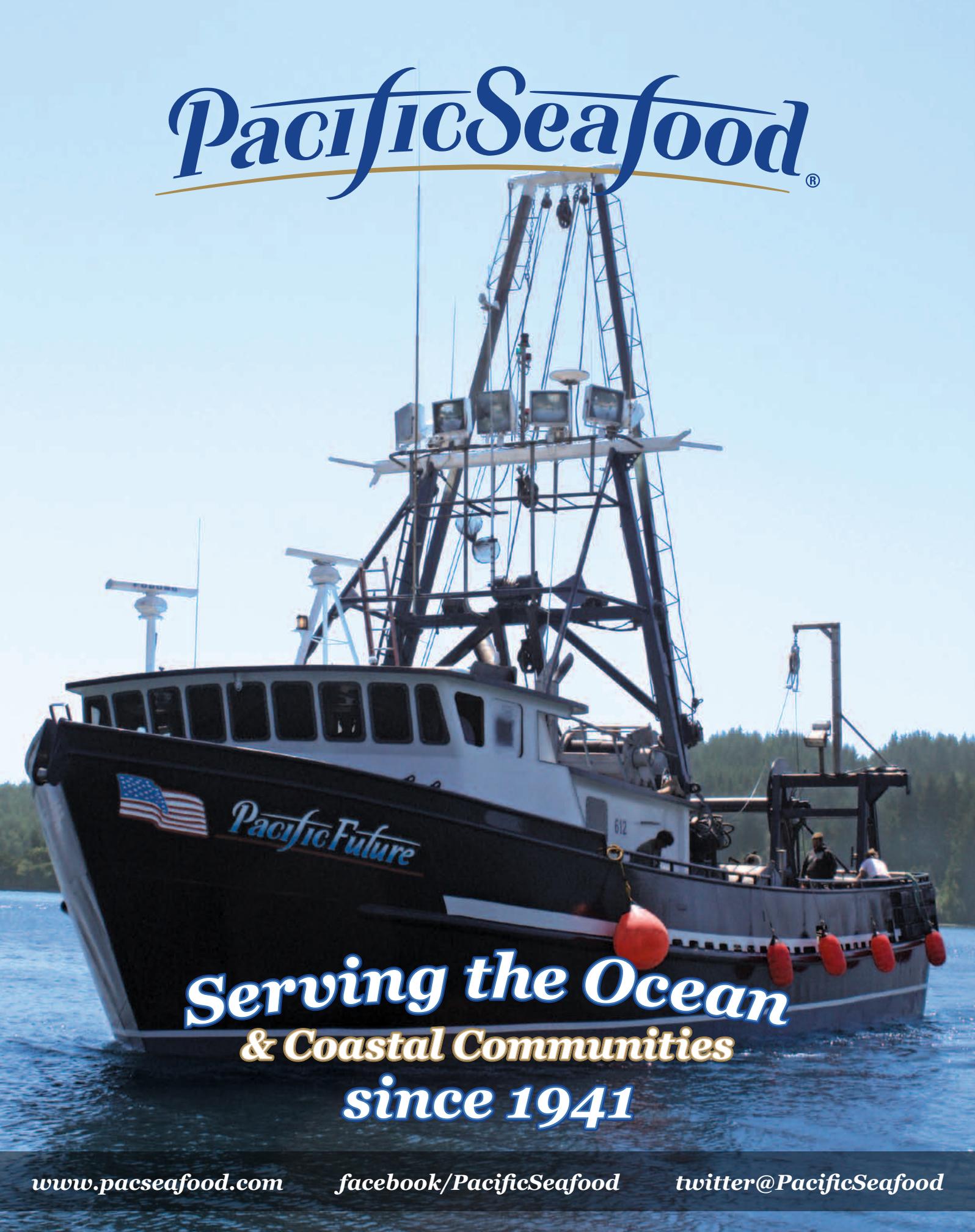
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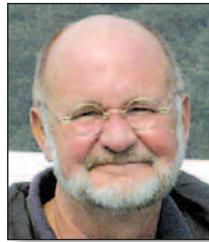


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**UNFAOCCRF
& FAOGEFFPMCF**

INSIDE:



Living Bristol Bay : Page 6



Surviving a killer : Page 10



Helping at home : Page 22



Yukon dipnets : Page 24

On the Cover: The seiner Kelly Anne was running in Southeast when a crewman fell asleep. The boat hit hard aground during a falling tide just north of Ketchikan. The skipper – Bret Ames – waited for the flood tide to refloat the vessel and, with another vessel standing by, made it to Ketchikan for repairs. Carl Thompson photo

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Never believe your own PR.

I should know. I was once in the PR biz. Actually, I was running an employee newsletter, but more than once I got involved in making the big guy in the corner office look very, very good – all on the shaky foundation of press releases.

This happened at a nuclear power plant. Managers there wanted the trades to do a good job. I wanted the trades to do a good job. You would too if you lived only 15 miles away from the cooling towers. Consequences of bad work at a nuke plant go way beyond a letter of admonition in your personnel file.

So, whenever an employee did good, we praised him or her in the newsletter. And when that employee happened to be the CEO, we praised him in the real press, not just our little newsletter. It wasn't only me. Several sets of writers toiled on his behalf over the years.

Doubts became certainties. Modesty became assurance. Doubts evaporated like water in a cooling tower. The boss believed that his reality was shared by all of humanity.

Kind of like that warm feeling you get when you're doing right – and you know that everyone else knows it too.

Except, they don't always.

Take the matter of soulless Wal-Mart and the Marine Stewardship Council. Wal-Mart has decided that it will sell only sustainable fish, and the proof of sustainability would be MSC certification.

Alaska salmon was certified by MSC until this year. In fact, it probably was the first fishery of substance to begin working with the then-unknown MSC. Last year, Alaska salmon packers decided the costs of certification were too high and withdrew. Southeast seiners have stepped forward as a sponsor of Alaska salmon, but their MSC certification isn't effective for 2013.

Instead, the big Alaskan packers subscribe to the "United Nations Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries (Code) and the FAO Guidelines for the Ecolabelling of Fish and Fishery Products from Marine Capture Fisheries (Guidelines)*" – marketing terms that don't roll off the tongue.

Still, it's not MSC, and Wal-Mart says it only buys MSC-certified seafood. Nothing new here. Salmon packers understood the consequences of taking a hike.

But politicians discovered the issue just this summer. Sen. Lisa Murkowski grabbed hold of a side issue: the Forest Service prefers MSC tags on seafood sold in national parks. After Murkowski chewed on him for a while, the parks chief figured out a way to let Alaska salmon in.

Wal-Mart was left to Sen. Mark Begich, who mailed a letter, asking that Wal-Mart "reconsider your proposed decision to defer to MSC as the sole arbiter of which fish you sell. I submit that Alaska's history of sustainable management is not just equivalent, but is the standard that first made MSC."

This did not rattle Wal-Mart. Here's why: Alaska has 731,449 residents. Wal-Mart has 2.1 million employees.

Few consumers know or care about the Alaska Constitution – and sacrifices made by fishermen to ensure there will be fish for their grandkids to catch. Chances are consumers in Brussels or Bentonville, Ark., know MSC far better than Article 8, Section 4 of the Alaska Constitution.

My boss at the nuclear power plant was talented and very good at what he did. But he started to believe that everyone else knew of his perfection. They didn't.

Whether you're in nuclear power or industrial fishing, you need an independent third party to certify you're telling the truth.

Wal-Mart demands MSC. We're saying our hearts are pure, and that should be good enough. It's not.

We're left with UNFAOCCRF&FAOGEFFPMCF.* But could we make it snappier?

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Fish Wrap

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

Heat killing Alaska salmon: Unusually hot, dry weather in Alaska was wreaking havoc on fisheries, as thousands of fish perish in overheated waters. — *Climate Progress*

B.C. sockeye worst: The average gillnetter fishing the North Coast has caught approximately 500 fish. Just 500. — *Northern View, Prince Rupert*

CDQ pays out: "We had a monster weekend with commercial fishermen delivering more than 250,000 pounds of salmon up and down the CVRF region," said Morgen Crow, CVRF Executive Director. "The real people are receiving real dollars from our commercial operations that are paid for by the Bering Sea." — *Coastal Villages*

Petersburg demolishes marina: Petersburg's oldest harbor is empty and a contracting company started pulling pilings and removing the aging floats. — *KFSK, Petersburg*

Lobster cannibalism: For marine biologists in the United States, an unusual combination of climate change and overfishing caused them to bear witness to the transformation of lobsters into cannibals. — *Science Recorder*

King crab cannibalism: Researchers at the NOAA Alaska Fisheries Science Center in Kodiak are exploring predation between red and blue king crab as a possible mechanism for limiting the recovery of blue king crab populations around the Pribilof Islands. — *Cordova Times*

Halibut cannibalism? The problem isn't that the total amount of halibut in the water is declining. The problem is that the halibut aren't reaching the same size at age they were two decades ago. — *Alaska Journal of Commerce*

Cook Inlet salmon are shrinking: Are the king salmon smaller? Yes, but for a variety of reasons including an over-capitalized, in-river, guided, professional sport fish industry that has systematically targeted large king salmon. — *Juneau Empire*

Sea lice plague: (Dr. Mark Costello) felt conscious-bound to make it clear that sea lice are linked to mass fatal parasite infestations on wild salmon and trout in Ireland, Scotland, Norway, and Canada. — *FishNewsEU*

Coho on Bristol Bay: Several drift and setnet fishermen in the Nushagak District delivered coho through the weekend, thanks to a late-season market with Togiak Seafoods. — *KDLG, Dillingham*

Pipeline erases Skeena: Pacific NorthWest LNG is taking steps to correct a map in its project description that completely eliminates the Skeena River. — *Northern View, Prince Rupert*

Otter-free zone: A suit filed on behalf of harvesters of sea urchin, abalone, and lobster accuses federal agency of illegally terminating program designed to protect fisheries. — *Los Angeles Times*

Judge rejects setnetters: Demands for more salmon in the setnets of commercial fishermen working the east side of Cook

Inlet have been thrown back into the shark tank of Alaska fisheries politics by an Anchorage Superior Court judge. — *Alaska Dispatch*

Chuitna mine halt denied: A recent petition to make lands in the Chuitna watershed a mine-free zone was rejected by the Department of Natural Resources, with the state agency citing a lack of evidence supporting the claim that reclamation of salmon streams is impossible. — *Homer Tribune*

New on fish board: Commercial driftnet fisherman Fritz Johnson from Dillingham has been selected by Alaska Gov. Sean Parnell to fill a vacancy on the Alaska Board of Fisheries. — *KDLG, Dillingham*

B.C. fishermen end strike: Salmon fishermen have untied their boats and returned to their fishing grounds after accepting Canfisco's offer for (US\$.27) cents per pound of pink salmon. — *Northern View, Prince Rupert*

Hake for MSC recertification: The Pacific hake offshore fishery, which operates off the west coast of the United States and Canada, has entered assessment for re-certification. — *MSC*

Alaskans not walking the talk: There is a lot of chatter about how "well-managed" these Alaskan fisheries are, but when it comes to B.C. salmon swimming through their waters, the Alaskans are not walking their talk. — *The Province, Vancouver, B.C.*

B.C. oil coast: A little-noticed federal ocean monitoring program around Kitimat is the clearest signal yet that the federal government is preparing the region for crude oil tanker traffic. — *Northern View, Prince Rupert*

Niners OK sea lion protection: A federal agency was correct when it restricted fishing in the Aleutian Islands to protect endangered Steller sea lions, which are nutritionally stressed because of a lack of food, the 9th U.S. Circuit Court of Appeals ruled. — *Fairbanks News Miner*

Salmon farm critic fined: An outspoken critic of B.C.'s salmon farming industry has been ordered to pay a major industry player \$75,000 for claims he made online about the safety of farmed salmon. — *CBC*

Octopus fishery eyed: Hunting giant Pacific octopuses in Puget Sound could be banned or restricted under regulations being considered by a state panel. — *Anchorage Daily News*

Pot farms hurt fish: With parts of Northern California's scenic hillsides illegally gouged by bulldozers for marijuana grows, frustrated local officials asked the state for help to protect streams and rivers from harmful sediment and the chemicals used on the pot plants. — *Anchorage Daily News*

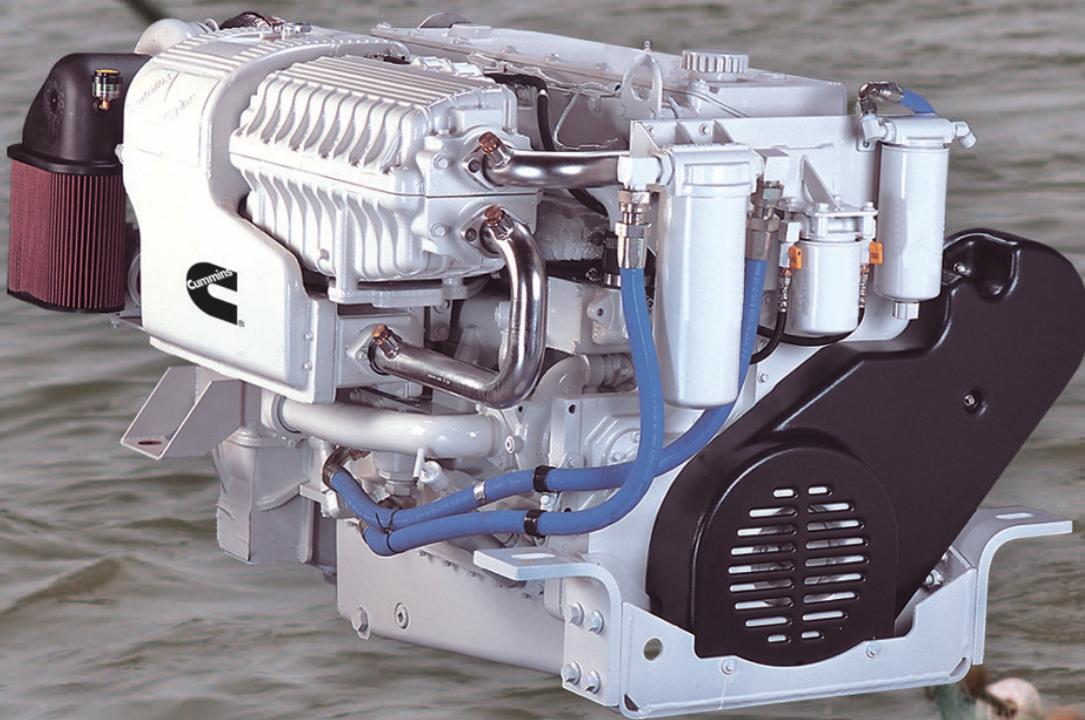
Lab's conclusion questionable: A lab that said it detected a deadly fish virus in B.C. salmon lacked proper quality standards and didn't thoroughly investigate conflicting test results, a review has found. — *CBC*

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Boom to Bust



A spectacular sunset on Bristol Bay.

Just when you think you've got it all figured out ...

Douglas Herman offered this piece as a Pacific Fishing editorial. Too good for that.

They say a life unexamined is not worth living.

If so, Bristol Bay 2013 offered plenty of worth. But there wasn't much wealth. Frantic at first, followed by days of doing nothing at the so-called "peak" but sitting on the pick or rafting up.

By July 1, our skipper — K.J. of the F/V *Windward* — assured us of the best early season catch he had ever had. But then the radio droned with bad news.

The Ugashik District driftnet fleet would stand down.

I asked veteran skipper Emil of the *Miss Adrienne* how long he thought we would be idle. Seven days, he replied. A week later, Emil proved to be prophetic.

"Standing down," Alaska Department of Fish & Game called it. Day after day, local boats rafted up at the Johnny Cash memorial jetty. Years ago, Johnny Cash allegedly came down to the remote site during a weekend of sports fishing at an upriver resort and mingled with the fishermen.

This year, while hitchhiking to the nearby village of Pilot Point, I saw a bumper sticker that read: *Johnny Cash Is My Friend*.

Ten or 20 boats sometimes rafted at the jetty. *Shoonkie, Eagle, White Eagle, Aleut Princess, Kirsten Marie* and *Fiasco*. Day after day I stared at their fiberglass sterns as the season slipped away and became a fiasco. Together with my fellow crewman Tyler Brooks, 22, we had picked more





Some seeking sockeye on Bristol Bay did it the old way.



Slam Dunk crew – China and Josh – keep the faith until a disquieting certainty crept through the fleet:
The fish had passed.

than 1,000 pounds of sockeye salmon in an hour.

Later, we would be lucky to harvest 1,000 pounds after a full day of fishing.

The season had not gone without a daily dose of fire drills, real and imagined. A week earlier, we had caught the anchor line of the *My Fox* in the narrow and congested anchorage of Dago Creek. A cute little blonde crew girl leapt aboard our boat to help direct operations. She glanced at Tyler and asked, "What are you doing working on this deathtrap?" Later we agreed that Deathtrap would make a great name for a mixed drink.

Our radio group included a boat named the *Maimed*, and we befriended Shani Little

(or she befriended us). Shani helped keep everyone sane by baking cakes for boat crews. Bored crews would either drink, smoke, or hike to a village that lacked a store but possessed an amazing abandoned cannery. Nets were exchanged at the idle tenders, among them *Time Bandit*, *Maverick*, and *Rambling Rose*.

It was sunny on the 4th of July, and Scooter and Eddie of the *Silver Kris* were panning for gold from the black sand on the beach. If beach gold was found in Nome, why not here, right?

Sultry China on the *Slam Dunk* diverted every young crewman with her smile.

continued on page 8

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Amber from the *Kindred Spirit* practiced martial arts ashore, and skippers disappeared for long walks on the tundra. Crewmen wandered from boat to boat. Pam from the *Kirsten Marie* joked that I was Owen Wilson undercover. Jack from the *Josey Wales* and *Unforgiven* suggested we needed a boat called *Fistful of Dollars* or *A Few Dollars More*. But ADF&G dashed our hopes day after day for a fistful of dollars more.

Boom to bust: Nine days later, Fish & Game announced an opener, but catch dropped dramatically. Before the closure,



At times, the weather was strikingly calm. Here's a tender and tendee off Clark's Point. Jack Molan photo



Pilot Point setnetters pause to enjoy a beautiful Alaskan summer evening when the weather turned unusually warm. Douglas Herman photo

boats delivered 5,000 or 10,000 pounds or more each day. Now, a couple of thousand pounds signaled a decent day.

Tail end of the run, said Peter Balch of the *Rainbow Chaser*. Warm wind drifted from shore. Dillingham endured record high temperatures and Fairbanks sweltered.

Maybe global warming was to blame. But climate, like teenagers, always changes

ADF&G took a lot of heat too. Rumors spread quickly that Fish & Game had been slow to count escapement early in the season, and thus their Ugashik count was way too low. By July 18, the total catch and escapement stood around 23 million fish in all areas, down from a prediction of 26 million-plus, and certainly way down from the boom years of 40 million fish.

Ten days of fishing aboard the *Windward* had netted 45,000 before the closure. Now we scarcely added 10,000 more after the closure. Like running in quicksand.

K.J. had hired a peak guy, and now David "Bird" Shoup had little to do. Bird mounted a patented salmon slide created by fisherman Dave Hanson of the *Eskimo Viking*, but alas we never saw many salmon slide down into our hold.

In last minute desperation, boats crowd the northern boundary line of Ugashik. Alaska state troopers – "fish cops" – race along the GPS line in their powerful and fast patrol boat.

The crew wonders whether 10 fish is worth risking a \$5,000 fine. Skippers play the competitive line game in every Bristol Bay district. Some roll the dice and lose. Helicopters sometimes swoop over the hill just as boats bend the line. The fish cops allow little argument for accident or error.

Over the line? Here's your fine.

But luckily we escape with a wrist slap this time.

The season creeps to an end. Boats drift away, leaving plenty of time for self-examination and a boatload of what-might-have-beens. ↓

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The crippled boat foundered on one of the world's cruelest oceans.

'Are we going to die today?'

An excerpt from *After the Galaxy: The Legacy Lives On* by former *Pacific Fishing* Editor John Sabella

The four men huddled on the bow of the burning, 190-foot fishing vessel *Galaxy* as the crippled boat foundered on one of the world's cruelest oceans, the Bering Sea. One man, Capt. Dave Shoemaker, was seriously hurt with internal injuries and severe burns.

After the backdraft explosion that had precipitated the crisis, Shoemaker made three desperate attempts to enter the smoke-filled wheelhouse, find a radio, and issue a mayday call. Each

foray left him puking and gasping, smoke searing his lungs and contact with the steel bulkheads charring his flesh and igniting his clothing. After each attempt, he climbed through an escape hatch onto the roof of the wheelhouse, gulping fresh air. When he regained the ability to speak, he exhorted the 18 crew members gathered there in a desperate effort to quell their rising panic.

Seventeen men and one woman had fled the inferno in the

house and mustered atop the wheelhouse at the stern. Clad in T-shirts and sweat pants or pajama bottoms, many in stocking feet, they clustered helplessly in the sub-Arctic wind and watched the advancing flames. Protected by only a railing with three horizontal steel bars, they would have been 34 feet above the water normally. But as the vessel surged over the crest of a 20-foot wave, they soared as high as the roof of a five-story building. Those at the stern weren't seamen. Most were processing hands who worked in the fish factory. Trapped between a wall of fire and a relentless ocean, they were terrified.

There were four more men on the

foredeck, isolated from the others by the conflagration consuming the house, and three men in the water.

Mayday

Shoemaker knew that finding a radio and calling for help was their only hope. On his initial foray into the wheelhouse, he fumbled in the inky blackness before finding one of the numerous radio units mounted on the navigation bridge. He keyed the microphone frantically. It was dead. Looking down, he saw the dangling cord that had melted off the receiver. Later, he made two more fruitless attempts to descend through the escape hatch,

enduring the heat and suffocating fumes trying to find a radio that worked. The efforts only aggravated his injuries.

Each time he scrambled back up the escape ladder and emerged from the thick plume of smoke pouring out of the hatch, Shoemaker confronted 18 pairs of eyes at the stern beseeching him for a miracle that would save their lives. He implored them to focus their minds and their remaining strength on survival, even as the scene around him shattered his once supreme confidence in his abilities as a sea captain.

Shoemaker's belief system had been forged in combat during the Vietnam

continued on page 12



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The Galaxy photographed from the Blackhawk helicopter.

War, buttressed by his Christian faith, and fortified by 23 years at the helm of Alaska fishing vessels. It took roughly four minutes — from the discovery of smoke to the backdraft explosion that blew three members of the starboard fire team into the frigid water — to undermine it all. The captain fought to sustain the morale of the others, even though he knew in his own heart their struggle was hopeless.

Frying bacon

Only processor Matt Taylor witnessed Shoemaker's fall when it came. The captain was leaning through the safety railing on the forward edge of the housetop, battling clouds of smoke and intense heat as he struggled to lift a heavy bundle of survival suits.

Shoemaker was desperate to gather as many of the survival garments as possible to distribute among the defenseless crew members on top of the house. As the melting polypropylene line blistered his hands, another explosion rocked the boat and sent him tumbling over the edge. Bouncing off a catwalk before falling the full 20 feet to the weather deck, he screamed as a four-inch diameter pipe broke his plunge. The impact shattered three ribs, knocked his shoes off, and left him lying on blistering hot steel. Where his bare skin touched the metal, it made the sound of frying bacon.

He struggled to his feet and turned toward the house, looking for a way back to the top deck where he could issue the abandon ship order that was now inevitable. Quickly the other crew members on the bow — Taylor, assistant engineer Mirek Slawinski, and deckhand Steve Rau — turned him away from the blazing superstructure. Supporting the captain as he struggled to walk, they guided him toward the meager shelter of the bow, where they could escape the flames, billowing smoke, relentless wind, and freezing spray that lashed the foredeck.

Survival suits

Shoemaker remembers:

We're going forward and my socks were burning. They were smoldering because the deck was so hot.

The other three men on the foredeck wore orange neoprene survival suits that supplied critical warmth. Shoemaker was freezing. He needed a suit as well, but the only one that hadn't been consumed by the fire was a small size, intended for a child or a petite female. His three crewmates stuffed the captain's feet into the legs of the

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A view of the Galaxy in Alaska.

one-piece garment and strained to pull the top over his shoulders.

Shoemaker screamed in pain as they shoved his arms into the arms of the undersized Gumby suit. Now his upper body was encased in rubber, but the fabric was stretched taut. They couldn't pull the zipper from his waist to his chin to seal the suit so it would shield his body from the sea. When they yanked too hard, the zipper broke.

They got me into this thing, and that's when I realized my ribs were broken, my arms were blistered very badly, my stomach and my legs were blistered real bad. They stuffed me down in this thing. I couldn't get it zipped. At this point it didn't matter.

The captain caught sight of the Galaxy's 18-foot rigid inflatable

continued on page 14

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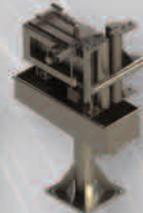
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Mustad
- A better way to fish



Captain Dave Shoemaker and two crewmates await rescue on the bow of the fishing vessel *Galaxy*.

work skiff stowed on the foredeck. If they could launch it, it would serve as a survival craft. But the skiff was engulfed in smoke; the crew couldn't approach it.

"Let's use the crane," Shoemaker shouted.

One of the others shouted back, "Dave, we ain't got no power!"

Chagrined, the captain turned his back to the gale. As he surveyed his ruined vessel, his gaze came to rest on the 55-gallon drum of gasoline used to fuel the skiff. Stowed along the port railing, it sat like a bomb in the path of the fire.

We've got to get that overboard. I won't be much help.

Shreds of dead skin

He showed the others his blistered hands. Shreds of dead skin clung to the exposed meat of his palms. The other three strained to lift the drum. It was too heavy.

A freezer longliner targeting Pacific cod, the *Galaxy* utilized round, two-foot-diameter Polyform A4 buoys as markers on the ends of its strings of fishing gear. There were bunches of A4s lashed to the foredeck railing like oversized, brightly colored basketballs.

"Use a buoy!" Shoemaker shouted.

The three crew members squeezed an A4 between the drum and the railing. Beam to the seas, the crippled vessel rolled heavily from side to side. When it went rail down to port, the weight of the barrel compressed the buoy. Then, as the vessel rocked back, the buoy acted like a trampoline. It rebounded and gave the men the edge to boost the gasoline drum over the side.

Now they crouched in the shelter of the raised bulwarks and watched the flames advancing toward them from the engine room amidships, where the fire had started. Shoemaker knew it was

Where his bare skin touched the metal, it made the sound of frying bacon.

only a matter of time before they would be forced to abandon the *Galaxy*.

He also knew that lashing themselves together before they entered the water was the textbook procedure for a situation like this. Huddling together would give them tiny boosts in morale and body heat. More importantly, it would make them a bigger

search-and-rescue target. Even though he knew it was hopeless, Shoemaker was determined to go all out to save his crew.

I remember it was quiet. It just seemed quiet. The wind was blowing and I told the guys, "Get those A4s. Get the big ones. Let's tie some lines. Let's put some loops in the lines, because when we go off the boat, we need to put these loops over our arms. We need to hold on. We need to raft up because bigger and brighter is better, right? Now I'm thinking about some aircraft maybe spotting us. Hopefully something's going to happen."

The air temperature was 35 degrees Fahrenheit and the water temperature was 43 degrees. Having been exposed to wind and spray for more than two hours, all four men were suffering from hypothermia. Shoemaker was most at risk. His survival suit gaped open; it would fill with water the instant he plunged into the frigid ocean.

Too far

Earlier — on his fourth attempt — Shoemaker had finally found a working radio and issued a distress call.

Mayday! Mayday! Mayday!

He screamed into the microphone,

continued on page 16

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*Illuminate Market Research & Planning 2011 survey of upper income grocery shoppers.

You can buy the *After the Galaxy: The Legacy Lives* eBook for \$6.99 at <http://tinyurl.com/nxzm3nf>. You can buy the eBook and DVD for \$24.95. Also, check Amazon, iTunes, and Barnes & Noble.

it." *It's just a matter of sitting here and waiting, and we're going to go down with the ship.*

Prayer

It was getting dark, and I just basically said to myself, "It's time to be praying." I got on my knees, and I remember exactly what I said when I prayed. I believe in God and I believe in Jesus Christ, and I basically said, "Lord, I'm a sinner. I've disappointed you most of my life but I only ask, Father, that you open your arms and you receive all of us, each and every one of us this day. Amen."

Shoemaker stood up and turned around. Taylor was staring at him.

"You think that's going to help, Skip?"

"I don't know, Matt."

There was a pause as Shoemaker, the ex-Marine, church deacon, and Harley motorcycle buff, stared at the younger man in dreadlocks.

"I don't know, Matt, but it sure can't hurt."

Slawinski, he looked at me. He'd fished

Captain Dave Shoemaker leading a drill aboard the F/V Siberian Sea in 2009.

in Poland for 20 years before he came to America, and I gave him his first job on the *Galaxy* when he first came from Poland, and he was studying me. He was looking me right square in the eyes, and this is a professional seaman who's been fishing all of his life, and he said,

"Captain."

"What, Mirek, what?"

"Are we going to die today?"

"Yes, Mirek, we're going to die today." ↴



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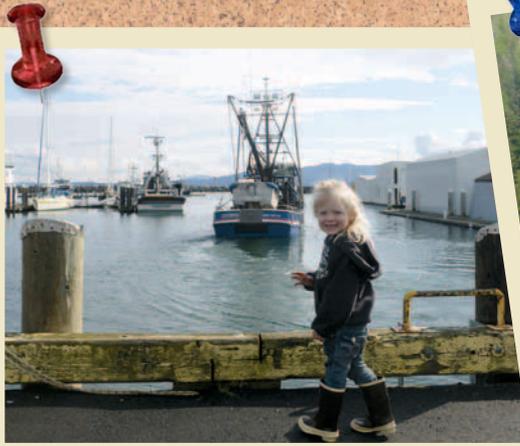
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John Sabella served as the original editor of *Pacific Fishing* magazine from 1979 to 1982. His involvement with marine safety education began when he developed the national prototype Fishing Vessel Safety Program on behalf of the North Pacific Fishing Vessel Owner's Association in the early 1980s. Since then, his firm has produced dozens of marine safety videos and books. He has written extensively about commercial fishing and is the producer of an extensive list of marine related documentaries.

Fishing the summer away...



Annika Hastings sees off her daddy, Kurt Hastings, skipper on the F/V *Cape Cheerful*, as he departs Bellingham for the False Pass salmon season. Photo taken by Cheryl Hastings and submitted by Grandma Lori



F/V *Progressor* makes a set on pink salmon in Northern B.C. Michel Drouin took the photo. For those who miss his monthly column, Michel is working this summer on a research vessel in Northern B.C. waters.



Welcome to the glamorous and lucrative business of commercial fishing. Here, Shaunna Atkinson of Metlakatla glumly shows one aspect of sac roe herring fishery. She did earn enough money to buy her own herring skiff for next year.

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Activist group calls for moratorium on all salmon hatcheries

No new salmon hatcheries should be built in the North Pacific until their impact on wild stocks are better known and managed, said the Sustainable Fisheries Partnership.

The nonprofit organization issued its call as part of its first sustainability report on wild salmon fisheries.

The review found that while half (51 percent) of the global supply of wild Pacific salmon comes from fisheries "in good shape," the remaining 49 percent comes from fisheries "in need of significant improvements."

The report reviewed commercial Pacific fisheries for Chinook, chum, coho, pink, and sockeye salmon in Alaska, British Columbia, Russia, Japan, and the U.S. Pacific Northwest.

While Alaska is home to the "large majority" of salmon fisheries in good shape, it said, each of these regions are home to good, medium, and poor salmon fisheries.

"Therefore, to understand and assess salmon sustainability, buyers and consumers need to know which fishery, not just which region, their fish are coming from," said the partnership.

The non-governmental organization highlighted the rise of salmon hatcheries, illegal fishing in Russia, and management of mixed-stock fisheries as major concerns.

"Salmon hatcheries remain a leading sustainability concern across all salmon-producing regions," it said. "While research and monitoring for hatchery impacts to wild salmon remain largely inadequate in most areas, global production of hatchery fish has increased over the past 15 years, and discussions are underway in all salmon-producing regions around further increases in hatchery production."

As a result, the report calls for a "North Pacific-wide moratorium on hatchery expansion until such time as risks to wild populations from hatchery impacts are, at the highest level, ascertained and integrated into a precautionary management strategy."

Commenting on illegal fishing, it said "urgently needed measures" must be implemented to curb illegal fishing and trade in illegal fish in and from Russia. "This includes observer programs, on-site inspection of fishing areas, catch verification, traceability measures, and intergovernmental agreements on IUU fishing."

Only 7 percent of wild salmon fisheries are certified by the Marine Stewardship Council for the 2013 season, it said, while another 39 percent of the global supply is in full assessment.

"Wild salmon sustainability has been a huge topic of concern for the seafood industry over the last year," said the partnership's CEO, Jim Cannon.

"The variation among salmon fisheries highlights the need to have detailed sourcing information and emphasizes the role robust certification schemes can play in the market. Industry should encourage the development of improvement projects in all salmon fisheries with sustainability concerns."

More generally, the partnership also called for better data transparency in all producing

regions, it said.

"Salmon management data important for the assessment of fishery sustainability should be made publicly available, including annual escapement data, escapement goals and the models upon which they were developed, proceedings involved in the determination of catch limits, annual reporting of in-season management decision-making, and hatchery evaluations." ↓

- Courtesy of Undercurrent News. Next month: A voice from Alaska's hatcheries.

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Who are those people working long hours on the slime line?

Seafood is one of Alaska's most lucrative natural resources — and with Alaska fishermen bringing in more than half of the country's poundage, it takes an enormous workforce to bring the product to market.

Seafood processors have the largest share of workers in the fishing industry and also the largest group of seasonal workers in the state.

Processors must be physically fit and able to work long and repetitive hours in wet and slippery conditions. Their duties — which require rain gear, gloves, and boots — can include sorting, grading, washing, cutting, or trimming seafood. The work is sometimes by machine, but often by hand.

This job may not be glamorous — it's often called the "slime line" — but it's a critical step in a major supply chain.

A large, mobile workforce

The seafood-processing industry provides mostly seasonal jobs wherever there is commercial fishing. The various fisheries span the calendar, and facilities are spread across the state.

Though most salmon species are harvested during the summer only, various shellfish, cod, and bottom fish are harvested throughout the year. The processing industry as a whole employed 25,112 workers statewide in 2011, the last year with complete records. Of those workers, 19,740 were seafood processors.

The areas with the biggest catches also have the highest employment. The Aleutians East and Aleutians West census areas and Bristol Bay and Kodiak boroughs each had more than 2,600 processors in 2011. Together, those areas employed 51 percent of the industry's workers.

The industry relies on widespread recruiting to ensure that they will have an adequate number of workers when it's time to process the fish, and they hire thousands for short periods of time. To meet the annual need, the largest employers host hiring events across the United States, which results in a large pool of new workers each year.

During 2011, more than 10,000 seafood processors were new hires, defined as those who hadn't worked for their current employer in any of the previous four quarters.

In 2011, some 76.4 percent of seafood processors were nonresidents — much higher than any other occupation. In the fishing industry as a whole, 72.8 percent of workers were not Alaska residents.

The rate of non-resident hires varies widely by area. In Kodiak Island Borough, 49.3 percent of its 2,822 processors were nonresidents in 2011 — a sharp contrast to 91.6 percent in Aleutians East. Remote facilities such as those in Aleutians East have a greater need for nonresident workers because there isn't a large enough pool of locals to fill the jobs. Among workers on large offshore vessels, 98.1 percent of the 1,599 workers were nonresidents.

Onshore and offshore work sites

Alaska has more miles of coastline than the rest of the U.S. combined, and workers process seafood in a variety of land-based facilities, ships, and barges close to the resource.

Shore-based facilities are of two types: canneries and those producing seafood to be frozen or refrigerated. Statewide, there are 28 canneries and 173 facilities that do not can. A small number of the latter are local butcher shops that also handle fish, but the majority deal exclusively with seafood.

There are also 105 licensed processor vessels in Alaska waters, including floating processors and factory trawlers. Processor vessels receive and process deliveries of salmon and herring. They range in length from just over 100 feet to more than 300 feet, and the largest have crews of several hundred. Many of these vessels are owned by large companies with multiple vessels and shore-based facilities.

The other type, a factory trawler, catches and processes its own fish, targeting just a few species. For example, trawlers are used extensively for pollock, Alaska's largest catch. Alaska harvested about 2.8 billion pounds of pollock in 2011 — more than a quarter of all U.S. landings and more than any other species.

Ships shorter than 65 feet that process their own catch are called direct marketing processors, and they blur the lines between fishermen and processors. The business model behind this emerging trend is to bypass the middle man and sell directly to the market.

These vessels, which are often owned by small businesses or independent operators, are typically not captured in the standard economic data because their owners are self-employed. In 2012, some 135 direct marketing ships were licensed to process their own catch.

Pay and benefits vary

Pay varies by year and location, but many new employees make the minimum hourly wage of \$7.75, sometimes with a monetary bonus for completing the season. Processors are expected to work overtime, sometimes logging 12 to 18 hours per day.

It's common for employers to provide room and board — some charge a daily rate, and some must provide food and a bunk because of remote locations and on floating processors.

The median hourly wage for seafood processors was \$9.03 per hour in 2011, but those working in Southeast made a higher median wage by nearly \$3 per hour.

Most processors are men

Age and gender are only available for the 23.6 percent of processors who are Alaska residents. Their average age was 40.7, and 68.1 percent were male. Most of their processing jobs were short-lived, with 22.7 percent having worked in the occupation for more than five years. Just 48.9 percent worked for a processor the previous year. ↴

Erik Stimpfle is a Department of Labor research analyst in Juneau. Economist Josh Warren, Department of Labor economist in Juneau, contributed to this article.

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A bunch of Bristol Bay kids thank the Alaskan Leader Fisheries Foundation for its help in creating the Dillingham Imagination Library. Organizers found a national grant but received a local contribution from the Leader foundation. Because of the project, the library can provide picture books for free to kids up to 5 years old. Photo by Robin Chaney

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Giving a helping hand to folks in Kodiak and Bristol Bay

Nearly 15 years ago, a group of Kodiak fishermen created a foundation to help local nonprofit groups.

The six fishing families who formed the freezer-longline fishing company, Alaskan Leader Fisheries, made a commitment to reach out to local groups each year and be an additional resource for their organizations.

“When we first came up with the idea for the Alaskan Leader Fisheries Foundation, we never dreamed that we’d be able to give back over a half million dollars to benefit nonprofit groups,” said Rob Wurm, company partner and chairman of the foundation’s board. “It’s been a privilege to have the ability to help out in this way.”

The Bristol Bay Economic Development Corp., a CDQ organization, joined the Alaskan Leader Fisheries group in 2007 by becoming an owner in the company, and

the Bristol Bay region was added to the foundation's grant program.

"When we bought into the fishing company, we were very pleased that a foundation had been formed to help fund nonprofits in Kodiak, and we immediately included the Bristol Bay communities," said Robin Samuelsen, chairman of the board for Alaskan Leader Fisheries and a foundation board member. "It's really helped many of the local organizations."

A goal of the foundation's board is to fund specific needs, rather than administrative costs. Over the years, the foundation has been able to help fund projects for many organizations, such as libraries, recycling facilities, schools, sports programs, shelters, museums, summer youth programs, and village councils.

This year, grants were provided to 37 organizations totaling more than \$80,000. Projects included providing funds toward the purchase of a fire truck for a Bristol Bay village and supporting cultural and educational projects, as well as helping with a summer youth program in Old Harbor.

The foundation also partnered with Ivar's Seafood to support the Kodiak Maritime Museum's fundraising efforts at the Kodiak Crab Festival by providing cod and clam chowder.

Bristol Bay: When Bristol Bay Economic Development Corp. became a part of the foundation, it added many local villages to the grant program, and the needs quickly outpaced the company's ability to give. Grant applications exceeded \$450,000 annually, and the foundation board knew it would be necessary to expand and provide a way for others to help meet the needs of the nonprofit organizations of Kodiak and Bristol Bay.

Nick Delaney, a company partner and manager, developed the idea of creating the Foundation Partnership Program, which was formed five years ago. This provides other fishing companies, processors, and the support industries an opportunity to be a part of the giving program. With a one-time or annual financial contribution, the partners help fund general or specific nonprofit projects.

Current partners of the foundation include Ocean Beauty Seafoods, Highland Refrigeration, North Star Insurance, and RCW Group Inc., as well as numerous individuals.

The Foundation Partnership Program will continue to expand so that more

Kodiak and Bristol Bay nonprofit organizations will receive special project funding for their communities. Fishermen, processors, and support companies are encouraged to sign up.

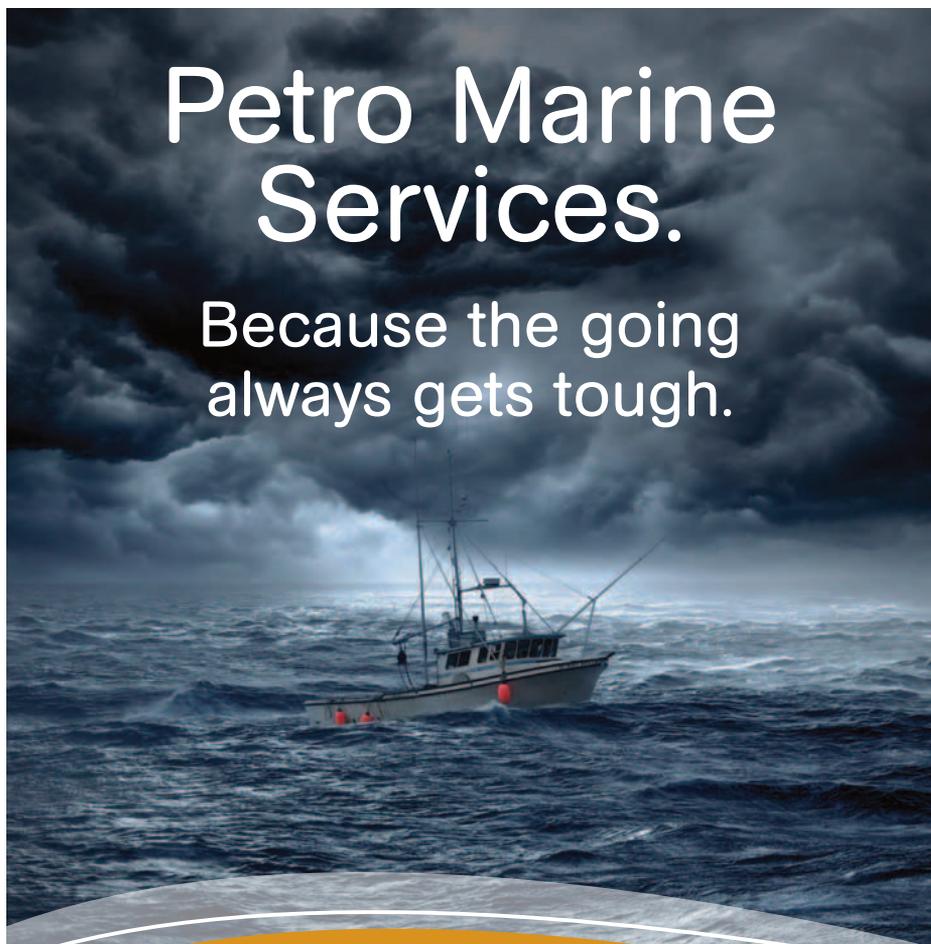
The foundation is a nonprofit, and all donations are tax-deductible.

If you would like to become part of the Foundation Partnership Program and help make a difference for the nonprofit organizations in Kodiak and Bristol Bay, you can get more information by contacting Nick Delaney at (206) 660-5279. ↴

If you know of philanthropic organizations supported by commercial fishermen, we'd be glad to feature them. Send contact information to editor@pacificfishing.com.

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Improve chum harvest while protecting kings? *Easy!*

Fishermen on the lower Yukon turned to a green fishery this year to harvest chum while kings were running.

The king run returning to the Yukon was very poor this year, resulting in ADF&G asking subsistence fishermen to take only a quarter of their normal subsistence harvest.

Conversely, the summer chum salmon run was expected to top 3 million fish, with more than two-thirds of the run available for commercial harvest.

The conundrum: How to harvest the abundant summer chum salmon without causing harm to the king salmon population?

The Alaska Board of Fisheries passed new regulations this past winter that allowed for new gear types to be used to harvest chum salmon commercially in times of king conservation.

The summer chum and king salmon runs peaked at about the same time on the lower Yukon this year, complicating the bycatch problem.

So, fishermen, using Kenai-style dipnets, harvested more than 1.1 million pounds of summer chum salmon from the Yukon without killing a single king salmon in Districts 1 and 2.

Quick release: Although more than 900 king salmon were caught in dipnets, all were easily and quickly released back to the river, alive to continue their migration upriver.

Additionally, most fishermen had fun and some even took their family out to participate in the dipnet fishery.

This fishery was a laid-back affair, with openings of 12 hours each day. Fishermen could take a break or fish for a limited amount of time and still put some money in their pockets without having to participate in the fast-paced fishery that comes with the more traditional gillnet fishery, which is open only for a few hours.

More industrious fishermen fished longer with little decrease in catch rates.

An additional benefit to the dipnet fishery was the condition of the harvested chum salmon. The salmon had no bruising or gillnet marks. Few scales were lost. Chum were handled gently, bled, and put on ice in the fisher's boat.

Such catching and handling resulted in a premium product.

The use of dipnets has been so successful that some fishermen are requesting that the restriction to use this gear only in times of king conservation be lifted so that they can use this gear in the fall chum salmon fishery.

In addition to the introduction of dipnets as new commercial fishing gear, gillnets of smaller mesh size and shallower depth also were used with great success at



Brandon Afcan of Alakanuk holds a hoop-netted chum.

harvesting chum salmon while substantially reducing the catch of king over previous years.

After the bulk of the kings migrate out of the lower reaches of the Yukon River, ADF&G normally allows the harvest of summer chum salmon with gillnets each year. This usually occurred late in June or early July, during the tail end of the runs.

Gillnets: In 2013, the king run was so poor that even this commercial chum fishery was in jeopardy. In previous years,



The top fish was caught in a hoopnet. The bottom came from a gillnet.



One guy handles the net and another runs the boat.

gillnet mesh was limited to 6 inches, with depths not exceeding 50 meshes. King salmon catches were measured in the thousands of fish.

The new gear, which consists of 5.5-inch mesh and is only 30 meshes deep, worked extraordinarily well at avoiding kings while catching the more abundant chum salmon. While in effect, this fishery harvested more than 45,000 pounds of chum salmon while catching only 102 kings.

The employment of these two new gear types not only resulted in a much reduced catch of kings but also allowed a substantial increase in commercial fishing time.

In District 1, starting on June 18, commercial fishing for chum salmon was allowed for 23 continuous days and for 24 out of the last 25 days. In District 2, starting on June 20, commercial fishing for chum salmon was allowed for 20 of the last 22 days. Fishing continued through July 15 in this area for summer chum salmon with the more traditional 6-inch, 50-mesh deep nets because nearly all of the kings are out of these districts.

While nearly 1,000 king salmon were caught and released during the dipnet fisheries in District 1 and 2, only 102 king salmon were caught in the gillnet fishery using reduced mesh and depth. Most

of this catch consisted of small jack male salmon.

The sale of kings was prohibited, but harvested king salmon from this fishery were taken home for subsistence uses.

Currently, in conjunction with ADF&G, we are testing another new gear type to determine if chum salmon catches can be substantially increased while having the same negligible impact to the king salmon population as the dip net fishery. ↴

Gene J. Sandone is a biologist consultant for KwikPak Fisheries and Yukon Delta Fisheries Development Association.



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A renewed commercial fishing fest emerges in September

The Columbia River Commercial Fishermen's Festival — now under new management — opens on Sept. 14 and 15.

For a second year, the festival will be held at the Hammond Marina, nine miles from Astoria near Fort Stevens State Park. The official address: 1090 First Avenue, Hammond, OR 97121.

Organizers expect about 2,500 visitors, based on past performance. Prior festivals have ranged in attendance from 1,000 to 5,000.

There will be industry, craft, and food vendors.

The event began in 2008 when the Astoria Sunday Market showcased commercial fishing competitions and displays as a special event at the market. It was such a success with the community that the market agreed to incubate the festival and moved it to waterfront property at the Port of Astoria.

After a successful 2009 event and with a grant from the Astoria Sunday Market, the festival was incorporated as a non-profit organization with its own board of respected commercial fishermen and local business people.

The festival moved to port land on Tongue Point and then to the Hammond Marina in 2012.

Regardless of the venue, the festival has featured commercial fishermen engaged in friendly competition in a variety of skills ranging from line-throwing to crab pot stacking to a race to put on survival suits.

Here's just a snippet from the festival promotional materials:

Cheer on the men who risk their lives to bring us seafood as they compete in fun and often grueling competitions. Here you will see modern and historic commercial fishing boats, equipment, and gear.



Competing in the crab line coil event are Lady Laura deckhand Thomas Bell of Warrenton and Time Bandit deckhand Scott Hillstrand of Seattle.

There are demonstrations of fish filleting, oyster shucking, net mending, crab pot knitting, and more. Enjoy live entertainment, great food, craft vendors, and activities for kids. A culinary stage features regional chefs demonstrating the best way to select and prepare fresh seafood!

Some of the fishing events planned:

- Highliner competition; a course of six or so activities — overall winner walks away with \$1,000 in cash plus other prizes
- Kids' highliner competition
- Crab pot stacking contest
- Crab line coiling contest
- Dover sole relay race (teams of three compete)
- Slime eel toss

- Survival suit race
- Annual tug-of-war contest
- Grapple hook toss

Other activities include:

- Culinary stage with cooking demonstrations by regional chefs
- Kids' Pirate School run by Columbia River Maritime Museum and Lewis & Clark National Historical Park
- Live entertainment
- Gear demos

Each year a number of captains and crew from fishing vessels featured on Discovery Channel's top-rated hit, *Deadliest Catch*, visit the festival to meet their fans. Early commitments for 2013 include:

- Johnathan Hillstrand of the F/V *Time Bandit*
- Scott Hillstrand of F/V *Time Bandit*
- Todd Stanley, Emmy award-winning producer/director of photography for the *Deadliest Catch*

Captain Rick and Donna Quashnick from F/V *Maverick*. They also share the festival's board president's duties.

- Mike Vanderveldt from F/V *Kodiak* and F/V *Saga*
- Jake Jolibois from F/V *Kodiak*
- Matt Bradley from F/V *Northwestern*
- Captain Harry Lewis, formerly of the F/V *Incentive*, now proprietor of Alaska Bering Seafoods. ⚓



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After the fire A decision to rebuild the heart of a community

After a devastating fire consumed much of Pacific Seafood's Warrenton processing plant in early June, fishermen and members of the nearby communities wondered what would become of the 140 year-round jobs, the facility itself, and an operation that contributed so much to the local economy.

Smoke billows from the Pacific Coast Seafood plant in Warrenton June 4, 2013. Chief Executive Officer Frank Dulcich pledged to help employees find work at one of the company's other facilities. He also pledged to rebuild in Warrenton. Alex Pajunas – The Daily Astorian

But they didn't wonder for long.

"It took 26 hours for Pacific employees, locals, and first responders to reestablish the office, ice facility, and fuel dock to accommodate our fishermen that are still delivering to Warrenton," said Pacific Seafood CEO Frank Dulcich.

With the start of whiting season just days away, the company had a temporary facility functioning in nearby Astoria within 12 days after the fire.

"Literally hundreds of people stepped up in ways big and small, and I continue to be overwhelmed by, and grateful for, the support from our community, our fishermen, and our team members that made the impossible possible," he said in an email interview.

Dulcich pledged a long-term commitment to Warrenton.

"Out of this tragedy, we see great opportunity to start from a clean slate and develop a new state-of-the-art facility that is second to none," Dulcich said.

Closing the facility wasn't an option, Dulcich said.

"In our 30-year history in Warrenton, we've had generations of families grow up and work in our facilities. That kind of institutional knowledge and dedication simply cannot be replaced," he said.

Does the plant – one of about a dozen the parent company, Pacific Group, operates on the West Coast – fill a unique processing need?

In short, did Dulcich have to rebuild in Warrenton?

No, said retired economist Hans Radtke, a natural resource economist. He served on the Pacific Fishery Management Council from 1997 to 2003 and was its chairman from 2002 to 2003. Radtke was an expert witness for the group of Oregon fishermen that sued Pacific Seafood Group in an antitrust case settled in 2012.

"For the fishing industry, it's immaterial. For the town of Warrenton, it's a big deal," Radtke said. While the Warrenton plant was one of the central operations that Pacific invested in, fishermen could have diverted their boats to the company's other plants that perform similar functions, he explained.

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A key part of any packing plant – the ice house – made it through the fire still functioning.

“The consolidation is happening and has happened, and his company is a big part of that,” he said.

Pacific has closed or significantly downsized newly purchased plants in the past, so it would have been a likely consideration, he said.

Dulcich, however, denied that his company has ever shut down plants.

“As a company, we have never closed a facility,” he said. “We have only expanded.”

Warrenton Mayor Mark Kujala, owner of Skipanon Brand Seafoods, said the community is grateful that Pacific is planning to rebuild the plant and that, so far, no jobs have been lost.

The city of Warrenton, however, will be smarting from lost revenue that it used to get from selling municipal water to the plant, he said.

“We’ll definitely be feeling it when it comes to our water fund,” Kujala said.

It appears that some of the bottom fish-processing that would have happened at Warrenton has been shifted to other facilities, he said. At the same time, Pacific has put in three filleting lines and a freezer at the temporary Tongue Point facility in Astoria, Kujala said. ↴



Much of the Pacific Seafoods plant was suited to be bulldozed.



Back in business: Victor Diego, left, and Miguel Rivera, both of Warrenton, cut up whiting at Pacific Seafood’s subleased space at the Port of Astoria’s North Tongue Point in Astoria. The company took their first delivery 11 days after a fire destroyed its Warrenton plant. Alex Pajunas – The Daily Astorian

The law of **SUPPLY, DEMAND, PRICE...** *and SALMON*

Here's a glance at some variables that affect your business.

- **As the salmon harvest unwound in August, many fishermen were pleased with both price and supply.**

To put it differently, "You're a low-liner if you get anything below 100,000 pounds per opening."

That's our Ketchikan correspondent Amy Majors (F/V *Prospector*) heading out of town to Cape Chacon for another two-day opening on pink salmon.

She had fished humpies eight seasons. By comparison, this year was unbelievable.

"I cannot believe the total volume of fish around here. It's beyond description."

Even with a glut of fish, packers didn't lower the price, making perhaps the strongest statement of the health of the fishery.

Majors was getting 42 cents a pound for pinks. Ten years before, pink fishermen got 10 cents a pound — if they could find a buyer at all.

This year, packers also seemed to have come to their senses over coho. In July, they offered only 15 cents a pound for silvers. In early August, the price was up to 74 cents. Packers were paying 53 cents for chum.

With a glut of fish, packers often place their fishermen on limits.

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In Chile ...

A new but more limited outbreak of the infectious salmon anemia virus has rattled the Chilean salmon industry in 2013 even as it recovers from the 2008 crisis.

Though the outbreak was immediately controlled, it has raised doubts over the effectiveness of new regulations put in place following the outbreak in 2008.

Although Chilean salmon production is expected to increase by more than 20 percent in 2013, growth will be substantially below initial estimates due to increasing challenges on the production, sanitary, and financial fronts.

According to a new report from Rabobank, growth in Chilean salmon output is also expected to stall between 2014 and 2016.

It hadn't happened to the *Prospector*. "I don't think Trident will put us on a limit," she said.

- **The state's preseason forecast was for a Southeast seine harvest of 54 million pinks, but now managers believe it'll be 60 to 70 million or even more, reported Pacific Fishing columnist Wesley Loy.**

To cope, some processors placed vessels on delivery limits.

Such limits were also reported in Prince William Sound, which likewise was seeing huge catches.

- **Pink salmon fishing was very strong for B.C. seiners on B.C.'s north coast in July.**

After prices dropped from 32 cents a pound to 25 cents in Prince Rupert, some crews tied up and refused to fish until a better price was offered. After hurried negotiations, the price was raised to 28 cents for fish delivered to Prince Rupert. Pinks delivered to Port Hardy earned 32 cents a pound.

- **The base price for sockeye salmon at Bristol Bay surged to \$1.50 a pound this summer, up 50 cents from the past two years. The final price will be even higher for many fishermen who will get an extra 15 cents for chilled fish and another nickel for bled, according to our columnist, Laine Welch.**

The price boost comes from a lower catch than expected — roughly 15 million — and big improvements in fish quality.

Last year, for the first time, over half of the Bristol Bay salmon pack was chilled, with even more chilled this summer. The improved quality is the result of a coordinated effort by all participants.

- **Wholesale prices for salmon roe paid to Alaska seafood processors increased astronomically during the first four months of the year, as did most headed and gutted prices, a report by the Alaska state Department of Revenue said.**

Pink salmon roe saw the most dramatic jump, with prices rising to \$11.93 per pound on average, up from an average of \$6.20 per pound the year prior, reported the Cordova Times.

Chum salmon roe had an average price of \$20.03 per pound, up from \$15.44 per pound during the same period a year ago.

Silver salmon roe prices averaged \$11.71 per pound, which is up from \$9.90 per pound the prior year.

- **From San Francisco north, Chinook salmon prices plateaued at \$5.50 to \$7 a pound, with fish reportedly tipping the scales at up to 14 pounds, according to columnist Daniel Mintz.** ↓

Halfway through seine season: Ass deep in humpies

Tourist trap: There are these black, hooded sweatshirts that only a few of us Alaska seiners have, because when we got ours the spring before last, Murray Pacific in Ketchikan was the *only* place you could find them.

Now, if you want anything else gear-related, you'll have to order from Sitka Murray Pacific or LFS, among other places.

Just the life of living in a tourist trap.

A half-dozen cruise ships are in town each day, disgorging tourists to buy fake diamonds at one of the many establishments that ruin our town. Who cares about the fisherman or the other locals? The sweatshirt is from a local artist in Craig, and it has a picture of a seiner on the back, with the heading of "Southeast Alaska Seiners." On the chest there's a small picture of a cork line, with below caption that reads, "Living the dream."

After several gnarly openings and an injury or two, you'll change the caption to "Living hell."

Oops: It was around the middle of July, and my next article was nearly done.

Until I spilled water all over my MacBook Pro keyboard.

OK, the liquid was only the color of water but with a little more *zing* to it. Except for the last two articles and a few hundred photos from the beginning of the season, everything else was backed up on iCloud.

Upon reflection, the \$800 accident was probably a direct result of not enough yoga on top of the wheelhouse.

Breakdowns and deckloads: Mildly excessive and money-hungry is how I would describe the last few openings because, let's face it, it's July. We're over the halfway hump for the season, but we still have a lot of fish to catch compared to this time last year.

Which is why this month's article is going to be really short – because of part accident, part exhaustion, and part I don't really give a s@#! about anything else right now except for getting the net wet and making money.

We had another breakdown early this morning, but it wasn't the refrigeration this time. It was the reduction gear on the power skiff. I let the guys deal with it on our one day off, because these are the only times I can get any solid writing done in a tranquil setting sans men, dishes, and cooking expected of me while the Screaming Jimmy burns out my eardrums.

I'm a wuss: My procrastination over 2013 seine season articles continues. Now I'm too tired to drink beer let alone write. Someone should check my temperature.

My friend Claire even invited me as her date to the Blueberry Festival beer tasting

event that happens every year, but I had to be a lame ass and stay home to write. I feel like I'm 80 years old with 50 cats and an extensive yarn collection.

This concludes my summarization for the September issue. For all of my lovely seiners and fans, stay tuned. I promise to write you something funny next month.

Love, Tough Girl

Amy Majors lives in Ketchikan, fishes Southeast, writes for Pacific Fishing, and generally has a good time.



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Bristol Bay price was sweet, catch only ho-hum

Bristol Bay wrap-up: No two Bristol Bay salmon seasons are alike, and certainly the 2013 fishery was anything but ordinary.

The good: Gillnetters went home with a fantastic price for their catches.

The bad: The catch overall was small.

The ugly: A tender sank in the bay's Nushagak District, spilling fuel and shutting down the local setnetters.

Bristol Bay is the scene of the world's largest sockeye run and the state's most valuable salmon fishery.

The preseason forecast was for a commercial catch of 16.6 million sockeye, a relatively low number by Bristol Bay standards.

The season looked promising at first as the salmon hit earlier than expected. But the run lacked staying power and on July 18, with fishing all but over for the season, the catch was more than 1 million sockeye short of the forecast.

So the harvest was disappointing.

Ah, but the price!

Most processors sent fishermen home with a base price of \$1.50 per pound, 50 cents better than the prior two seasons and the highest seen in the bay since 1988.

The high price could push the total ex-vessel value of this year's Bristol Bay sockeye fishery to around \$133 million, depending on average fish weight. The 2012 fishery tallied \$118 million on a catch of nearly 20.6 million sockeye.

Processors customarily give fishermen a few cents extra for chilling their catches and pay post-season bonuses for loyalty. So this season's \$1.50 base price could get even sweeter.

Gunnar Knapp, a University of Alaska Anchorage fisheries economist, offered a few reasons for this season's price increase.

The market felt sockeye was going to be in short supply this year, he said.

"There was no inventory of canned sockeye or frozen fillets or headed and gutted sockeye going into the season, and the pre-season perceptions were for a lower Bristol Bay and Alaska catch," Knapp said.

Further, sockeye competes with farmed Atlantic salmon, and farmed prices are very high, driven by strong global demand, he said.

Other factors supporting higher Bristol Bay prices include improvements in the quality of the catch through chilling, development of new products such as frozen fillets, and effective marketing, Knapp said.

And here's one more possible factor: the competitive effect of an aggressive new processor, Silver Bay Seafoods, entering the bay next season. The new processor likely will be looking to recruit fishermen, putting pressure on established processors to show their fleets some love.

The 2013 season was frustrating for some harvesters, particularly setnetters at the mouth of the Igushik River. On June 30, the tender vessel *Lone Star*, operating for Trident Seafoods Corp., sank after an anchor chain damaged the hull.

The crew got off safely, but persistent fuel leakage from the capsized vessel forced the state to close the Igushik setnet fishery, plus some waters farther out into the Nushagak District.

Tim Sands, a management biologist with the Department of Fish and Game in Dillingham, said 52 setnet permit holders were registered at the Igushik.

"They missed about half the season, I'd say," Sands said.

State pollution regulators said 27,109 pounds of salmon were contaminated as a result of the sinking and fuel spill. The salmon, collected from setnetters, were hauled 12 miles offshore and dumped.

The setnetters might be able to recoup their losses. Claimants were asked to call Meredith Management Group, an emergency services firm representing the *Lone Star*, at (610) 725-8286.



State vs. Wal-mart: Back in 2000, Alaska salmon made a big splash, becoming the first U.S. fishery to win Marine Stewardship Council certification.

This presumably boosted sales of Alaska salmon and also helped establish the London-based MSC as perhaps the preeminent certifier of sustainable fisheries.

Fast-forward to 2012, when the major Alaska salmon processors basically fired the MSC over its shifting requirements for maintaining the certification, as well as the costs. The processors have embraced a different certification scheme through the Alaska Seafood Marketing Institute.

Now, it seems, we're seeing some repercussions from the MSC divorce.

In June, retail giant Wal-mart sent its salmon suppliers a letter suggesting it would buy wild-caught salmon only from fisheries "certified sustainable to the MSC standard."

That prompted U.S. Sen. Mark Begich, D-Alaska, as well as Alaska's Republican governor, Sean Parnell, to fire off protest letters to Wal-mart.

"Alaska was into sustainability before sustainability became cool," Begich wrote.

Pacific Fishing columnist Wesley Loy, a well-known observer of fisheries of the North Pacific, also runs the Deckboss blog www.deckboss.blogspot.com/



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Video observers, tracking halibut, and selling more



Lisa on observers: Sen. Lisa Murkowski is pressing federal managers for faster action on getting fish cams to monitor catches on small fishing boats.

“With today’s advanced technology, NOAA Fisheries can figure out an electronic monitoring system that works for small fishing businesses,” Murkowski said in a phone interview.

The monitoring system would replace fishery observers now required on halibut longline vessels during fishing trips.

“That is the one thing I’ve heard as I’ve been out walking the docks,” she said. “People take me onto their boats and say, where are you going to put an observer on this vessel that has room for three, maybe four?”

Murkowski said it troubles her that a crew member often gets left behind to accommodate an observer, which affects the efficiency and safety of the fishing trip.

She added: “I understand the data is important. I’m just saying we can be smarter in how we collect it.”



Mush: Reports of mushy halibut were widespread among sport fishermen for the past two years, especially in parts of the Central Gulf. The fish have large areas of body muscle that is opaque and jelly-like. It’s been spotted in halibut since the late 1980s, but the high numbers last year were unique.

There have been no reports of mushy halibut so far in the sports fleet this year.

“The commercial industry has not identified this as a problem in their processing of halibut,” said Ted Meyers, the state’s chief fish pathologist. “Although they haven’t really been looking for it, but it hasn’t really surfaced as a real problem. So who knows, or at this point we just need more information.”



Tracking halibut: A project that uses smartphone technology to track halibut is being re-tweaked.

The internal tags, which are the first to test geomagnetism to track fish migrations, were implanted in 30 halibut two years ago. The iTags record magnetic field strength on three axes and have accelerometers and pitch and roll detectors. But it turns out, magnets were the tags undoing.

“The early version of the tags we deployed in 2011 had some metal components inside that were actually picking up magnetic charges and maintaining those charges and screwing up the calibrations,” said Tim Loher, tag team project leader with the International Pacific Halibut Commission.

“By the time we got them back there was no way to really track the fish.”

The problem has been fixed, Loher said, and a new version will be tested at Glacier Bay.

The geomagnetic tags can record data every 30 seconds for seven years. They give real-time positions on halibut and track them without any need for light, acoustics, or GPS satellites.

“They demonstrate that we can track fish within 50 miles or so, and from a management perspective is the kind of resolution that will work great for us. We can tell when fish are moving among regulatory areas and when they are migrating on or offshore. That is exactly the kind of stuff we are looking to get eventually,” Loher said.



Mongering seafood: Next to catching the fish, the biggest challenge is getting people to buy it.

Market data shows seafood sales approached \$15 billion at U.S.

seafood counters last year, a \$1.5 billion increase since 2008. That’s good news for Alaska, which provides nearly 60 percent of the nation’s wild-caught seafood and 90 percent of its salmon.

According to *Fish and Seafood Trends in the U.S.*, a report by Packaged Facts, 40 percent of consumers regard seafood as a healthier protein than meats. At the same time, 25 percent said they worry more about spoilage and contamination of fish than of beef or poultry.

That’s probably why Americans by far eat most of their seafood at restaurants. Fifty-one percent of customers believe that fresh seafoods are healthier than frozen.

Packaged Facts projects that overall, depending on the economy, the U.S. retail market for seafood will top \$17 billion by 2017, reflecting a 3 percent annual growth rate.



What’s for dinner? Seafood will make a bigger splash for American diners, says the National Restaurant Association. A survey of its 2,000 members shows the hottest trends are locally sourced meats, seafood, and produce. Other top trends are healthful kids’ meals, environmental balance as a culinary theme, gluten-free foods, using new cuts of meats, and sustainable seafood.

Pacific Fishing columnist Laine Welch writes the *Fish Factor* newspaper column and produces *Fish Radio* out of Kodiak. She is helped by Stephanie Mangini.

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No one knows what's going to happen with scallops



Scallops: The Alaska Department of Fish & Game's proposed management plan for the open access 2014 weathervane scallop fishery should be published without extraordinary measures to control participation, according to the biologist who manages the fishery.

The Alaska Board of Fisheries, at its Oct. 9 work session, is expected to accept the proposal for consideration – and possible adoption – at its March 19-24 meeting in Anchorage. The deadline for comments for the October meeting is Sept. 25.

Mark Stichert, an ADF&G shellfish biologist in Kodiak, said trip limits and preregistration are likely to be part of the proposal. Now, four vessels fish for scallops. Stichert had no indication whether the fleet will expand or shrink significantly.

"I don't expect to see a whole lot of new entries," Stichert said in July, also adding, "We have no idea. ... This may result in new entries to the fishery. It may result in less."

The state waters portion of the scallop harvest will become the first "re-unlimited" fishery in Alaska history. The Commercial Fisheries Entry Commission's authority to license a limited entry fishery expires on Dec. 30. A bill to extend the expiration date beyond Dec. 30 failed to pass during this year's legislative session.

Prices in the Atlantic sea scallop fishery are setting records after a 2013 quota reduction that is expected to cut landings to 43 million

pounds from 54 million in 2012.

The total guideline harvest level in Alaska's jointly managed fishery is 417,500 pounds of shucked meat for the 2012-13 season.

Scallop stock beds generally track the three-mile state/federal maritime boundary line. As much as 80 percent of the guideline harvest level is located in federal waters, which will continue to be limited to the existing fleet of nine vessels with federal permits. Most of those are inactive. Stichert said only four vessels are fishing, and only two of those have state permits.

Stichert also said ADF&G currently has no plans to manage the 2014 fishery under separate state and federal harvest levels, though that could change depending on the

season's results. A unitary harvest level allows the possibility that a new, active state waters fleet could close the federal waters harvest.



ASMI funding: The Alaska Seafood Marketing Institute took a \$362,000 cut in its federal Market Access Program funding for the current fiscal year. The fate of the program, which accounts for 54 percent of ASMI's current international promotions budget, remains uncertain.

The Market Access Program is part of the Farm Bill, which is currently in dispute between the Republican-controlled U.S. House and Democratic-controlled Senate. The Farm Bill funds agricultural subsidies and the food stamp program.

The Senate version – part of the budget for the federal fiscal year that begins on Oct. 1 – funds the Market Access Program at \$200 million. At a July news conference, Alaska Sen. Mark Begich said he had no clue as to what the final package might look like.

Joe Jacobsen, who was head of ASMI's international marketing, had requested \$4.5 million in Market Access Program funding as part of a total \$7.7 million international promotions budget for fiscal 2013-14. Jacobsen moved from ASMI to become director of the state Division of Economic Development on Aug 1.

State funds and industry match money will fill the current year's gap to avoid reductions in promotional efforts. ASMI's need for a final congressional decision is not immediate.

"If there are any changes in the Farm Bill, we have a year to react to it," Jacobsen said in his final week on the job.

The Japan market remains ASMI's top target, taking 19.3 percent (\$1.48 million) of its promotional purse. Following, regionally, are Northern Europe (United Kingdom, Ireland, The Netherlands, Finland, Denmark, and Sweden) at 13.7 percent (\$1.05 million), Western Europe (France and Belgium) at 14.1 percent (\$1.08 million), and China at 11.8 percent (\$908,344). Administration costs take a 14.1 percent (\$1.09 million) budget share.

Pacific Fishing columnist Bob Tkacz covers the Alaska Legislature and publishes *Laws for the Sea*, which focuses on seafood, fisheries, and environmental issues.

"This may result in new entries to the fishery. It may result in less."

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Selling albacore, killing gillnets, waiting on Chinook



Albacore: Tuna season got a decent start in mid-July, with fair numbers of fish being caught in the zone from Coos Bay to Westport, from about 40 to 100 miles offshore, said Western Fishboat Owners Association Executive Director Wayne Heikkila.

"It always seems to be the same area," he said. Hot, windy weather helped fishermen, but volume wasn't particularly high.

In Portland, one local grocery store chain, New Season's Market, announced the season's kickoff with splashy photos of whole loins on the cover of their specials flier and an albacore event at all of their 12 stores the weekend of July 20 to 21. The event featured whole loins for \$7.99 per pound and whole fish for \$5.99 per pound.

New Seasons Seafood Merchandiser Daisy Berg said customers were lined up to buy, and they went through about 7,000 pounds of albacore at all of the stores.

"We could've sold about 10,000 pounds of whole and another 10,000 of loins," Berg said. "Our customers are really into local, and albacore is just about as local as it gets."

New Seasons wasn't able to buy quite as much albacore as they were hoping for because of the season's late start. Berg was able to find a cooperative of Ilwaco fishermen, led by Jad Donaldson, who used smaller boats to fish one day and deliver to Portland the next.

Retail prices were similar to that of Warrenton-based Skipanon Brand Seafood, selling vacuum packed loins for \$7.95 at the Beaver-ton Farmers Market and for \$6.95 at the Astoria Farmers Market.

High-quality, fresh iced fish is enjoying good market demand locally, Heikkila said, as buyers are turned on to fresh albacore — and its reasonable price compared to other fresh, local fish — for the first time.

Ex-vessel prices for fresh iced were fluctuating greatly in late July, depending on how saturated the market was at that particular moment, bouncing from \$1.70 per pound up to \$2.50 and back down to \$1.25 in a day or two, Heikkila said.

Prices for brine frozen albacore were hurting in July, though, thanks to an expanding Chinese longline fleet that is flooding the Spanish canned market.



Gillnet legislation: Near the end of its 2013 session in early July, the Oregon Legislature passed a new law that phases out gillnet use on the mainstem on the Columbia River and legalizes "alternative gear" or seine nets.

"No more gillnets after 2016: That's what it's looking like," said Jim Wells, president of the Astoria-based commercial fishing group Salmon for All.

Senate Bill 830 set up a "transition fund" for commercial fishermen hurt by the change and created an enhancement fund that will be used to bolster fish in off-channel sites through 2022.

The bill passed the Senate 18-12 and the House passed it 41-18. Sen. Betsy Johnson (D-Scappoose) and Rep. Brad Witt (D-Clatskanie) voted against the bill. Rep. Deborah Boone (D-Cannon Beach) did not vote.

Commercial fishing advocates fought the bill and policy changes implemented by the Oregon and Washington fish and wildlife commissions under direction from Oregon Gov. John Kitzhaber. Commercial fishermen challenged the Oregon commission in court and won a stay while the state gathered more economic information about the plan.

They aren't ready to quit fighting yet and have filed another lawsuit, Wells said. Still, the outlook isn't good for the future of gillnets on the mainstem, he said.

"At this point, we're headed down the path toward the governor's plan."

Fall Chinook whopper: The preseason forecast for fall Chinook had fishermen counting the days until fall fishing got underway in August.

More than 678,600 adult fall Chinook were slated to return to the mouth of the Columbia, nearly 30 percent more than the actual return of 2012.

The forecast included more than 434,000 upriver brights, far more than last year's actual 296,000 return, and the majority of the fall Chinook run. About 433,000 coho are included in the forecast, compared to 2012's actual return of about 135,000.



Rescue and arrest: An Ilwaco albacore tuna fishermen was saved by the U.S. Coast Guard in mid-July, moments before his 36-foot boat *Charlie & Carol* sank about 25 miles west of Ilwaco.

The man, Craig Lewis, 52, was later arrested for boating under the influence.

Lewis called the Coast Guard's Warrenton-based Sector Columbia River shortly before midnight, reporting that his boat was taking on water and his pump couldn't keep the water out.

The Coast Guard sent a helicopter rescue crew to the scene, along with a motor lifeboat. When they arrived, a rescue swimmer was lowered to the sinking vessel and helped Lewis climb into a life raft before they both were hoisted into the helicopter in a rescue basket.

The vessel's operator claimed the vessel had struck an unknown object and began taking on water, although the official cause of the sinking has not been determined, a Coast Guard spokesman said.

Pacific Fishing columnist Deeda Schroeder is a former fisheries reporter for The Daily Astorian and now is a freelance writer on culinary and natural resource matters.

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Payday in Northern Cal: Bigger fish, more fish, pricier fish

Dungeness season again stretches into summer months



On the rebound: If you're a commercial fisherman in California, you're making a good living off salmon these days.

Not too long ago, those words would have been laughed off the page. But this year's commercial salmon season has been marked by the most generous regulatory allowances in recent memory and excellent ocean conditions that have produced throngs of weighty fish.

The numbers that detail how much better things have gotten for fishermen were available for the months of May and June as our deadline approached. The upshot: About 155,000 fish were landed in May and June, a haul that totaled 1.9 million pounds.

As of mid-July, prices were holding steady at between \$5.50 to \$7 a pound, said Melodie Palmer-Zwahlen of the California Department of Fish and Wildlife's Ocean Salmon Project. She also reported that fish weights were in the 11- to 12-pound range in May, rising up to as much as 14 pounds in June, with the fishery's average per-fish weight at 12.3 pounds.

Last year's average weight was 11.7 pounds.

The first two months of last year's season were modest in comparison, netting a total of 67,000 fish, with most of them caught

in May. Returns to the Sacramento and Klamath rivers were also strong last year, but many fishermen believed that the abundance wasn't reflected in quota schemes.

This year, Fort Bragg, Monterey, and San Francisco ports were all open 18 days in June, an unusual circumstance for Fort Bragg especially. There was May and June fishing in the northern region's Klamath Management Zone. Palmer-Zwahlen said this is the first time since 1986 that fishing's been allowed in the zone in the months of May, June, July, and August.

The Klamath zone's July quota was set at 2,547 fish, as a 547-fish credit from June

was carried over. The first two weeks of July were closed in the Klamath zone, which works out well, said Palmer-Zwahlen, as Alaska salmon floods the market in July.



Later to open, later to close: Dungeness crab is Northern California's second moneymaking fishery, and it's had a recent trend of late season openers. This year's season, like last year's, was delayed to Jan. 15 as crabs were slow in reaching a 25 percent meat-to-total-body-weight ratio standard.

Two weeks before the July 15 season end date, the California Department of Fish and Wildlife announced an extension to Aug. 14 for Mendocino, Humboldt, and Del Norte counties. This being the second straight year of late openers, fishermen had learned that a bit of lead time is needed when requesting that the season be extended to make up for the late start. Regulators needed time to assess the condition of the fishery before they could approve an extension.

Pete Kalvass, the department's Dungeness specialist, said most crabbers had pulled up their pots despite the extension, but as of mid-July, there were about a dozen soldiering on in Crescent City. A respectable mid-summer price of \$3 a pound was being had, he reported.



By the numbers: As of June 10, there were 23.6 million pounds of crab landed throughout the state — a total haul valued at \$66.4 million. That's the second-highest ever.

It's second only to last year's haul of 31.9 million pounds, valued at \$95.5 million. But from Fort Bragg north, this season pretty much matched that of 2012, with 16.3 million pounds of crab harvested. The state's central region only mustered about 7 million pounds, less than half of what was landed last year.

Dungeness action seems to be moving north from year to year, as the central region was the epicenter of the crab catch two seasons ago.

Pacific Fishing columnist Daniel Mintz has reported on Humboldt County's government and natural resources industries for more than a decade. His news reports are syndicated locally in three of the county's weekly newspapers and on KMUD-FM radio.

This year's commercial salmon season has been marked by the most generous regulatory allowances in recent memory.

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Chum salmon bycatch threatens B season pollock



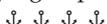
The Bering Sea trawl fleet posted high, early numbers for one species. Unfortunately, it's not walleye pollock.

In just under a month, the fleet took 20,000 chum, triggering about 500 square miles of hotspot closures.

If you've been keeping an eye on bycatch over the past few B seasons, you might have a bit of whiplash. In 2011, there were 200,000 chum taken by the end of August. The fleet did better last year, taking about 8,600 chum in the same time period.

As I write this, things are changing again. The salmon are coming slower, which means the closures are letting up. Just under half of the pollock allocation has been harvested, and the fish are looking good, if a little small.

One thing that probably won't change: a desire for better pricing. I've heard that UniSea is paying 20 percent less than last year.



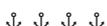
As the TWIC turns: Dock workers in search of a Transportation Worker Identification Credential (TWIC card) are now served out of a new office on the second floor of the Airport Business Center on Airport Beach Road. The office opened a month late, and the federal contractor that's running it is still working on hiring local staff.

Dan Masoni is thrilled, nonetheless. Masoni has been running the TWIC enrollment center out of a back room at the public library since 2011.

"I'm going to be very glad when I'm done with it — mostly because it's an absolute time vampire," he said. "My job is to be a librarian!"

Until staff is hired, this librarian is still going to be the go-to guy for port IDs in Unalaska. But he said it's worth it. Masoni can tell you exactly how many people he kept from having to go to Anchorage — and racking up airfare and hotel bills — just to get signed up.

"I enrolled 981 people in just over two years," he said. "We saved way over a million dollars for local transportation workers who have to have the cards."



Rusty Tusty? Instead of sailing from Homer to Unalaska as usual, the *Tustumena* ferry has spent all of 2013 in Seward Ship's Drydock for capital repairs. The more work the shipyard did on the 60-year-old vessel, the more things they found that needed fixing.

The state delayed the *Tusty's* return to service five times. Locals still held out hope that the ferry would be back this summer — but then, the ferry flunked two separate Coast Guard inspections because of shoddy welding. The Department of Transportation has stopped trying to guess when the work will be done, other than to say it'll be no time soon.

That's not going over well with civic leaders in the region. Unalaska's City Council and Kodiak's Chamber of Commerce have fired off angry resolutions and letters to the DOT. They want better service or a new ferry — or both.



Sea lions trump fisheries: A ban on commercial fishing in the Western Aleutians survived its day in federal appeals court this summer. The judges ruled that the National Marine Fisheries Service was in the right when it shut down mackerel and cod fisheries in 2011.

The agency was trying to help out an endangered group of Steller sea lions, but managers didn't prove that fishing was the

reason for the mammals' decline. The court's ruling says that they didn't have to, plain and simple. NMFS will still have to go back to the drawing board, though. Their task is to suggest other ways to manage this area while looking out for the sea lions.



Arctic intrigue: Shell was still smarting from the grounding of one of its drill rigs near Kodiak when the company canceled plans to drill in the Arctic this summer. So why did Shell's *Fennica* icebreaker pull into port in Unalaska in mid-July?

Turns out the ship was on its way to the Chukchi Sea with high-tech sonar and air guns to get data for future drill work. The research will continue through late fall.

In the meantime, cargo traffic is heating up through the once-icy Northern Sea Route, off the northern coast of Russia. In 2011, only four vessels got permission to transit the route from the Russian government. As I write this, 250 ships have been permitted for the 2013 calendar year, and counting.

It's an astonishing jump, and it's hard to say just what the impact will be locally. I expect to hear more about it during Unalaska's unofficial week of the Arctic in late August. The federal Arctic Research Commission is planning to convene here — followed immediately by the state Arctic commission.

Lauren Rosenthal is a reporter for KUCB, Unalaska. She also has worked for the Pittsburgh Post-Gazette.

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CUMMINS NW ANNOUNCES GEOFF CONRAD AS DIRECTOR OF MARINE BUSINESS



Cummins Northwest is pleased to announce that Geoff Conrad, a 35+ year marine industry professional, has joined our organization as the Director of Marine Business and member of our leadership team. Geoff has over 20 years of marine experience with Cummins Inc. He was the global leader of the Commercial Marine business of Cummins for 17 years, responsible for marketing, sales, application engineering, and service. He was also very involved with the recently announced Cummins QSK95 engines.

Other marine relevant experiences include VP of Alaska Diesel Electric (Northern Lights), focused on the creation of the company's East and Gulf Coast business for nine years. In addition, he was an enlisted Machinery Technician and Engineering Officer with the U.S. Coast Guard, with assignments in New England, on cutters in Louisiana, and at Loran stations in the Pacific.

Geoff has an obvious passion for the marine industry that spans decades. He brings focus, energy, and considerable experience that will complement the Cummins Northwest organization and that positions Cummins Inc. for success in developing the marine business.

Rick Ham, Vice President of Sales at Cummins Northwest, shared that "Geoff's coming onboard reflects our efforts to continue building an industry-leading team at Cummins Northwest. We know that there are significant opportunities and challenges that the marine engine industry will face in the coming years. He will be responsible for our marine business including sales, application engineering, compliance, and service. We feel strongly that he will add great value to the marine industry and for our customers."

The marine business of Cummins Northwest is located in Renton, Wash., with sales and support coverage from Alaska to Oregon for select marine products — ranging from Onan Marine generators (4 to 99 kW) to Cummins QSB6.7 liter to QSK60 liter propulsion and auxiliary platforms. Cummins Northwest is the Northwest's leader in providing power solutions for more than 70 years. With 10 locations throughout Washington, Oregon, Northern Idaho, Western Montana, and Alaska, it is uniquely qualified to provide world-class parts, service, and engine support for the greater Northwest.

Contact: geoff.conrad@cummins.com or (425) 235-3400
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Questions: Email thompsontwister@gmail.com or call Mike at (541) 556-8909.

August 2012 customer feedback:

Hello IronMike,

Just wanted to let you know how fantastic your flashers work. We just returned from a five-day fishing trip to Ketchikan, Alaska, and were told by the owner of the lodge that the silvers were only biting on cut plugs and that flashers were not working. We had little success with the cut plugs, only hooking lots of shaker kings. I tried one of your flashers and within minutes landed a 12-pound silver. My brother then switched to your flasher and also caught a large silver. The following day we both caught 15-pound kings! We were the only ones at the lodge that caught kings that week. Several of the other fishermen wanted to know where we got the flashers, and I told them to check eBay and look for the flashers next to a ruler.

Thanks so much for a great product, and we could never have brought home 100 pounds of fillets without your flashers as they were the only kind that worked for us.

Brian - bowlerbrian



NOTUS WIRELESS SENSORS BECOMING POPULAR WITH WEST COAST SEINE FLEET

Notus Electronics Ltd. (NOTUS) has been developing wireless sensor systems for the past 20 years. Over the last few years, the company has been introducing the Seinemaster sensor system to the West Coast fleet. The company has worked with fishermen and dealers including Marco Global in Seattle and Radar Marine in Bellingham to

fine-tune the system for the West Coast fleet. Now, Notus is seeing a dramatic increase in demand for the Seinemaster as more vessels start to see the benefits of the technology.

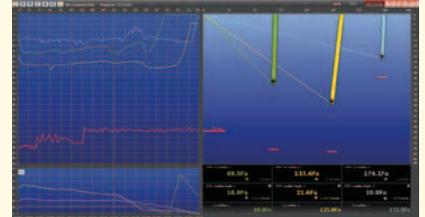
Seinemaster is a wireless system that monitors the depth, sink rate, and corkline/leadline alignment in real time.

Vessels like the *Robert Magnus* have used the Seinemaster to monitor the depth of the leadline. Captain Seth Wyman was very surprised at how much currents made the leadline rise up during salmon seining. Depth has also been useful in avoiding hang-ups and confirming that the seine is deployed correctly.

Corkline/Leadline Alignment is a unique feature of the Notus Seinemaster. Captains can see instantly if the alignment is incorrect. Improper alignment means lost fish!

By working with Marco, an expert in seine gear, and Radar Marine, an electronics specialist, Notus has a unique solution for the West Coast fleet. For example, Marco was critical in the development of the alignment feature. The installation hardware on the net was specifically designed to ensure good protection for sensors during multiple day sets.

For more information, please contact Notus Electronics Ltd. Elizabeth@notus.ca, Tel: +1709 753 0652, www.notus.ca.



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SI-TEX Marine Electronics brings Pacific fishermen the new Koden CVS-FX Series of powerful commercial sounders, including the 12.1-inch CVS-FX-1, 15-inch CVS-FX2, and CVS-FX-2 Black Box sounder.

These advanced systems combine professional digital signal processing with 3kW RMS output power, making them ideal for a wide range of fishing applications in depths from 5 to 8,000 feet. CVS-FX Series sounders can transmit on variable frequencies from 24kHz to 240 kHz in 01.kHz steps, for true broadband sounding performance. This not only lets you fine-tune fish-finding performance for particular situations, it minimizes interference from sounders on nearby vessels.

Operators can select four frequencies within the range of the unit's two choices of broadband transducer. This innovative system also has the unique ability to transmit on four separate frequencies simultaneously, for versatile performance. Pairing a CVS-FX Series sounder with an Airmar Broadband Transducer provides variable beam angle capabilities, as well.

By helping fishermen pinpoint desired fish species, the CVS-FX Series reduces bycatch and increases productivity. Visit www.si-texkoden.com to learn more.



Fraser Optics, the world leader in gyro-stabilized optics and developer of Stedi-Eye Technology, is pleased to announce the launch of the new 14x40 Monolite gyro-stabilized monocular.

Engineered with Stedi-Eye Technology, the military grade, lightweight Monolite is the world's first gyro-stabilized monocular. Designed for marine use, the internal gyro will remove up to 98 percent of image motion, providing crystal-clear, razor-sharp images while onboard and under way. With the new Monolite, it is easier to read the number on a buoy or name on a vessel at great distances, even in rough conditions. It's also 100 percent sealed, buoyant, submersible, and waterproof, which means it is ideal for outdoor use and wet conditions.

Weighing in at just under 2 lbs., the unit is simple to operate and can be transported with ease. The unit operates for up to 8 hours on one CR123 battery. The optional smartphone/smartpad attachment allows users to connect to the Monolite capturing still or video images directly to their smart device. The versatility of this unit makes it ideal for commercial or recreational mariners.

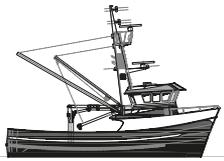
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P2030M – JET BOAT BUILT BY ELLIOT METAL FAB IN 1990, 3208TA CAT MAIN, HAMILTON JET, HYD ANCHOR WINCH, SLIDING REEL W/AUTO LEVELWIND, FLUSH DECK, PACKS 12K IN INSULATED HATCHES W/SLUSH BAGS AND NEW BRAILERS. GEAR INCLUDED. BIG ROOMY CABIN. RADAR, 3 SOUNDERS, 2 GPS, 2 VHF. WELL SET UP, SHALLOW BOAT WITH TONS OF DECK SPACE. ASKING \$95K.



P2031M – 60' STEEL COMBO, CUMMINS NH-250T MAIN, MAJORED 1 YEAR AGO, TWIN DISC GEAR, 30 KW ISUZU AND NEW 40KW W/CLUTCHED HYDRAULICS. SET UP FOR CRAB, LONGLINE AND SHRIMP TRAWL. ALL SHRIMP GEAR AND PERMIT INCLUDED. NEW 15 TON RSW SYSTEM. HATCH JUST REGLASSED AND GEL COATED. ASKING \$480K.



P2036M – 32 X 12 COMBO, 6BTA CUMMINS MAIN, TWIN DISC 506 GEAR, CURRENTLY RIGGED FOR POT FISHING, ALSO HAS CURRY ARTICULATING REEL AND KINEMATICS POWER ROLLER. PACKAGE INCLUDES 100 42" TRILogy PUGET SOUND POTS, 6 SHACKLES OF BRISTOL BAY GEAR AND MISC GEAR FOR CRAB AND GILLNET. BOAT WAS TOTALLY GONE THRU IN 2012. ASKING \$100K.



P2038M – 60 X 18.5 FIBERGLASS COMBO, 12V71 GMC MAIN, 15 KW AUX, CURRENTLY RIGGED FOR POT FISHING. EASY CONVERSION TO OTHER FISHERIES WITH LOTS OF DECK SPACE AND CAPACITY. BOAT WAS ALL GONE THRU IN 2012. ASKING \$425K.

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SALMON TENDER WANTED

Salmon set net cooperative in Bristol Bay seeking a tender to hire for the June/SEPTEMBER 2013 season. Large seiner or other should ideally pack about 45-50,000 lbs. with RSW. Shallow draft/twin screw preferred. 20-30 day contract. Solid references. Contact reid@redsalmon.com or (503) 880-9170.

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California trap endorsement for sheephead. \$105,000. Call Don: (949) 279-9369.

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3rd Class Marine Engineer for 130' fishing vessel (factory trawler). Please contact Sarah at (604) 360-0169 or saraboston@gmail.com.

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FOR SALE

Twin Disc MG 5114, ratio 2.04:1, zero degree angle, new 2003, removed from vessel 2009. \$7,500. wantbelongnow@gmail.com

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BB12-042 32'x11.6'x3' Bristol Bay gillnetter built by Ohima in 1980. Cat 3208T rated at 260 hp, Twin Disk MG506 gear. Narrow drum. New Garmin 740S plotter/sounder/radar, (2) depth sounders, (2) VHF's and more. Packs 12,000#. Lots of recent upgrades. Asking \$59,000.



SE13-010 58' "wide body" Delta built in 1991. Can be rigged for seining, dragging and pot fishing. Cat 3412. Bulbous bow with bow thruster. Cat 3304B 50kw generator with double hydraulic pump. Isuzu 4BG1 35kw generator. RSW system. 165,000 capacity. Asking \$2,680,000.



DR13-005 90'26"x13' steel dragger/tender, built in 1997 by Rodriguez. 940 hp Cummins KTM38 main, Twin Disc 5.50:1 gear. John Deere 175 kw and Cummins 35 kw gen sets. Two holds with (2) RSW systems w/ 40 and 20 ton compressors. Yaquina trawl winches and net reel. Deck crane and picking boom. Full electronics. Comes with BS, WG, and CG LLP, good history. Seller is seeking offers in the \$2,500,000 range.



SE13-009 46'x13.7'x6' Delta/LeClercq built in 1979. Can be rigged for seining, gillnetting, crabbing and longlining. John Deere main rated at 300 hp. Northern Lights 20kw genset. 35,000# total capacity. 10 ton RSW system. Asking \$400,000.

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3A-B-U: 12,000 lbs.....asking \$32.00
3A-C-B: 1,600 lbs.....asking \$30.00
3B-B-U: 2,500 lbs.....asking \$23.00
3B-C-B: 5,500 lbs.....asking \$20.00
4A-C-B: 1,300 lbs.....asking \$12.00
4D-C-B: 3,500 lbs.....asking \$17.00

SABLEFISH IFQ

Al-B-B: 8,800 lbs.....asking \$2.75
Al-C-B: 8,000 lbs.....asking \$1.75
BS-B-B: 6,000 lbs.....asking \$3.00
CG-B-U: 20,000 lbs.....asking \$18.00
WG-A-U: 25,000 lbs.....asking \$20.00
WG-A-B: 3,500 lbs.....asking \$19.00
WY-C-B: 7,000 lbs.....asking \$28.00

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Alaska Entry Permit Prices

(as of 9-1-13)

Species	Fishery	Asking Price*	Offer*	State Value*
SALMON				
S	SE DRIFT	127.5-	120	117.4+
S	PWS DRIFT	205	200	192.3+
S	COOK INLET DRIFT	95	90	87.2+
S	AREA M DRIFT	80+	73+	84.7-
S	BRISTOL BAY DRIFT	100+	98+	94.9+
S	SE SEINE	306	290-	308.4+
S	PWS SEINE	165	165+	153.7+
S	COOK INLET SEINE	80	70	65.6
S	KODIAK SEINE	38	36	36.2
S	CHIGNIK SEINE	220+	175	155
S	AREA M SEINE	65	60	66.9
S	YAKUTAT SET	21	18	19.9
S	COOK INLET SET	15	14	15+
S	AREA M SET NET	60+	52.5	56.3
S	BRISTOL SET NET	37	37+	41.1-
S	LOWER YUKON	10	9	10.6+
S	POWER TROLL	33+	31+	31.8
S	HAND TROLL	10-	9.5-	10.3+
HERRING				
H	SE GILLNET	11-	10	13
H	KODIAK GILLNET	10	5	4.9
H	SITKA SEINE	500	425	405
H	PWS SEINE	40	25	31.6
H	COOK INLET SEINE	16	10	13
H	KODIAK SEINE	40	30	23.3
H	SE POUND SOUTH	35	30	29.8
H	SE POUND NORTH	48	35	44-
H	PWS POUND	4	4	3.8
SHELLFISH				
S	SE DUNGY 75 POT	12	10	10.9+
S	SE DUNGY 150 POT	19	17.5	18.9
S	SE DUNGY 225 POT	29	26	27.7-
S	SE DUNGY 300 POT	52	40	44.9-
S	SE POT SHRIMP	21+	21+	16.9+
S	KODIAK TANNER <60	27	25	30.5
S	PUGET SOUND DUNGY	90	78	N/A
S	WASHINGTON DUNGY	1,250-4,000/FT	1,000-3,750/FT	N/A
S	OREGON DUNGY	1,500-4,000/FT	1,250-3,750/FT	N/A
S	CALIFORNIA DUNGY	400-800/POT	300-800/POT	N/A
SE ALASKA DIVE				
SE AK Dive	URCHIN	3	3+	3.8
SE AK Dive	CUCUMBER	35+	32+	27.3
SE AK Dive	GEODUCK	85	80	85

Prices in SEPTEMBER 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: Advance price of \$1.50 for sockeyes in the Bay and interest in permits has the phones ringing. Buyers are offering close to \$100k, but sellers are hard to find right now. SE drifters are having a good year so far. Expect to see those permits creep up in value by fall. Nothing going on with PWS permits during the season. Interest in Cook Inlet continued to pick up as sockeye prices climbed. All of the cheap Area M permits were gone by the end of July. New sellers were looking for \$80k or better. Puget Sound permits were going for \$25k or better.

Seine: With fishing just so/so to the end of July, SE permits may be dropping below \$300k. A recent sale of a PWS permit was in the mid \$160s. Kodiak permits were still available in the upper \$30s, with a sale in the past month. Still no activity in Area M.

Troll: With all of the SE Power Troll permits sold in the low \$30s, permits were moving up into the mid \$30s. Hand Troll permits were steady at right around \$10k. Buyers are still looking for California troll permits.

Shellfish: Buyers are still after SE shrimp permits. All lower 48 crab permits are in demand with big 500 pot permits pushing \$4k/ft. Buyers are always looking Puget Sound dungy cards for sale or lease.

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	40.00-45.00	36.00-40.00
H	2C	C/B	1-3	B	40.00-42.00	38.00-40.00
H	2C	C/B	4-10	B	42.00-44.00	40.00-42.00
H	2C	C/B	ANY	U	44.00-46.00	42.00-44.00
H	2C	A		B/U	50.00	45.00
H	3A	D		B/U	26.00-32.00	26.00-30.00
H	3A	C/B	1-5	B	30.00-32.00	25.00-28.00
H	3A	C/B	5-10	B	32.00-34.00	28.00
H	3A	C/B	>10	U	32.00-38.00	30.00
H	3A	A		B/U	36.00	35.00
H	3B	D		B	16.00-20.00	12.00-15.00
H	3B	C/B	1-10	B	17.00-25.00	12.00-16.00
H	3B	C/B	>10	U	23.00-26.00	20.00-22.00
H	3B	A		B/U	N/A	30.00
H	4A	D		B/U	15.00-20.00	10.00-12.00
H	4A	C/B	1-10	B	12.00-20.00	10.00-12.00
H	4A	C/B	>10	B	18.00-20.00	12.00-14.00
H	4A	C/B	>10	U	20.00-22.00	16.00-18.00
H	4B/C/D	C/B	1-10	B	12.00-18.00	8.00-10.00
H	4B/C/D	C/B	>10	B/U	17.00-20.00	10.00-12.00
S	SE	C/B	1-10	B	26.00-32.00	24.00-26.00
S	SE	C/B	>10	U	28.00-34.00	26.00-28.00
S	SE	A		B/U	32.00	30.00
S	WY	C/B	1-10	B	28.00-32.00	26.00-28.00
S	WY	C/B	>10	U	32.00-34.00	28.00-30.00
S	WY	A		B/U	35.00	33.00
S	CG	C/B	1-10	B	22.00-25.00	12.00-14.00
S	CG	C/B	>10	B/U	18.00-25.00	15.00-17.00
S	CG	A		B/U	30.00	25.00
S	WG	C/B	1-10	B	12.00-14.00	10.00-12.00
S	WG	C/B	>10	B	14.00-17.00	10.00-12.00
S	WG	C/B/A	>10	U	14.00-20.00	12.00-14.00
S	AI	C/B/A		B/U	1.50-6.00	1.00-5.50
S	BS	C/B		B/U	1.50-6.00	1.50-5.50
S	BS	A		B/U	7.00-8.00	6.00

*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



Halibut quota share prices held steady. There is very little activity in the market in general. Not much change in the Sablefish quota share market. Some unblocked CG has sold over the past month in the \$17-\$18 range. Prices and interest remain down.

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38 foot Rawson gillnet combo. TAMD 70D Volvo, 12 kw MER genset, 7.5 ton IMS RSW, 1000 lb. IMS blast freezer. Full electronics, and all deck equipment to gillnet and process heads-on shrimp. Available mid-October. \$200,000. Call Chris (907) 305-0531 or ccgugg@gci.net.



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Albacore-gillnet boat. \$69,000 as is. If you want Swordfish-gillnet and permit, price is \$95,000. Call Don (949) 279-9369. Boat has floodable hatches for live bait or crab fishing.



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Priced to sell quickly at \$399,000. 75 foot Coast Guard certified overnight boat with 49 bunks and full galley. Boat is currently in Long Beach. Can stay or move wherever you want. Call Don (949) 279-9369. Boat available 10/1.



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To the editor:

I'm a lifelong Alaska commercial fisherman. I have fished all over Alaska. I also have drift gillnetted salmon in Cook Inlet since I first went out with my dad at the age of 3.

Our Cook Inlet fishery is under attack by the state of Alaska, city of Kenai, and all sport-fishing interests, as well as the so-called "dipnetters." Commercial salmon fishing in Cook Inlet has been around for many, many years, but we are getting phased out by sport interests and the state of Alaska!

Please help us by posting articles on our dying fishery. We here in the inlet need all the help we can get, Thank you so much from a lifelong Alaska fisherman and subscriber,

Jake Newton

Editor's note: We'll have another article about the Cook Inlet fishery in a month or two.



To the editor:

I just saw the February 2013 issue of *Pacific Fishing* and was delighted to see the photo of the F/V *Norma M* on the cover.

I spent a lot of time as deckhand on that boat in the late '80s and in the early '90s. Seeing the photo of her crossing the Newport Bar brought back lots of pleasant memories.

These days I'm captain of a large container ship, and I sure miss those simpler days when I was fishing.

Thanks for the photo, and thanks for putting out a great magazine. I really enjoy it!

Brad Goodwin, master
M/V *Horizon Anchorage*

Toxic mine: Chieftain Metals' beleaguered and controversial Tulsequah Chief Mine is in trouble again.

The mine has not been fully operational since 1957 but continues to leak toxic acid mine runoff into the Taku, a major salmon producing river. Full financing for reopening the mine has fallen through but Chieftain Metals is undertaking an analysis and possible drilling program to expand the scope of the deposit with the hope of attracting new investors.



Postcard: Jen Pickett captured some of the boats fishing Bristol Bay.

In September 2012 Chieftain announced a Memorandum of Understanding with China CAMC Engineering Co. Ltd. and its majority-owned subsidiary Procon Holdings Inc. Procon invested about \$10 million in exchange for 19.7 percent of Chieftain stock shares.

But the memorandum has since been terminated.

By Chieftain Metals' own timetable, the mine's future is contingent on new financing being secured by January 2014. They need to raise at least \$500 million to develop the mine site before they can begin production. Less than \$4 million cash of the \$10 million funded by Procon remains. Chieftain hopes to finance their capital expenditures through stock offerings, bank loans, financing of existing plant equipment, and the pre-sale of metals stream.

Meanwhile, mine construction has halted. If enough investors come on board, surface construction will begin the third quarter of 2014. Commercial production, if all falls into place including financing, will start second quarter 2016.

Chieftain Metals has not announced when they will construct the promised water treatment plant at the mine's location.



New Coos Bay boats: Giddings Boat Works has two boats in the works, the first at the Coos Bay yard since 1999 — *The Patriot*, owned by Mike Pettis, and the *Miss Emily*, owned by Todd Whaley.

Both will be crabbing and shrimping boats, said Ray Cox, president of Giddings.

The steel hulls are 67 feet by 25 feet for *The Patriot* and 72 feet by 28 feet for the *Miss Emily*. There are three to eight builders working on the boats at any given time, Cox said.

Once the outer part of *The Patriot* is finished, it will sail up to Newport where the interior will be completed, Cox said. He said both vessels should be done by November.

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Postcard: What do you do when fishing is slow on Bristol Bay? You see how many people can squeeze in a driftboat galley. "We counted 28, but couldn't quite get them all in one pic," said photographer Jen Pickett

"We're really working hard to get them done by crab season," Cox said.



Minimum wage: Seafood processors could face a \$2 hike in Alaska's current \$7.75 per hour minimum wage over a two-year period under an initiative petition recently approved for the signature-gathering phase.

The proposal, sponsored by three former state Department of Labor commissioners, would raise the minimum wage to \$8.75 in January 2015 and to \$9.75 in January 2016.

By comparison, the minimum wage is currently \$9.19 an hour in Washington.

Initiative backers need the signatures of almost 31,000 registered Alaskan voters to put the question on the November 2014 general election ballot. They must collect the signatures before the start of the 2014 legislative session on Jan. 21, and the Legislature could keep it off the ballot by passing a substantially similar bill.



Wrangell mill burns: One of the last major sawmill operations in Wrangell has been destroyed by fire.

Mike Allen Enterprises burned to the ground in the mid-afternoon fire at 13 Mile Zimovia Highway.



Winch: A Coast Guard Air Station Sitka MH-60 Jayhawk helicopter crew lifted an injured 21-year-old fisherman from the F/V *Jerilyn* 92 miles southeast of Sitka. The fisherman

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injured his arm and hand in a winch accident aboard the vessel prompting his transport to Mount Edgecumbe Hospital in Sitka for treatment.



Hake certification: The Pacific hake (Pacific whiting) offshore fishery, which operates off the West Coast of the United States and Canada, has entered assessment for re-certification by the Marine Stewardship Council. The mid-water trawl fishery became MSC certified as a sustainable and well-managed fishery in the fall of 2009.



New hire: TOTE Inc. has named Matt Brynildson as vice president of human resources. Matt was most recently chief human resources officer for Kenworth Truck Co. PACCAR China and PACCAR of Canada.



Another: The North Pacific Anadromous Fish Commission proudly announces that Dr. Vladimir Radchenko is taking over the position of executive director. Radchenko is an internationally known scientific expert on Pacific salmon and comes to the Vancouver-based commission from his previous position as deputy director general of the prestigious Pacific Research Fisheries Center in Vladivostok, Russia.

Dr. Radchenko replaces Mr. Vladimir Fedorenko who recently retired following a long and distinguished career in international fisheries and economic relations.

“There are many important goals ahead for the Commission,” said Radchenko, “including working toward improved forecasting of Pacific salmon production in ocean ecosystems undergoing changing climatic conditions. Improved forecasting techniques will help ensure good management of salmon and steelhead stocks for future generations.”



Obituary: Gunnar Guddal, 77, an inventor and businessman whose neoprene survival suit, or immersion suit, is credited with saving the lives of countless mariners swept overboard into frigid waters, died of congestive heart failure May 11 in Seattle.

He invented his oversized, insulated suit with a watertight zipper in the late 1960s, then spent more than 20 years trying to persuade change-resistant fishermen to wear the outfit on the high seas. He demonstrated the suits on Puget Sound docks, had his young daughter model them in a wading pool at marine trade shows, and gave away some for fishermen to try out.



Postcard: Kai Stewart, left, and skipper Lee Hanson of the F/V Maelstrom harvest Dungeness crab out of Sitka for Sitka Sound Seafood. Rafe Hanson photo

It wasn't until 1991, when the U.S. Coast Guard began requiring commercial ships to carry the suits as part of their lifesaving gear, that they became widely used. Immersion suits, made of the synthetic rubber neoprene, can extend from minutes to 12 hours or more the amount of time a person can survive in cold water before hypothermia sets in.

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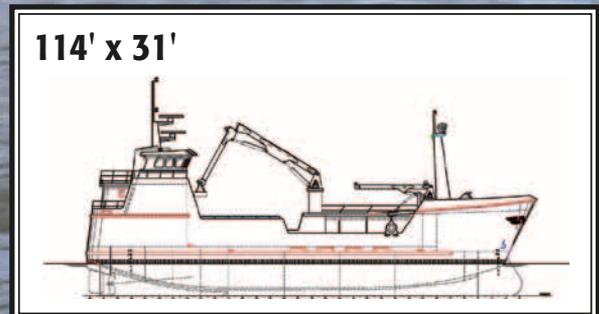
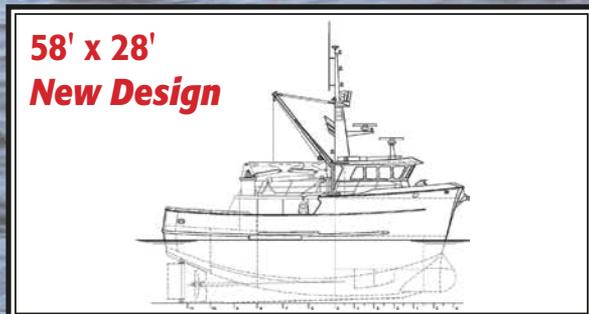
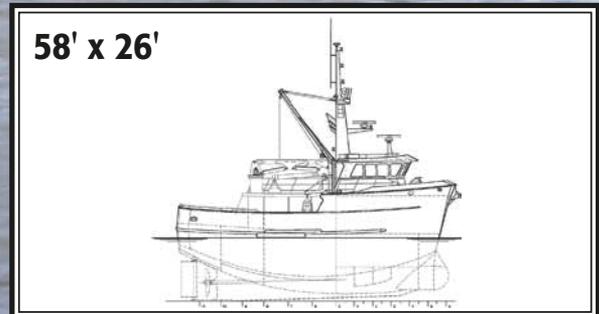
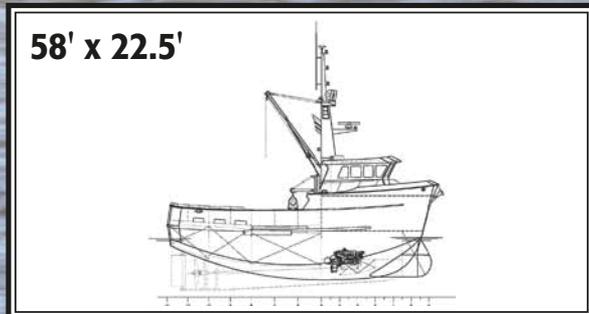
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