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THE BUSINESS MAGAZINE FOR FISHERMEN ■ FEBRUARY 2008



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Singing the rockfish blues

Fuel prices

Fleet stuck in a crowded Dutch Harbor

Alaska mystery photos identified



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INSIDE:



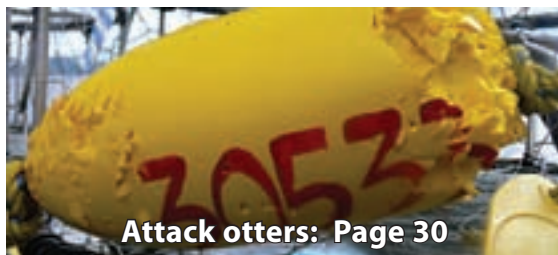
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Don McManman

Brain Surgery

Low tech can save you a lot of grief

In assembling this month's glance at high tech in the wheelhouse, I got to thinking about the value of low tech.

In the late '70s, when I was working in a marine diesel shop in Bellingham, high tech was pretty much limited to an automotive instrument display in the wheelhouse, plus a low pressure oil alarm. The alarm made sense, but it was a pain in the neck: To reset the alarm after starting up, you had to leave the wheelhouse, climb into the engine room, and press a button.

With today's systems, you can monitor just about everything that's wrong and right with your engine — even if you're in your bunk, cozying up to a laptop.

But a laptop won't do your thinking for you. And, thankfully, keeping your vessel running right isn't brain surgery.

Turns out, though, not even brain surgery is brain surgery.

Here's the lead sentence in an Associated Press news story about outrages in hospital operating rooms:

"PROVIDENCE, R.I. — One operation went awry after an experienced brain surgeon insisted to a nurse he knew what side of the head to operate on — but got it wrong."

Leaving aside the question of whether physicians are born that way or have to take arrogance lessons in college, this story brings up the value of the lowest of tech: The laundry list.

Back in 1935, the U.S. Army Air Corps held a competition among aircraft builders to design its next generation of long-distance bomber.

Boeing went far beyond the initial specs and produced a monster, with four engines rather than the customary two, retractable gear, and more control surfaces, creating a vastly more complex machine.

Boeing's entrant — then known as Model 299 — was heavily favored to win the contract, at least until the final fly-off before the Army's judges.

But on an October morning, with one of the military's most experienced test pilots at the controls, the mighty plane rose to 300 feet, stalled, and crashed, killing two of its five crewmen. The verdict: Boeing's dream was just too complicated to fly.

Boeing — with a lot to lose (like the company) — came up with an elegant solution, according to Atul Gawande, writing in *The New Yorker*. It de-complicated the business of flying with a ... (wait for it) ... checklist.

A simple list of tasks told the pilot what to do and when to do it.

Turns out, a piece of paper is more reliable than an aviator's memory. New pilots climbed into a new Model 299 — and flew it without crashing. It went on to a career you might have heard about but under a different name: The World War II B-17 Flying Fortress.

Granted, operating the various systems aboard your boat isn't like piloting a B-17, but it's not as complicated as figuring out which side of the brain to cut into — and we all know where that can lead.

During the off-season, go through every task that must be done to keep your vessel running and on top of the water — even the simplest jobs, like replacing caps after checking fluid levels. Make a list. Make copies. Insist your crew use the lists. And, this may be the hardest, make sure you use them as well.

Remember, it's not brain surgery, and thank goodness for that. ♪

Don McManman edits Pacific Fishing, which isn't quite brain surgery, but he too needs lists.

ON THE COVER:

Crewman Mike Bangs stacks pots on the F/V Tacoma in preparation for last year's Southeast Alaska Tanner crab and golden (brown) king crab fishery. The 2008 season begins Tuesday, Feb. 12.

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NEWS Monthly Stats Pack

An old tradition:

The Stats Pack

Welcome to the latest look of an old tradition here at *Pacific Fishing: The Stats Pack*.

For years, we would mine every cranny of the North Pacific, looking for statistical nuggets of information that would make your business more profitable. The Stats Pack made its bloated appearance each winter.

Those days are gone, alas, and along with them, your need for a dense amalgamation of statistics. Instead, we've opted to bring some telling information to you on a monthly basis.

If you have any requests or suggestions, let us know at editor@pacificfishing.com.

Big Columbia run, but not for gillnetters

A big run prediction for upper Columbia River spring Chinook, coupled with the low run expected on the Willamette River, leaves most commercial gillnetters with a gloomy forecast for 2008.

The limping Willamette run, expected to be just 34,000 fish, triggers restrictions that will exclude the gillnetters entirely from the Columbia fishery and leave all but a couple hundred Willamette Chinook for anglers.

It will also wipe out the gillnetters' opportunity to catch upper-Columbia River Chinook on the lower Columbia mainstem, according to John North, fishery manager with the Oregon Department of Fish and Wildlife.

North said the meager 290 Willamette fish available for the gillnet fleet will be just enough to cover the bycatch for off-channel select area salmon fisheries and the winter sturgeon fishery.

The 2007 jack count over Bonneville Dam was the second highest on record. But to capitalize on this spring's flush upper river run — estimated to be a bountiful 269,300 fish — gillnetters will have to move their nets up above the Willamette, more than 100 miles from the mouth of the Columbia.

However, with bigger runs of upriver brights, there will be more strays in the lower Columbia River select-area, or net-pen, fisheries, which are still fair game.

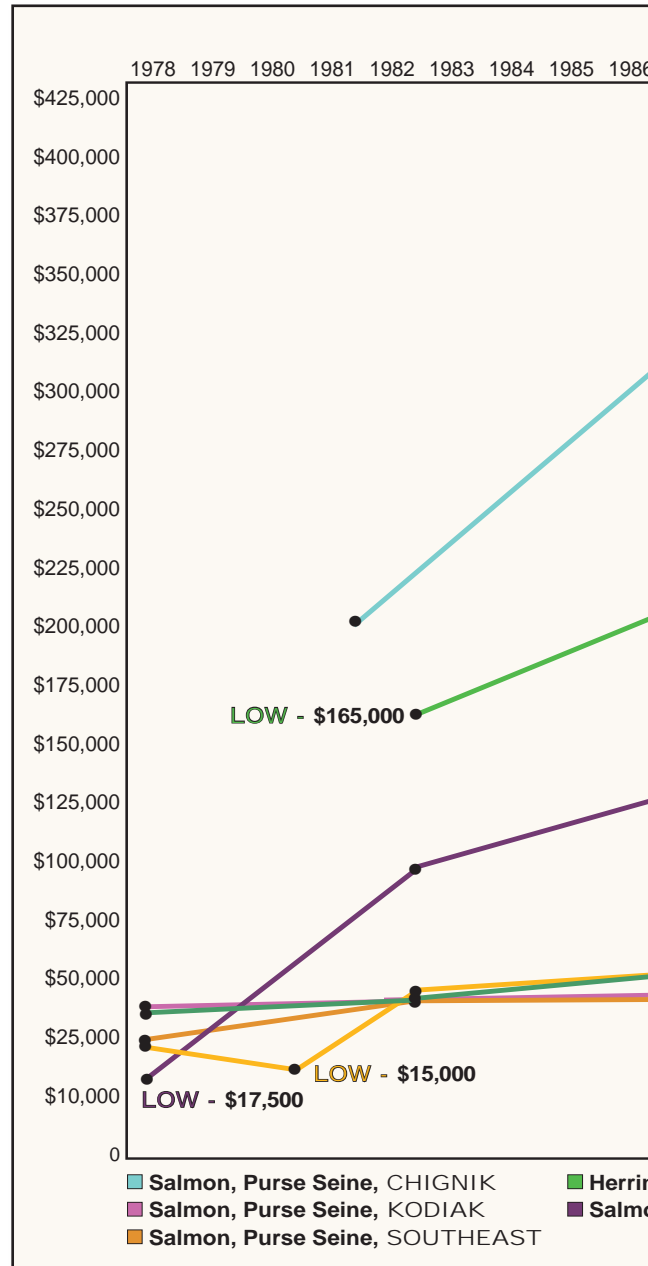
Based on the 2008 predictions, the gillnetters' cut of upriver Chinook would be 8,500 fish, North said, about 6,500 of which would need to be caught above the Willamette.

That's up from a 3,000 allocation last year, he said, but this year "you don't get any free fish with them."

"It's not a very good season for the average Astoria-area gillnetter," said North. "All they've got is the select areas and some fishing upriver."

Of course, the numbers could change if predictions are wrong, or if the Oregon and Washington fish and wildlife commissions decide by February to adjust the allocation of spring Chinook impacts from its current 55 percent sport, 45 percent commercial split. ↓

— Cassandra Marie Profita



Alaska sea lion count shows some ups, some downs

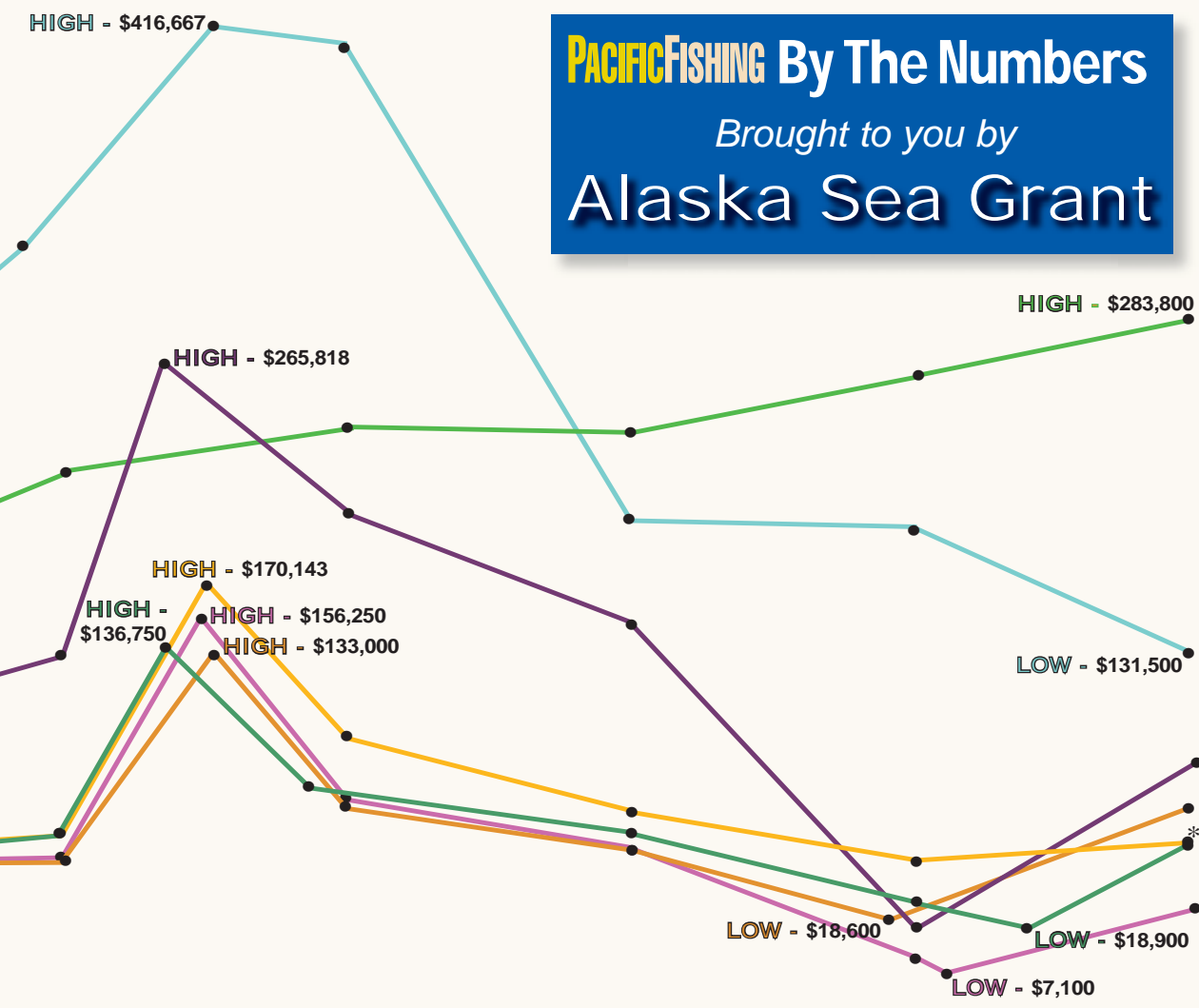
NOAA's National Marine Fisheries Service (NOAA Fisheries Service) scientists completed their analysis of 2007 aerial surveys of Steller sea lions from Cape Saint Elias into the Aleutian Islands.

The count of the endangered western stock of Alaska's Steller sea lions was incomplete: Weather and mechanical problems prevented researchers from flying over the western-most portions of the survey area.

"Looking at western stock trends since 2004, our surveys show mixed results — increases here and decreases there — but the overall picture indicates that the Steller sea lion population west of Cape Saint Elias in 2007 was similar in size to the population in 2004," said director of NOAA Fisheries

ALASKA ENTRY PERMIT PRICES

1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007



Herring Roe, Purse Seine, SOUTHEAST Salmon, Drift Gillnet, PRINCE WILLIAM SOUND
 Salmon, Drift Gillnet, BRISTOL BAY Salmon, Drift Gillnet, SOUTHEAST

Source: Mike Painter and The Permit Master

PACIFICFISHING By The Numbers
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Salmon, Purse Seine, Chignik

Period	Est. Value
Dec. 1981	\$200,000
Jan. 1987	\$315,667
Jul. 1990	\$416,667
All 1992	\$403,100
All 1997	\$188,300
All 2002	\$186,600
Oct. 2007	\$131,500

Salmon, Purse Seine, Kodiak

Period	Est. Value
Mar. 1978	\$35,000
All 1982	\$39,817
All 1987	\$43,385
Feb. 1990	\$156,250
All 1992	\$69,300
All 1997	\$41,700
All 2002	\$9,900
Apr. 2003	\$7,100
Oct. 2007	\$23,800

Salmon, Purse Seine, S.E.

Period	Est. Value
Mar. 1978	\$25,833
All 1982	\$40,636
All 1987	\$40,832
May 1990	\$133,000
All 1992	\$65,000
Apr. 2002	\$18,600
All 2002	\$22,800
Oct. 2007	\$65,500

Herring Roe, Purse Seine, S.E.

Period	Est. Value
All 1982	\$165,000
All 1987	\$216,667
All 1992	\$235,000
All 1997	\$227,500
All 2002	\$255,900
Oct. 2007	\$283,800

Salmon, Drift Gillnet, Bristol Bay

Period	Est. Value
Mar. 1978	\$13,941
All 1982	\$95,936
All 1987	\$130,137
Aug. 1989	\$265,818
All 1992	\$193,500
All 1997	\$153,800
Jul. 2002	\$17,500
All 2002	\$19,700
Oct. 2007	\$81,700

Salmon, Drift Gillnet, Prince William Sound

Period	Est. Value
Mar. 1978	\$24,346
Dec. 80	\$15,000
All 1982	\$46,337
All 1987	\$62,365
Apr. 90	\$170,143
All 1992	\$98,100
All 1997	\$67,900
All 2002	\$41,000
Oct. 2007	\$54,200*

Salmon, Drift Gillnet, S.E.

Period	Est. Value
Mar. 1978	\$32,375
All 1982	\$38,650
All 1987	\$55,632
Aug. 1989	\$136,750
All 1992	\$75,500
All 1997	\$50,600
All 2002	\$27,900
Mar. 2004	\$18,900
Oct. 2007	\$55,300

*Commercial Fisheries Entry Commission values tend to lag behind the actual market. A more recent sale was at \$75,000.

Service's Alaska Fisheries Science Center Doug DeMaster.

"This year's count, while incomplete, supports that big-picture impression."

Declines are more prominent in the western part of the survey area, with some gains appearing farther eastward. The 2007 count in the Central Gulf of Alaska, from the central Kenai Peninsula through the Semidi Islands, is the first showing a population increase since the 1970s, when the time series began.

Researchers conduct aerial surveys for adult and juvenile Steller sea lions from mid-June through early July when the largest numbers are onshore to give birth and breed.

Researchers hoped in 2007 to survey all terrestrial rookery and haul-out sites from Cape Saint Elias to Attu Island. Research flights occurred between June 9 and July 6.

Weather and aircraft mechanical problems prevented survey effort in the western Aleutian Islands and limited survey effort in the central Aleutian Islands to the eastern portion between Yunaska and Tanaga

Islands, with very little effort occurring west of Amchitka Pass.

"Despite the weather and technical issues, we were still able to gather enough information to detect and reaffirm trends in the eastern and central parts of the survey area," said Lowell Fritz of the Alaska Fisheries Science Center's Alaska Ecosystem Program.

Researchers took photographs of Steller sea lions on rookeries and haul-outs using both a medium format (5-inch wide) film camera and a digital camera mounted side-by-side in the belly port of a NOAA Twin Otter aircraft. The 2007 survey was the first test of a digital camera for this use, and it performed well, according to Fritz.

Two researchers working independently counted all Steller sea lions at each terrestrial site photographed during the 2007 survey. Statistical comparisons indicated there were no significant differences between counts from the film and digital images, or between the researchers' counts.

For more information, please visit www.afsc.noaa.gov/mmml/pdf/SSLNon-Pups2007memo.pdf.

HIGH TECH WHEELHOUSE



High tech in the commercial fishing industry is so wide-ranging and complex that it's nearly impossible for a mere mortal to wrap his mind around it.

So, to give an idea of what's out there and which options are finding followings, we decided to dip into the industry at several levels.

If you're selling high tech to fishermen, and you think we should have featured you or your product, you're right ... and we will. Drop us a line at editor@pacificfishing.com.

If you're a fisherman who has something to say (and few fishermen don't) about some of the latest electronic wizardry, let us know as well: editor@pacificfishing.com.

We'll combine the comments for another report in a few months.

In the meantime, we'll begin with the first question you must answer: When should you buy?

First, we'll start with the basics: Buy only what you need

Terry Johnson is one of the North Pacific's most respected experts on boat technology and is a contributor to Pacific Fishing. He is an Alaska Sea Grant marine advisory agent and a former commercial fisherman. He lives in Homer.

New fish finders, radios, autopilots, plotters, and radars come out monthly. You can't buy them all, nor do you have time to master all the new bells and whistles.

So, how should you select new electronics in order to get the best performance and avoid investing in equipment that soon will be obsolete?

Decide which capabilities and features you really need.

If your current unit is doing the job, why

replace it? Don't buy new electronics just because they are new. It's rarely necessary to replace all of your electronics at once, unless you've had damage or theft, so if you need a new fish finder, buy a new fish finder and avoid the temptation to replace other wheelhouse electronics that are still working well.

Research capabilities and features thoroughly. Most new units have far more capabilities than the average fisherman will ever use. It takes time to master the use of those features, so don't buy the top-of-the-line model unless you really need all those features and have time to learn to use them.

Industry journals and boating magazines review new electronics. Some marine Web

sites have chat lines or user reviews. On-line sales sites rarely provide meaningful comparative data that would help you make an informed decision.

An electronics dealer who sells several lines should be able to answer all of your questions about capabilities and features. If not, go somewhere else.

Innovation will continue, so accept that whatever you buy will soon be outmoded, but that does not mean obsolete. Any name brand unit should provide a decade of service, so as long as it is doing the job for you, don't worry about what else has come out. ⚓

– Terry Johnson

The shipyard

If there's a trend in new construction electronics, it's flexibility, according to Mike Lee, who handles production for Fred Wahl Marine Construction in Reedsport.

"You see a lot of guys coming in who are tired of fighting their old boats. They want to set up systems in the beginning that will allow them to adapt as technology changes," Lee says.

He's seen a lot of wish lists, but here are some of the features that make it into the wheelhouses these days.

- **Satellite compass:** "They're expensive, but the skippers want this stuff wired in to allow them to use the next generations." Virtually every fishery finds a use for the accurate-to-a-gnat's-eye information from sat compasses: Crabbers, say, can compile a database of specific bottom characteristics where crab are – or aren't.

- **Flat screen monitors:** "The old monitors really take up a lot of space in the wheelhouse. You never quite realize it until you get onto a boat with the flat screens."

- **Lots of screens:** Although a few months ago we reported that many skippers want one master screen and a remote to flip through different sensor channels, Lee says we were dreaming. "They want different screens. They want to see what's going on right now. They don't want to press a button."

- **And not just in the wheelhouse:** Skippers want monitors by their bunks as well, to keep an eye on what's happening even when the other eye is closed. "They tend to sleep pretty uneasily as it is."

- **Pyrometers:** Driggers especially want to watch the workload digitally. Some new systems have pyrometers on each cylinder.

- **Watch alarms on the radar:** It'll let you know when you've got a sleepy helmsman pointing you in harm's way.

- **Your crew:** Most of the new construction coming off his ways have PA systems in all staterooms.

- **Satellite phones:** They're being built in on most new boats.

- **Up top:** Satellite phones, satellite compasses, cell phones – to accommodate them all, masts are reaching higher and supporting more hardware at the top.

- **Transducers, of course:** "The new ones will let you see the fish's eyeballs."

- **Finally, one money-saving attribute high tech will bring to your new construction:** Those flat screens. Lee says his carpenters don't much like them. Used to be, it took time and true craftsmanship to house all those tube monitors. Now, you only need four wood screws. ↴

For navigation, PC-based software

In a world of proprietary navigation hardware, the latest innovation in high-tech navigation may be the you-buy-it, you-own-it model.

Used to be, if you bought a Furuno chartplotter, for example, you were locked in to buying their hardware. If you wanted an update, or to add more functionality, you had to go back to Furuno and purchase compatible gear.

Today, you can walk into a marine supplier and walk out with a software program for navigation that you can install on your laptop (or desktop), and it will work with a host of hardware manufacturers' products, says John Cuttite, a sales rep for Rose Point Navigation Systems, in Redmond, Wash.

Then, you can update your system with whatever you want, whenever you want it.

Purchase plans for PC software vary. You can spend anywhere from \$400 to \$3,000 for the software, depending on the features you need, and some vendors offer their software on a subscription program. Updates to the navigation program are as easy as downloading the latest update from the Internet, or putting an update CD in the PC, a feature that proprietary systems cannot match.

With the new software, you can encapsulate your fishing history in a laptop.

"You can take it home and look at past trawls, cross-reference with your catch data, and day and time, to do some number-crunching, and really get into some sophisticated analysis," Cuttite says. "That analysis can give you the edge you need to be more profitable."

The software and the laptop don't relieve you of the hardware. You'll still invest in the sensors – sonar, GPS, radar, weather, etc. – and you still need to run cables to the wheelhouse ...

... unless you create a wireless network system on board, which many skippers are choosing because of the obvious simplicity.

Wireless also lets you tap into the vessel's systems when you're in your bunk or any other place in the vessel.

PC-based marine software also offers flexibility for captains or fleet owners who want shore-side management capabilities. With the right hardware and software, shoreside managers can monitor engine data, fuel consumption, and critical vessel systems. They can alert the vessel of possible problems before they happen.

However, non-proprietary software won't help you with totally proprietary systems. For example, most trawl net sensors are produced to be part of a proprietary system. You won't find a PC program that will help you there – yet.

The increasing popularity of non-proprietary vessel monitoring and navigation systems came about because the industry has settled on a standard communications protocol. First came NMEA 0183, and now the latest standard is called NMEA 2000, or N2K. NMEA stands for the National Marine Electronics Association.

"Having protocol standards means manufacturers write their device outputs to this standard. Then, the majority of these devices will be plug-and-play for the user, making installation and integration much easier," Cuttite says. ↴

The manufacturer

You've heard all the reasons to buy the latest bells and ultra-new whistles for your wheelhouse, but here's a concept aimed at the most significant threat to the profitability of your business: The price of fuel.

"With the fuel prices we have these days, you have to be aware of each gallon you burn," says Dennis Soderberg, vice president of electronic products for Wesmar.

"Our job is to get you on the fish quickly and get those fish in the hold quickly. If you're an efficient fisherman, you're burning less fuel and taking home more money."

Beyond that, good wheelhouse electronics are an investment in future profitability, and not only because of their efficiencies, Soderberg says.

"You never know what new gear and bycatch restrictions are ahead. But you do know that things will change. If you're going to continue to fish – if you're going to be allowed to fish – you'll have to know as much as possible about the fish and your gear.

Continued on page 8

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The sales rep

Fred Fink has been around communications technology since the use of smoke signals – or since 1978, whichever is more believable. He works at Lunde Marine Electronics in Ballard.

He led a seminar about on-board electronics at Fish Expo in November, so we asked him for his observations.

- Weather satellites are becoming more popular and finding homes in smaller boats. More vendors have entered the market. Just like the terrestrial cell phone business, the initial price is almost secondary.

“Monthly service charges is where they make their money, and they’re not very worried about the hardware price.”

Alaska and British Columbia don’t yet have coverage, but they will.

- Automatic vessel ID systems are working their way down the fleet. They are now required on passenger vessels and boats longer than 100 feet, but smaller fishing boats are finding uses for the technology.

Take maneuvering in the Inside Passage. You can see the course and headings of vessels around you and around the corner – valuable information, especially with a crewman at the helm and you in the bunk watching with your own wireless monitor.

A new class of units has received FCC approval and should bring down prices once they enter the market in force.

Still, there’s the understandable urge to deep-six the damn thing when you’re on fish and the other guys aren’t.



Fred Fink has been at Lunde Marine Electronics for 30 years.

“You can turn them off.”

And, if you’re a cowboy, get over it. Because of safety and security arguments, you’ll be required to have one onboard sooner or later – and probably the former.

“The Coast Guard wants to keep an eye on everything.”

- The improved Iron Mikes are getting smarter. They actually can learn how your vessel handles, figuring out how much rudder is needed for a certain degree of turn.

Beyond that, the automatic pilots are sea-state sensitive; they can sense how much your vessel is really off course and whether a momentary heading is simply a function of sliding down a wave.

“It’s what an experienced helmsman does by instinct.”

- VHS digital calling will allow you to use your radio as if it were a telephone.

“You’re not hailing on Channel 70 to have everyone listen in. You can actually call individual radios.” ↴

Continued from page 7

“You’ve got to keep your gear fishing where it should and away from bycatch.”

Not surprisingly, Soderberg says Wesmar has some products that will help you maintain profitability while covering options for the future.

He likes Wesmar’s new HD850 hull-mounted sonar with active stabilization. In short, the system dampens the motion of your vessel, keeping the beam fairly stable.

Here’s how Soderberg describes it:

“It’s like you’re walking through the woods at night. You swing your flashlight back and forth and then point it to the path in front of you.

“But, try to run on that same path. Your flashlight beam jumps all over the place.”

The “running” part is your hull lurching in the waves.

Sensors in the system monitor the hull’s movement and constantly adjust the aim of the transducer mechanically to compensate for waves and turns.

Wesmar isn’t the first with such technology. “Another manufacturer had it for a while, so we had to be better to compete.”

Wesmar offers both 8- and 10-inch transducers. It’s been in the fleet for a year, so all the bugs have been worked out. “We’re close to perfection now.” ↴

Rockfish population slowly on the rise



Above: Rockfish in a kelp forest. Right: Black rockfish. Inset: Juvenile rockfish.

More than 60 species of rockfish dwell in vast numbers in the Eastern Pacific Ocean from Baja to Alaska. White-fleshed and delicious, they frequently school together and often intermingle with other commercially sought fishes — but seven members of the genus *Sebastes* have spoiled the party.

Actually, it was fishermen, who harvested them nearly to economic extinction last century, and this handful of species is now largely protected by the Pacific Fishery Management Council from trawl nets, traps, and hooks.

Rockfish are notoriously long-lived and painfully slow-growing, and as these species gradually recover from the depths of overexploitation, the once phenomenal fishery may remain closely restricted for decades south of the Canada-United States border, and other fisheries are feeling the strain of the closure, as well.

“Basically, measures for rebuilding those seven species are constraining fishing opportunities for other species that aren’t in danger of overexploitation,” said John DeVore, staff officer with the Pacific Fishery Management Council.

The rockfish and related species under strict federal protection in waters off California, Oregon, and Washington are widow, darkblotched, cowcod, yelloweye, bocaccio, Pacific

ocean perch, and canary. These species are officially “overfished,” a designation which the council grants when a fish’s population drops to 25 percent of its estimated virgin level, and a stock is not considered “recovered” until it has climbed back up to the 40-percent mark.

These guidelines were devised and written into policy in 1998 as part of the Fishery Management Plan. Since then, two species have ascended back to the 40 percent level and been removed from the list of those overfished: Pacific whiting (i.e., hake) and lingcod.

Not technically a rockfish, the lingcod’s fast individual growth rate and proclivity toward reproducing helped its recovery, declared official by the council in December 2006.

The Pacific whiting stock, another highly productive species, was declared rebuilt in 2004. The whiting story is somewhat confusing. The stock was declared overfished in 2002, but the 2004 whiting assessment indicated the stock was healthy (i.e., above 40 percent of virgin biomass) and never did reach the overfished threshold of 25 percent of virgin biomass as indicated in the 2002 assessment.

But some rockfish — especially the big boys like cowcod and yelloweyes — may take decades to recover, said DeVore.

Pacific whiting (hake) fishermen regularly encounter great numbers of

schooling rockfish.

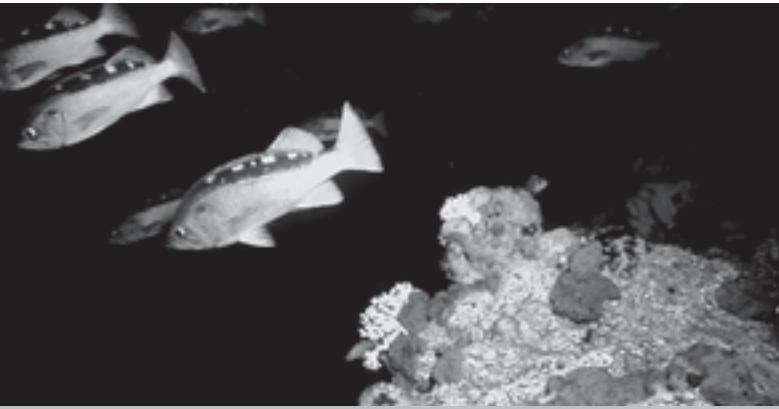
When you’ve got a permit for hake, you’re geared up for hake, you’re fishing for hake, and you know there is a hell of a lot of hake around, nothing stinks so much as scooping up a school of lousy rockfish — especially ones protected by strict bycatch limits.

The fleet may have dozens of tonnes of hake left uncaught in the quota but must stop because the rockfish cap has been exceeded.

While the odd captain dumps his accidentally caught rockfish overboard — as seen last summer in a scandal off the coast of Washington — federal law requires that all accidentally caught fish be accounted for, and if the whiting fleet in California, Oregon, and Washington lands 4.7 metric tons of canary, 25 tonnes of darkblotched, or 220 tonnes of widow, the hake season comes grinding to an end.

After the early closure in August, the council raised the widow cap to 275 metric tons in September to allow the fishery to re-open in October.

“It’s really impacted the hake fishery,” said Brian Culver, marine fish policy lead for the Washington Department of Fish and Wildlife. He was speaking immediately after the whiting season closed last summer because of overfishing on rockfish.



Rockfish in the normally dark depths.

Fortunately, the council's population trajectories suggest that widow rockfish will reach the important 40 percent mark within several years, according to DeVore.

But some species are expected to take much longer. The target year for rebuilding bocaccio rockfish is 2026. For cowcod, it's 2039, although this year's assessment indicates it will take much longer. While the current canary rebuilding plan has a target year of 2063, the 2007 assessment is more optimistic, indicating much faster rebuilding. And council biologists don't predict a recovery of yelloweye until 2084.

Population estimates are made using landings reports, discard reports, and fishery-independent surveys, such as the bottom trawl surveys conducted annually by the National Marine Fisheries Service, said DeVore.

Manned descents in small submersible vehicles add to the picture, as well. Occupants of the subs count the fish visible in the proximity of the vessel. This localized fish density is then applied to the total area of habitat in a region, producing what scientists hope are fairly accurate population and biomass estimates.

"There can be a lot of uncertainty in these assessments," said DeVore. "There are a lot of opinions from fishermen who claim the assessments don't address reality and that they see a lot more fish out there than we're estimating."

However, in the process of making population estimates, such opinions are considered, DeVore added. Nonetheless, scientific opinions declaring a collapse of many rockfish species generally outweigh any optimism.

"Fishermen who say the disaster has been magnified are usually younger guys who didn't see the heyday," said Culver. "There was a time when we literally had vessels delivering in a single tow what is now the total season harvest guideline for the state."

Brandon Ford of the Oregon Fish and Wildlife Department remembers the good old days, as well.

"As a sport fisherman, I've seen the decline myself. Even just 20 years ago, you couldn't keep rockfish off the hook. If you didn't get the 15-fish limit, it was a bad day. Now you're getting two to three fish per recreational angler."

Pete Leipzig of the Fishermen's Marketing Association in Eureka says that management blunders several decades ago combined with a long, low-productivity oceanic regime delivered a "double whammy" to the West Coast's rockfish stocks. Part of this occurred because of an essential misunderstanding of basic rockfish biology.

"In the mid-'80s there was a sort of rediscovery in the way scientists measure the age of these fish," said Leipzig.

Counting the annual growth rings on the otolith, or ear-bone, was nothing new in those days — but everyone was doing it wrong,

he says. It was discovered that if the otolith is broken in half, more rings become visible.

"It worked out so that the fish were twice as old as we'd thought they were and therefore were half as productive as we'd thought."

Poor rockfish recruitment in the following decade did not help the fishery, but strong reproductive seasons in 1999 and 2000 did, according to Milton Love, research biologist and rockfish authority at U.C. Santa Barbara.

"Some rockfish are certainly in recovery. There was good recruitment for chilipeppers in the late 1990s, and today they're in good shape, but there's no evidence that cowcod are recovering from the pit they've fallen into."

Rockfish in Alaska have not experienced the overfishing such as that suffered by species in Washington, Oregon, and California. Managed by the North Pacific Fishery Management Council, directed fisheries exist in Alaska both inshore and offshore for Pacific ocean perch, northern rockfish, and several other species. The industry has fishermen on approximately 40 vessels and workers at about a dozen processing plants.

"Across the board, there's generally nothing that we're particularly worried about destroying this fishery," said Mark Fina, senior economist with the North Pacific council. "The fishing pressure just hasn't been what it is elsewhere."

The Pacific Fishery Management Council's federal policies on rockfish may override state laws, yet the council welcomes local governments in lawmaking processes so long as the state rockfish harvest regulations are stricter — not looser — than the federal regs.

"We've gone to great pains to have the states set regulations that are in compliance with our rebuilding plans," said DeVore. "It works well. All three states are basically partners with the feds."

The prevailing problems in managing rockfish remain. The fish will always grow and reproduce slowly, and with so many varieties in the sea, sweeping regulations cannot be made without regard for individual species. And perhaps most troublesome of all, they associate freely with other groups of fishes, and avoiding the protected species is often impossible.

"Fishing was once about catching fish," said Culver. "It's ironic that fisheries management nowadays is about how to avoid fish. People know better than ever now how to find fish, but more and more the game is about how not to catch them." ↓

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A fisherman's perspective: Bycatch ceilings look a lot different from the water

We had a hard time tracking down fishermen to comment for this feature – most were out working – but finally connected with Gary Wintersteen two days after Christmas. He drags out of Warrenton.

“Some of those numbers they kick around are just asinine. To say that these species need 70, 80, 90 years to replenish is insanity. I don't see any science. It's all politics.”

There was some unprintable stuff. Then he calmed down.

Quite simply, Wintersteen said, there are more fish down there than environmental protectionists and the Pacific Fishery Management Council will admit.

“You're not going to find rockfish in the same place you did last year or 10 years ago. They have fins. They swim,” Wintersteen said.

One example: Canary rockfish.

“I've never been convinced there's a problem with canaries. Our canaries did get harder and harder to catch. That's because they don't stay in the same spot.”

He knew of some hotspots for canary rockfish near Canada. Then the fish seemed to disappear.

But when offloading one day at Bornstein Seafoods in Bellingham, Wintersteen met some Canadians also making deliveries.

“Those Canadians – big boats, pack a half-million pounds – they were offloading huge amounts of canaries.

“The canaries, they don't know anything about borders. They had moved north.”

And, for some reason, they later moved south again.

Then there's the issue of faulty fish population surveys: Self-imposed restrictions often ensure that your target species will be found depleted – even if there are plenty of fish in the sea.

Call it an aquatic Catch 22.

Here's how it works, according to Wintersteen. You want to survey canary rockfish because you believe their numbers are low. Because the fish is “overfished,” you wisely limit the numbers of canary rockfish you will kill as part of the survey.

You drag and suddenly start catching a bunch of canary rockfish. So, you immediately end the survey. Why? You've killed too many of an overfished species.

Yet, maddeningly, there are a bunch of the fish flopping right in front of your nose. But rules are rules and, apparently, a bunch of fish

mean there are no fish.

In short, you can't prove there are a lot of fish because you've proved there are a lot of fish.

Yet, even when there is consensus about abundance of a species, the machinery of fishery management grinds slowly.

Take widow rockfish (brownies), the species that caused a hullaballoo in August. The Pacific whiting fleet caught too many brownies, and managers shut it down. Yet nearly everyone – fishermen and managers alike – generally agreed that the brownie cap should be raised because the species is coming back.

Even so, the lower cap will remain at least until 2009 because ... well, because that's the way the Pacific Fishery Management Council works.

“If they just go with the assessment survey data, they could increase the cap, instead of every three or four years,” Wintersteen said.

Managers have said in the past that weighty decisions require contemplation. As an example, they point to the faulty decision to cut the whiting fishery in 2002 – although later analysis showed the species had never been overfished.

In many ways, the fleet has an image problem. Too often, environmental protectionists characterize trawlers as the bulldozers

of the sea. In reality, with new gear, electronics, and extensive local knowledge, the fleet can be selective.

“I call what we do ‘grocery shopping.’ We go down the aisle and pick a little of this, a little of that. We know where the right fish are and where the wrong fish are – and we fish accordingly.”

It's a message many protectionists don't understand, and they often come armed with lawsuits, Wintersteen said. So, the Pacific council is gun-shy.

Yet, even with the headaches and frustrations, Wintersteen, said he's earning a comfortable living.

“Used to be, groundfish was our bread-and-butter fishery. If you had a boat and any kind of gumption at all, you could make a living. That went away for a while. Now, you can make a significant living dragging again.”

Wintersteen fishes for bottomfish, crab, and shrimp.

“I make a good living. I won't deny that. Fish prices have crept up, agonizingly slow, but they have. But there's no more volume fishing.”

The lack of volume means fewer fillets in the grocery store. What once was generic “red snapper” available at family prices now has risen in status – and price – to gourmet levels. ♪

Fishing was once about catching fish. It's ironic that fisheries management nowadays is about how to avoid fish. People know better than ever now how to find fish, but more and more the game is about how not to catch them.

In B.C., rockfish catch limits and bans are in place

In British Columbia, there are 164 Rockfish Conservation Areas (RCAs) where no recreational or commercial fishing for rockfish or lingcod is permitted.

In 2002, DFO initiated a strategy to halt population declines and allow inshore rockfish and lingcod stocks an opportunity to rebuild. This strategy is based on four

specific conservation measures:

- Reduced harvest of inshore rockfish and lingcod
- Areas for the protection of inshore rockfish where fishing will be restricted (RCAs)
- Improved catch monitoring
- A stock assessment framework for both lingcod and inshore rockfish

All groundfish vessels must account for their bycatch and have a quota for their catch. Outside trawl groundfish vessels have 100 percent onboard observers, and the hook-and-line fleet has 100 percent electronic monitoring.

– Michel Drouin

Anti-farm campaigner adds new ammunition in scientific battle

Study raises “serious” concerns about farming cod

Score one more for Alexandra Morton in her long fight to show that floating salmon net pens are a bad idea for the environment.

In a scholarly paper released just before Christmas, scientists said that sea lice nurtured in salmon pens not only harm individual salmon smolt but will eventually kill off entire runs.

Ironically, Morton wasn't listed as a primary author of the report, just a co-author, but her work — in the beginning against long odds and stuffy bureaucratic and academic communities — set the stage for this latest revelation.

Here is the lead paragraph in a summary of the report:

“Parasitic sea lice infestations caused by salmon farms are driving nearby populations of wild salmon toward extinction. The results show that the affected pink salmon populations have been rapidly declining for four years. The scientists expect a 99 percent collapse in another four years, or two salmon generations, if the infestations continue.”

“The impact is so severe that the viability of the wild salmon populations is threatened,” says the lead author of a new article in *Science*, Martin Krkosek, a fisheries ecologist from the University of Alberta.

Science is a first-rank, peer-reviewed scholarly journal.

Krkosek and his co-authors calculate that sea lice have killed more than 80 percent of the annual pink salmon returns to British Columbia's Broughton Archipelago.

“If nothing changes, we are going to lose these fish.”

Earlier papers by Krkosek and others have shown that sea lice from floating net pens can kill juvenile salmon. However, this paper was the first to find the smoking gun when it comes to entire runs of wild salmon.

And more than just a few researchers say so. Here's Ray Hilborn, a fisheries biologist from the University of Washington, who wasn't involved in the study:

“It shows there is a real danger to wild populations from the impact of farms. The data for individual populations are highly variable. But there is so much of it, it is pretty persuasive that salmon populations affected by farms are rapidly declining.”

According to experts, the study also raises serious concerns about large-scale proposals

for net pen aquaculture of other species and the potential for pathogen transfer to wild populations.

“This paper is really about a lot more than salmon,” says Hilborn. “It is about the impacts of net pen aquaculture on wild fish. This is the first study where we can evaluate these interactions, and it certainly raises serious concerns about proposed aquaculture for other species such as cod, halibut, and sablefish.”

Canada's *National Post* put the report in its political context:

“The study brings an element of finality to the debate about the threat salmon farms pose to wild fish. It also puts Canada's federal and provincial governments, and the salmon farming industry, at odds with the reigning body of opinion in the global scientific community.”

Only last summer, the *Vancouver Sun* reported that a B.C. government-financed fisheries research group had suppressed a report on links between sea lice and declining wild fish populations.

At the time, a senior federal fisheries scientist government stated in the *Sun* story that there was no evidence that sea lice from fish farms are having population-level impacts on wild fish.

The notion that farm-caused lice infestations may harm individual fish, but pose no extinction threat to entire populations, is the underpinning of the governments' resistance to tighter controls on salmon farming.

On the premise that there are no population-level threats, both British Columbia and Canada have resisted calls from environmental groups to move farms away from salmon-migration areas, or to ban the practice of raising salmon in open-net sea pens that allow transfer of disease to wild fish.

That argument has been fundamental to worldwide resistance by the salmon farming industry to any improvement of its methods. But it now appears that argument can no longer withstand critical scrutiny.

The new report's data are from the Broughton Archipelago, a group of islands and channels about 260 miles northwest of Vancouver that is environmentally, culturally, and economically dependent on wild salmon.

To pinpoint the effect of salmon farms, the study used a large dataset collected by the

Time to worry about sockeye and sea lice?

After reading the latest report concerning the effects of net pens on wild pink stocks, we had some additional questions, including how the infestation might be harming other species, like sockeye.

So, we asked Morton.

Might loss of pink runs hurt killer whale populations?

Pinks are not the favorite salmon for killer whales, though they certainly do eat them. They prefer Chinook and chum.

However, other salmon like them.

Pink salmon enter the sea in March, and about six to eight weeks later the young Chinook and coho come out. They are a year older than the pinks and feed voraciously on the pinks.

I see their dark forms below every pink school. Often they can be seen carrying around pink T-boned in their jaws — too full to swallow right away. They will strike the little pinks even as I am drawing a hand seine net that's making the pinks school tightly.

Does B.C. have hatcheries for pinks to the extent Alaska does?

Pinks are enhanced in B.C. especially along the east coast of Vancouver Island, but production has not been very successful in recent years.

Are fish farm sea lice affecting other salmon species?

I have a paper coming out in a few months examining pinks and chums and sockeye in the Discovery Islands, the narrow passage of islands between Campbell River on Vancouver Island and the mainland. There, we found appalling numbers of sea lice.

Sea lice from fish farms impact chum salmon equally to pink salmon, as chums enter sea water also without scales and at just a few tenths of a gram heavier than the pinks.

The scary thing was to see sockeye on the Fraser River migration routes heavily infected.



Alexandra Morton

Continued on next page

Continued from page 12

Canadian federal government's Department of Fisheries and Oceans (Fisheries and Oceans Canada) that estimates how many adult salmon return from the ocean to British Columbia's rivers each year.

Extending back to 1970, the data covers 14 populations of pink salmon (*Oncorhynchus gorbuscha*) that have been exposed to salmon farms and 128 populations that have not.

Sea lice (*Lepeophtheirus salmonis*) are naturally occurring parasites of wild salmon that latch onto the fishes' skin in the open ocean. The lice are transmitted at the tiny, free-swimming larval stage.

Open-net salmon farms are a haven for these parasites, which feed on the fishes' skin and muscle tissue. Adult salmon can survive a small number of lice, but juveniles headed from the river to the sea are very small, thin-skinned, and vulnerable.

In the Broughton Archipelago, the juvenile salmon must run an 80-kilometer gauntlet of fish farms before they reach the open ocean.

"Salmon farming breaks a natural law," says Morton, director of the Salmon Coast Field Station, located in the Broughton.

"In the natural system, the youngest salmon are not exposed to sea lice because the adult salmon that carry the parasite are offshore. But fish farms cause a deadly collision between the vulnerable young salmon and sea lice. They are not equipped to survive this, and they don't."

Not only entire salmon runs are at risk. Salmon bring nutrients from the open ocean back to the coastal ecosystem. Killer whales, bears, wolves, birds, and even trees depend on pink salmon.

"If you lose wild salmon, there's a lot you are going to lose with them – including other industries such as fishing and tourism," says Krkosek.

"An important finding of this paper is that the impact of the sea lice is so large that it exceeds that of the commercial fishery that used to exist here," says Jennifer Ford, a co-author and fisheries scientist. "Since the infestations began, the fishery has been closed and the salmon stocks have continued declining."

"In the Broughton there are just too many farmed fish in the water. If there were only one salmon farm, this problem probably wouldn't exist," Krkosek says.

"Over the years the number of farmed fish has increased," says Morton. "There used to be only a few farms, each holding about 125,000 fish. But now we have over 20 farms, some holding 1.3 million fish. The farmed fish are providing a habitat for lice that wasn't there before."

The researchers observed that when farms on a primary migration route were temporarily shut down, or fallowed, sea lice numbers dropped and salmon populations increased.

"Even though they have complicated migration patterns they all have one thing in common – overall, the populations that are declining are the ones that are going past the farms," says Mark Lewis, a mathematical ecologist at the University of Alberta.

"There are two solutions that may work – closed containment and moving farms away from rivers," says Lewis. Closed containment means moving the salmon to pens that are completely sealed off from the surrounding environment in contrast to the open-net



Alexandra Morton uses one of her primary tools: a hand seine.

pens currently in use.

In a May 16, 2007, provincial government report, the B.C. Special Committee on Sustainable Aquaculture recommended a move towards closed containment within five years. However, the committee was led by opposition party members. The ruling B.C. Liberals have yet to act on the committee's report.

"If industry says it's too expensive to move the fish farms or contain them, they are actually saying the natural system must continue to pay the price," says Daniel Pauly, director of the University of British Columbia's Fisheries Centre, who was not involved with the study. "They are, as economists would say, externalizing the costs of fish farming on the wild salmon and the public." ↓

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House Coast Guard bill could hit your pocketbook hard

Some provisions included in the Coast Guard Reauthorization Act could hit your wallet hard.

Both the Senate and the House of Representatives are considering bills that would reauthorize the scope and authority of the Coast Guard. The House version is troublesome.

In the House version (HR 2830), there are several sections that will affect commercial fishermen in Alaska. Section 307 deals with the Fishing Vessel Safety Act. Changes to this section include:

- Mandatory dockside vessel safety examinations two out of every five years.
- Mandatory training. The training program would be based on professional knowledge and skill obtained through sea service and hands-on training, including training in seamanship, stability, collision prevention, navigation, fire fighting and prevention, damage control, personal survival, emergency medical care, and weather along with a requirement for an individual to demonstrate ability to communicate in an emergency situation and understand information found in navigation publications.
- Deleting references to lifeboats and life rafts

and buoyant apparatus and instead requiring survival craft that ensures no part of an individual is immersed in water and that the craft is sufficient to accommodate all individuals on board.

- The exemption from survival craft regulations for vessels under 36 feet in length inside boundary waters would be deleted, and these vessels (even the 14-foot skiffs) would have to have survival craft onboard as described above.
- Deleting references to the "boundary line" and replacing it with three nautical miles from the baseline from which the territorial seas are measured. Presently charts have the three-mile territorial sea line marked on them, making it difficult to figure out where the actual boundary line is. Requirements for survival craft are tied to the boundary line.

The most alarming section would require all vessels to be classed by the American Bureau of Shipping or another similarly qualified organization such as Det Norske Veritas Classification (Americas) Inc.

Classification is a complicated and expensive process that is usually reserved for vessels

over 79 feet in length.

Generally, a boat is classified as it is being built, and the example given to me had the classification process costing up to 5 percent of the building cost of the vessel. But, for smaller boats, classification would likely be at a higher percentage of the building cost.

The classification must be reviewed every year or more, and this runs in the thousands of dollars annually.

The legislation would require vessels built after Jan. 1, 2008, or a vessel that undergoes a major conversion and is 50 feet in length or greater, to be classified immediately.

After Jan. 1, 2018, this applies to all fishing vessels and fish tenders that were built before Jan. 1, 2008, and are 25 years or older.

I was told in checking on classification of fishing vessels that it is extremely difficult to classify an older vessel, and it is possible that in 2018, if this law passes, most of the commercial fishing vessels in Alaska would not be able to meet classification specifications and would therefore be unable to participate in the fisheries.

Any fishing, fish tender, or fish-processing vessel built after Jan. 1, 2008, would be required to have a load line certificate.

H.R. 2830 also has a section regarding ballast water. It is very possible that fish holds may be considered as ballast tanks and will fall under this regulation. For example, seine boats that tank down for stability reasons would meet the definition.

The Senate version has none of the above sections in it. The Senate version does have a few sections that we approve of. They include:

- Maintaining the LORAN system.
- Providing for a small vessel exemption to allow salmon filleting onboard a harvesting vessel.
- Prohibiting maritime liens against fishing permits.

Southeast Alaska Fishermen's Alliance has written to our congressional delegation staff members and the transportation staff members. These letters can be viewed on our Web site. We will continue to monitor this legislation and try to affect the final outcome into something that can be tolerated. ↓

Kathy Hansen is executive director of the Southeast Alaska Fishermen's Alliance, a membership-based, non-profit organization representing our members involved in the salmon, crab, shrimp, and longline fisheries of Southeast Alaska. The group's Web site is at www.seafa.org.

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FISH FRAUD

Fight for real fish heads to California's high court

This article appeared in the Los Angeles Times.

Q What could unite such fierce competitors as Bristol Farms, Costco, Safeway, Albertsons, Whole Foods Market, and Trader Joe's?

A A group of fish-eating consumers who want to know whether the salmon in the stores' display cases is wild or farmed.

The grocery giants have formed an unlikely alliance to fight a legal bid by 11 consumers who contend California markets have failed to clearly distinguish salmon caught in the wild from its farm-raised cousin, which contains red dye to appear more palatable.

It's a claim grocers deny.

"I'm very concerned about what I put into my body," said Jennifer Kanter, a 32-year-old Venice, Calif., sales professional who is one of the plaintiffs in the lawsuit.

Although federal and state laws require suppliers to clearly label salmon containing dye, officials from the Food and Drug Administration and the California Department of Public Health acknowledge that because of limited resources, they don't actively enforce the rule.

Kanter and others went to court three years ago, contending that they should have the right to sue the markets to ensure better labeling on salmon when authorities fail to do so.

The California Supreme Court has yet to decide.

Salmon is big business. It is a food recommended by the American Heart Association, and consumption of it has quintupled in 16 years. Much of the demand is met by the farm-raised variety.

Critics say salmon farming poses environmental and health concerns. The fish are raised in nets in bays and inlets; excess fishmeal and waste from the fish cause pollution.

The meal, which is used to fatten the salmon, contains small amounts of dioxin and PCBs, or polychlorinated biphenyls, according to a study cited by the plaintiffs. The fish waste harms the ocean's ecosystem, scientists say.

In a study last year, a consumer advocacy group tested salmon advertised as wild in markets in the Northeast and found that about half contained dye without labels disclosing the fact.

"People were paying a premium for wild salmon, and we're not getting it," said Nancy Metcalf, author of the survey for Consumers Union.

No such studies have been done in California, she said.

Kanter grew up in Seattle, where she fished for salmon. It wasn't until she moved to Los Angeles five years ago that she learned that some of the fish in markets was actually farm-raised.

"I didn't know you could have anything but wild-caught salmon. I had never seen [it] before," she said. "I just knew that it wasn't what

I was used to. It's gray."

Federal law requires that packaging clearly identify fish containing dye with such words as "artificial color," "artificial color added," or "color added." California has an identical disclosure requirement. Many grocers declined to comment, but others said California markets have long honored the rule.

The original lawsuit, which seeks unspecified damages and class-action status, alleges that consumers bought unlabeled dyed salmon that was sold by "the nation's largest and most sophisticated grocery chains." The argument was rejected by lower courts and is now before the California Supreme Court.

Ex S. Heinke, attorney for many of the grocery stores, said that enforcing the labeling rule is up to federal regulators, not consumers.

"Congress wanted uniform enforcement of these laws nationwide. We don't dispute that if the state government jumps through the right procedural hoops, they can enforce the law too, if the federal government doesn't object," Heinke said. "But nowhere is there any mention of consumers enforcing."

Craig R. Spiegel, a lawyer for the consumers, said the implications of the suit and the lower-court rulings "go way beyond the facts of this case."

"The holding is not limited in any way to food coloring," he said. "The decision says whenever conduct violates both state and federal law, consumers cannot go to court to enforce the regulations."

According to papers filed by Kamala Harris, San Francisco County's district attorney, if California's justices don't intervene, the lower-court rulings will "destroy local civil law enforcement action safeguarding the public against unlawful and deceptive practices in the sale of food and other products." ↴

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Mining gravel on the Fraser, finding barge in Johnstone Strait

Mining in the Fraser: A plan to mine gravel out of the bottom of the lower Fraser River continues to raise eyebrows in British Columbia, particularly after the Ministry of Environment removed one of its biologists from a technical committee because his concerns over fish habitat were standing in the way of massive gravel extraction plans.

According to the *Vancouver Sun*, provincial and federal governments reached a five-year gravel extraction agreement in 2004 for the lower Fraser based strictly on flood protection.

Those agreements set targets of 500,000 cubic meters each in 2004 and 2005, and 420,000 cubic meters each in subsequent years. No more than 60 percent of the annual targets have been reached. The province and Ottawa have now proposed four gravel extraction proposals for 2008, ranging between 25,000 cubic meters and about 400,000 cubic meters at Herring Island near Hope.

One gravel extraction in 2006 resulted in the deaths of 1.5 million to 2.25 million young salmon during a Cheam Indian band gravel removal project at Big Bar near Rosedale.

At least three aboriginal bands are among those to benefit so far from contracts.



Barge Spill: After an environmental organization raised money to privately fund an underwater examination of the site of a barge equipment spill in Johnstone Strait, the

B.C. and federal governments finally came up with the money to do the search, engaging dive company Nuytco.

A sunken fuel truck with a 10,000-liter (2,600-gallon) tank and three other pieces of equipment were then located in December at the bottom of the strait at Robson Bight.

The vehicles are among the 11 pieces of heavy equipment lost off a listing barge Aug. 20. A diesel fuel slick at the time raised concerns of harm to local orca populations.

Local whale-watching companies and environmental groups demanded an underwater exploration of the area to ensure no further risk to the ecosystem. The Living Oceans Society of Sointula was raising the money to do the job themselves when the provincial and federal governments came up with the money.

A one-man submersible began the underwater survey Dec. 12 and located the fuel truck and other equipment sitting upright in the sediment 1,150 feet under water. The truck is in one piece with concave deformations on each end of the tank. There are no apparent leaks or cracks in the tank.

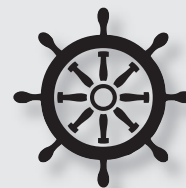
Videos from the dive are being studied and it is still undetermined whether the tank still contains fuel and if so, if it will be emptied under water or if the truck can be lifted. ↓

Michel Drouin covers British Columbia fisheries from Vancouver.



PACIFIC FISHING

Looking Back 25 years ago



FEBRUARY 1983
Pacific Fishing was with you back then ... and still is today.



The F/V *Golden Alaska* returns to Seattle from its first trip to the Bering Sea to report that, while cod was scarce, there might be a **PROFITABLE FISHERY IN POLLOCK**.

On **HIRING CREW** for the new Alaskan trawl fleet, here's one manager: "When I get some 25-year-old in here who's just made a three-month fortune on salmon, is wearing a solid gold Rolex, and has just demolished his second Ford Bronco in half a year ... well, it bothers me. He may be the best fisherman in the fleet, but he may not be a joint venture fisherman."

THE NEXT GOLDMINE: Fishermen and seafood dealers predict an exciting future for California angel shark. (Editor's note: The fleet took 310 tonnes in 1984 and devastated the population.)

PIONEERING TUNA FISHERMEN say Americans should start pointing their bows toward Asia and the Western Pacific.

MARCO (Remember them?) introduces its latest Foam Flo Fish Pumps.

The Northwest Fisheries Association names Seattle's **IVAR HAGLUND** as its Man of the Year for his "unstinting promotion of seafood."

In B.C., the United Fishermen and Allied Workers blasts the **PEARSE COMMISSION REPORT**, saying recommendations for boat buy-backs and a licensed bidding system would be the "end of the small, independent fisherman."

The Northwest Power Planning Council vows to **RESTORE SALMON** and steelhead runs harmed by dams on the Columbia River.

Steuart Seafoods of Everett, Wash., stops accepting **WIDOW ROCKFISH** to focus on hake. Frank Steuart says new catch limits made rockfish uneconomical for him.

The coastal ex-vessel price for **WIDOW ROCKFISH** is 18 cents a pound (36 cents in today's currency).

SAN FRANCISCO ROE HERRING averages \$900 a tonne (\$1,812 in today's currency).

DUNGENESS CRAB opens at 90 cents and quickly rises to \$1.20 (\$2.42 in today's currency).

You could buy a one-year subscription to **PACIFIC FISHING MAGAZINE** for \$18. That's \$36.25 in today's currency. (And what do we charge today in today's currency? Go to www.pacificfishing.com and click on "Subscribe.")

In the **HIGH-TECH MARKETPLACE**, circa 1983, a loud voice is that of Texas Instruments.



The Fraser River – already industrialized – will become more so under a proposal to mine gravel. Fraser Port Authority photo



Weighing in: A fisheries observer records pollock data on board the Bering Sea onshore trawler Chelsea K a few years ago. The pollock fishery has been limited to 1 million metric tons for 2008. By comparison, Alaska's total salmon catch in 2006 was only 332 metric tons. Jim Paulin photo



processing capacity would be inadequate, regulations allow the North Pacific council to recommend a new permit when the combined BSAI pollock quota exceeds 1.275 million metric tons or if an existing AFA inshore processor is "totally or constructively lost."

The council is required to hold a public hearing, but not to do any analysis.

It is at the council's discretion whether to recommend to the National Marine Fisheries Service that an AFA permit be issued. The council is not required to do any analysis on which to base its decision, but only to hold public hearings.

A recommendation is only that, however, as the Secretary of Commerce must sign off on it and must justify his decision based on the regulations.

Opposition had focused on two issues, possible lost revenue to AFA processors in Dutch, with resulting instability, and what was perceived as an attempt to end run around the public process by pushing the measure through with little notice.

Roger Rowland, a member of the Unalaska City Council, testified against the proposal, asking the council "to consider the negative implications that will ripple across the communities of Southwest Alaska."

Rowland, a lifelong Alaskan and small boat fisherman, stressed that community had benefited from the stability brought by AFA, and that this stability is important in allowing for sound financial planning.

"If this plan to make Adak Fisheries an AFA approved unrestricted processor moves forward, it will put our projects to service the fleet and our community in jeopardy."

Rowland added that he felt Adak Fisheries had tried to circumvent the council process of debate, research, and analysis by this "11th hour" move.

Those in favor of the permit stressed its importance to the survival of Adak's only shore plant and to the economy of that community. Advocates Dave Fraser and former Alaskan fish czar Clem Tillion have a financial interest in Adak Fisheries, however, and noticeably lacking was testimony from Aleut Enterprise LLC, the subsidiary of The Aleut Corp., which is working on development plans for the island.

Only about 100 people currently live in Adak. After the Navy closed its large base there in 1998, land was transferred to The Aleut Corp. Adak Fisheries leases land from TAC, but the relationship has been stormy at best.

Google "Adak Fisheries" and numerous entries detail a tangled web of failed partnerships between founder Kjetil Solberg and Norquest, Icicle Seafoods, and Aleutian Spray Fisheries; lawsuits between Solberg and his partners; between Adak Fisheries and The Aleut Corp.; and political intrigue involving former state Sen. Ben Stevens and his father, U.S. Senator Ted Stevens.

As part of the saga, actions on the part of father and son led to The Aleut Corp. being granted a small Aleutian Island allocation of pollock in 2004. The intention was to help develop a small boat fishery at Adak, but harvesting the quota has been all but impossible. Most of the area around Adak is closed due to Steller sea lion protection measures, and a recent survey has also shown low abundance to be a problem.

After the NPFMC set the BSAI pollock quota at 1 million metric tons for 2008 (below the required threshold), the possibility of Adak Fisheries obtaining an AFA pollock permit dropped to nil for the coming year, but lingering questions remain. ⚓

Ann Touza has lived in Dutch Harbor since 1990, and is a former managing editor of the Dutch Harbor Fisherman.

Adak Fisheries attempts raid on pollock quota

Adak Fisheries fails in pollock raid: A move by Adak Fisheries to grab a piece of the lucrative Bering Sea pollock quota failed because of lack of action on the part of the North Pacific Fishery Management Council at its December meeting, but not before raising blood pressure in Dutch Harbor and neighboring Akutan.

Adak Fisheries had asked the council to review its application for an unrestricted American Fisheries Act processor permit in October, citing the need to be able to expand beyond the limited cod processing available to the company.

Only processors with historical participation in the pollock fishery were granted AFA permits when the law was passed in 1998, and the short list included shoreside processors in Dutch Harbor and Akutan.

One of the main goals of AFA was "to provide the BSAI pollock fleet the opportunity to conduct the fishery in a more rational manner."

A provision in AFA allows new AFA processors only in limited circumstances, and the Adak Fisheries request was seen by many as an attempt to unravel the benefits of rationalization with little or no justification.

To protect harvesters against a potential situation in which



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Deadliest Catch? Sadly, it's Dungeness fishing



Data points to Dungeness as deadliest catch: The death toll in the Pacific Northwest Dungeness crab fishery – 17 lives in the past seven years – makes it the most lethal North Pacific fishery, according to federal statistics.

From 1999 to 2006, five capsizings killed 14 crew members in the Dungeness crab fleet, while three others died in separate incidents. Oregon waters claimed 13 lives; four died off the Washington coast.

Since 2000, the death rate for the Dungeness fishery has been 50 percent higher than that of Bering Sea crabbers, featured on the Discovery Channel's *Deadliest Catch*, and four times the rate of all U.S. fisheries.

out. The plant had bought the crab at \$2 per pound.

With sky-high fuel prices, boats embarked on a costly hunt for lost gear once the weather cleared. By mid-December, a second major storm kept Oregon and Washington boats tied up, raising frustrations as the holiday season drew near.

The storms further reduced what was already expected to be low volume for the Dungeness fleet. The cyclical fishery is on a downswing, which should send prices up.

Initial landings in December – usually the best month for volume – showed prices at about \$2 coastwide. But by Christmas Eve, the

side 150 fathoms favored large catcher-processors, which caught their allocation of 70,751 metric tons and were reapportioned 6,000 tonnes of unharvested hake from the shoreside sector in late November.

By the end of the season, catcher-processors had caught about 73,000 metric tons of hake, leaving 3,000 metric tons of the reapportioned fish in the ocean because of harsh weather conditions.

Shoreside boats struggled to catch their remaining 8,000 metric tons, ultimately leaving about 20 percent of their season allocation in the water.



Sport, commercials battle for salmon:

The battle lines are drawn for the next two years of Columbia River salmon fishing seasons, which are up for review by Oregon and Washington fish and wildlife commissions.

The state panels vote every two years on adjustments to the allocation of spring Chinook salmon, whose dwindling runs make it the limiting factor in the length of several other valuable fishing seasons on the Columbia.

This year, the states called in a professional mediator to guide negotiations between sport and commercial fishing groups leading up to the February decision on how to divvy up shares of the valuable species between the two.

A new branch of the Coastal Conservation Association recently sprouted in the Pacific Northwest and is expected to add its political clout to the sport fishing industry's fight for more fish this year. The CCA has fought to get commercial fishers banned from several Gulf Coast fisheries.



Oregon pink shrimp gets eco-friendly:

The Oregon pink shrimp fleet finally got the word on its Marine Stewardship Certification, which was official as of Dec. 6.

Brad Pettinger, administrator of the Oregon Trawl Commission, reports getting calls from new buyers in England, Germany, and the Netherlands for the newly certified pink shrimp, the first shrimp in the world to get the MSC seal. ↓

Cassandra Marie Profita writes this column for Pacific Fishing. She covers commercial fishing for The Daily Astorian.



The Capt. E.V. Nielsen, a fishing boat docked in a Warrenton marina, was found partially submerged after the Dec. 2 and 3 windstorms. Cassandra Marie Profita photo



Stormy start for crabbers: Northwest crabbers who tied up during the Dec. 2 storm had a huge mess of lost and tangled gear to reckon with when fishing resumed a few days later. Crabbing gear in northern Oregon and southwest Washington waters was hit the hardest.

Most crabbers got their first pick out of the water before the storm blew in; it was the second soak that left thousands of pots at Mother Nature's mercy when the swells grew to 40 feet and hurricane-force winds neared 130 mph – before they broke wind meters.

The storm knocked down trees that closed roads and snapped power lines, leaving crab processors without an outlet for fresh catch. Pacific Seafoods in Warrenton, Ore., reported dumping 100,000 pounds of Dungeness crab that couldn't be refrigerated or trucked

price had risen to \$2.40 or \$2.50 a pound, depending on location and buyer.

"The size seems smaller than last year, but they are really hard and really full," said Jim Seavers, a crabber out of Newport.

See Page 30 for a safety roundup.



Hake fishery limps to finish line: The Pacific whiting season reopening in October was a bust for most shoreside whiting boats in Oregon, but some Washington boats made a go of it.

Fishery managers abruptly halted the regular whiting season in August when the fleet hit its bycatch ceiling for widow rockfish.

The fleet was allowed to fish again this fall when the Pacific Fishery Management Council assigned uncaught rockfish quota from other fisheries to the whiting harvest.

Restrictions limiting the fishery to out-

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Restrictions limiting the fishery to out-

Observers topic of another round of letters

Shamelessly, council panel blames observers
To the editor,

On Saturday Dec. 8, a majority of the North Pacific Fishery Management Council's Advisory Panel (including our Kodiak members) voted down any action on crab and salmon bycatch in the Gulf of Alaska.

By seizing on weaknesses in observer data, they effectively sidestepped the issue of unacceptable bycatch and settled for a call for a better observer program.

While everyone agrees the observer program needs repairs to generate more robust data, the current program is the only data used for managing our fisheries. One AP member condemned the observer program as a "joke," and voted against bycatch reduction knowing full well fixing the observer program will take another few years at least to implement.

The AP voted 12 to 4 to allow wasteful practices to continue to threaten these struggling populations of Gulf Chinook salmon and Tanner crab.

Tanner crabs are especially vulnerable when they "ball up" in important crab habitat. An unintended trawl tow or two on high concentrations has huge ramifications on population dynamics.

Chinook salmon are vulnerable to trawl gear as they join the chase for prey during their voracious feeding, being swept up with a mix of catch. Both the Karluk and the Ayakulik systems suffered severe escapement failures this season.

The true extent of bycatch remains a dirty secret in the Gulf. It is widely acknowledged by all involved that skippers manipulate bycatch reporting by taking observers on trips that are not representative of normal fishing practices.

Excessive unobserved bycatch continues to be the specter haunting our fishing futures. Unless the vested interests of our fleets come clean on bycatch issues and are willing to support transparent oversight of our catches, good management of Gulf groundfish fisheries remains an impossible dream.

But finding ways to lower these bycatches should proceed, while we wait for 100 percent reliable data.

Prudent management demands action on the last 10 years of best data available — however imperfect it may be — to curtail bycatch. The management tools are

within reach. They were clearly available in the North Pacific Fishery Management Council's staff report on options.

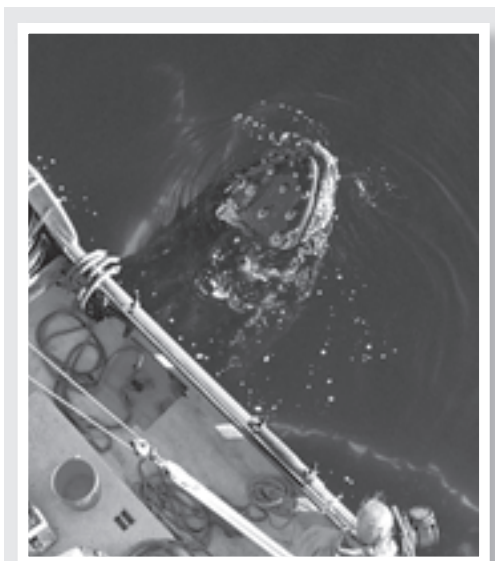
But the majority of the AP simply lacked the foresight and courage to even explore these options. The AP turned its back on a plea from more than 150 Kodiak fishermen for remedies to this crab and salmon bycatch, and they did it by exploiting weaknesses in the observer program and creating a place to hide.

The double standard is glaring. When bycatch estimates support more fishing, they are celebrated as valid. But when they call into question wasteful fishing practices, they are ignored as a joke. It was a sad day for the Gulf.

As Tom Waits said, "Everything has its price, everything has its place."

Dave Kubiak
Kodiak

(Kubiak, who has lived in Kodiak since 1964 and fished for herring, salmon, halibut, crab, and cod, originally had this letter printed in the Kodiak Daily Mirror.)



Postcards: Kodiak

Dave Kubiak, who has a letter on this page, also sent along these postcards. In one, you can see a humpback whale swimming under Kubiak's longliner, the Mythos. The other shows one of the youngest licensed crewmen in the North Pacific on the Mythos in 2007. Jeremy Petrie is Kubiak's 7-year-old grandson. Ian MacIntosh, at right, was the other crewman on the trip. (MacIntosh also has his own cod and halibut boat.) At the time the photo was taken, Jeremy weighed 62 pounds. The halibut was 234 pounds. ("As an aside, I was a bit worried about Ian being resentful for having to put up with a little kid on the boat, but they hit it off, and Jeremy followed his directions to a Tee.")



More on observers, joint venture trawlers

To the editor,

John Santos' letter reminded me of a number of observer stories that I uncovered over the years.

One was somewhat similar and came from an Oregon troller who said, in the '70s, they'd get in the thick of the salmon and soon some JV vessels would show up. Before very long, there were no fish left in the area.

Someone was able to secure a bill of lading for one of the JVs unloading in France — and they had four times more value in salmon than their target species: hake.

Latter it came out that the folks gathering the observer data were leaving off three zeros on the salmon bycatch! It wasn't just the dams that reduced the Columbia River salmon runs in the '70s.

Wayne Lewis, now retired from NMFS enforcement, was always our hero for catching high seas pirates and their often-clever schemes to launder their salmon catches. He has collected stories of his efforts in *Sea Cop*, which can be obtained through him at doublel@oregontrail.net.

Dan Barr, President
Bristol Bay
Driftnetters Association

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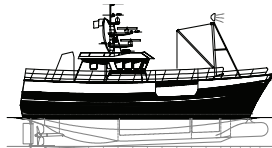
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KODIAK SEINE.....	\$20K	PUGET SOUND DRIFT.....	\$25K
SE GILLNET.....	\$9K	OREGON TROLL.....	\$8K
KODIAK GILLNET.....	\$10K	SHELLFISH	
NORTON SOUND.....	\$2K	SE DUNGY 300 POT.....	\$65K
HOONAH POUND.....	WANTED	SE DUNGY 225 POT.....	\$45K
CRAIG POUND.....	WANTED	SE POT SHRIMP.....	\$18K
PWS POUND.....	\$4.5K	SE TANNER.....	\$65K
SALMON		SE RED.....	\$85K
S.E. DRIFT.....	\$55K	SE RED/TANNER.....	\$110K
PWS DRIFT.....	WANTED	SE BRN/TANNER.....	\$160K
COOK INLET DRIFT.....	\$32K	SE RED/BRN/TAN.....	\$250K
COOK INLET SET.....	WANTED	KODIAK TANNER.....	\$30K
AREA M DRIFT.....	\$100K	PUGET S CRAB.....	WANTED
BBAY DRIFT.....	WANTED	DIVE	
BBAY SET.....	WANTED	SE GEODUCK.....	\$87K
SE SEINE.....	\$68.5K	SE CUCUMBER.....	WANTED
PWS SEINE.....	WANTED	MISC.	
KODIAK SEINE.....	\$25K	CAL LOBSTER.....	\$80K
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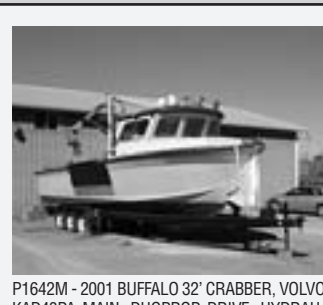
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P1624M - 32 X 13 ALUCRAFT, TWIN TAM63P VOLVOS, 370HP EACH, CONSTANT HYDRAULICS, 7.5TON ANDERSON RSW, SLIDING REEL W/LEVELWIND, BIG FLUSH DECK, COMPLETE ELECTRONICS, BIG ROOMY CABIN. VERY NICE RSW BOAT FOR \$180K, PERMIT AVAILABLE.



P1638M - 1989 46' CUSTOM DELTA COMBO W/TOPHOUSE, RIGGED FOR CRAB, TROLL AND TUNA. 6V92 MAIN, 12.5KW AUX, HEAVY DUTY CONSTANT HYDRAULICS ALL ALUMINUM RIGGING. REDUNDANT ELECTRONICS, CUSTOM INTERIOR. VERY NICE BOAT, WELL LAID OUT. ASKING \$225K.



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P1655M - 25' WELLCRAFT, TWIN 200HP FI EVINRUDES, OREGON CRAB AND TROLL PERMITS INCLUDED. \$49K.



P1656M - 26' UNIFLITE BOWPICKER, AD41 VOLVO MAIN, 290DP OUTDRIVE, REEL W/LEVEL WIND, POT HAULER AND DAVIT, COMPLETE ELECTRONICS. 7-1/2" KING NET AND 5-1/4" SOCKEYE NET. BOAT HAS BEEN WELL MAINTAINED. COMPLETE TURNKEY PACKAGE W/GEAR, SE DRIFT PERMIT AND BOAT, \$85K.

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Alaska Entry Permit Prices

(as of 1-1-08)

Species	Fishery	Asking Price*	Offer*	State Value*
Salmon	S SE DRIFT	55	53	55.3
	S PWS DRIFT	75	75+	54.2
	S COOK INLET DRIFT	37+	30	31.1
	S AREA M DRIFT	100	90	79.3
	S BRISTOL BAY DRIFT	95+	92+	82.3
	S SE SEINE	68.5	60	65.5
	S PWS SEINE	40+	37+	31.3
	S COOK INLET SEINE	15	15	14.1
	S KODIAK SEINE	25	N/A	24
	S CHIGNIK SEINE	120	N/A	131.5
	S AREA M SEINE	50	32.5	32.9
	S YAKUTAT SET NET	16	N/A	16.9
	S PWS SET NET	N/A	N/A	61.5
	S COOK INLET SET	15+	15+	13.1-
	S KODIAK SET NET	N/A	40	46.9
	S AREA M SET NET	60	N/A	57.4
	S BRISTOL SET NET	N/A	25	26.4
	S KUSKOKWIN GILLNET	5	N/A	7.5
	S LOWER YUKON	9	8	9.9
	S POWER TROLL	35-	35+	36.7
S HAND TROLL	10+	9.4+	10	
Herring	H SAN FRANCISCO	15	N/A	N/A
	H SE GILLNET	8+	7+	7
	H PWS GILLNET	N/A	N/A	69.4
	H KODIAK GILLNET	10	N/A	6
	H NORTON SOUND	2	N/A	1.9
	H SITKA SEINE	N/A	290+	283.8
	H PWS SEINE	N/A	12	12.5
	H COOK INLET SEINE	15	5	9.8
	H KODIAK SEINE	20	N/A	20.3
	H SE POUND SOUTH	12+	10+	7.6
H SE POUND NORTH	N/A	40	38.5	
H PWS POUND	4.5	N/A	14.6	
Shellfish	S SE DUNGY 75 POT	15	13.5	13.5
	S SE DUNGY 150 POT	30	28	29
	S SE DUNGY 225 POT	45	45	43.4
	S SE DUNGY 300 POT	65	65	61.8
	S SE TANNER	65	45	61.3
	S SE RED KING	85	N/A	55.3
	S SE RED KING/TANNER	110	N/A	146.4
	S SE BROWN KING/TANNER	180	N/A	N/A
	S SE RED/BRN KING/TANNER	250	N/A	199.5
	S SE BROWN KING	125	N/A	N/A
	S SE POT SHRIMP	18	15	19.3
	S KODIAK TANNER <60	30	N/A	30
	S PUGET SOUND DUNGY	N/A	42	N/A
S WASHINGTON DUNGY	1,500-2,000/FT	1,250-2,000/FT	N/A	
S OREGON DUNGY	1,250-1,750/FT	1,250-1,500/FT	N/A	
S CALIFORNIA DUNGY	1,000-1,500/FT	500-1,000/FT	N/A	
Longline	CHATHAM	N/A	290	302.5
Longline	CLARENCE	N/A	300	260.5
Longline	PWS <35'	31	N/A	25.7
SE AK Dive	URCHIN	5	N/A	3.9
SE AK Dive	CUCUMBER	12	10	9.1
SE AK Dive	GEODUCK	87-	85	76.3

Prices in SEPTEMBER vary in accordance with market conditions.* in thousands
+ denotes an increase from last month. N/A denotes No Activity.
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By Mike Painter and the Permit Master

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Interest in SE Herring permits of all types continues to be strong.

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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)		Offer (per pound)	
					Low	High	Low	High
H	2C	D	1-10	B	18.00-20.00		18.00-20.00	
H	2C	C/B	1-3	B	18.00-20.00		17.00-19.00	
H	2C	C/B	4-10	B	19.00-21.00		18.00-19.00	
H	2C	C/B	>10	B	21.00-22.00		20.00-21.00	
H	2C	C/B	>10	U	22.00-24.00		20.00-22.00	
H	2C	A		B/U	N/A		22.00	
H	3A	D		B/U	20.00-25.00		20.00-24.00	
H	3A	C/B	1-5	B	22.00-25.00		20.00-25.00	
H	3A	C/B	5-10	B	25.00-26.00		24.00-25.00	
H	3A	C/B	>10	B	26.50-27.50		25.50-26.50	
H	3A	C/B	>10	U	28.00-30.00		27.00-28.50	
H	3A	A		B/U	30.00		28.00	
H	3B	D		B	14.00-21.00		13.00-20.00	
H	3B	C/B	1-10	B	18.00-20.00		16.00-18.00	
H	3B	C/B	>10	B	20.00-22.00		19.00-21.00	
H	3B	C/B	>10	U	25.00-26.00		25.00-26.00	
H	3B	A		B/U	N/A		20.00	
H	4A	D		B/U	12.00-16.00		12.00-14.00	
H	4A	C/B	1-10	B	12.00-14.00		12.00-13.00	
H	4A	C/B	>10	B	16.00-18.00		16.00-17.00	
H	4A	C/B	>10	U	19.00-20.00		18.00-19.00	
H	4B/C/D	C/B	1-10	B	4.50-8.00		5.00-7.50	
H	4B/C/D	C/B	>10	B/U	7.00-10.50		6.00-8.50	
S	SE	C/B	1-10	B	12.00-14.00		12.00-14.00	
S	SE	C/B	>10	U	15.00-16.00		14.00-15.00	
S	SE	A		B/U	N/A		13.00-14.00	
S	WY	C/B	1-10	B	13.00-15.00		13.00-14.50	
S	WY	C/B	>10	U	15.50-16.50		15.00-15.75	
S	WY	A		B/U	15.00-16.00		15.00	
S	CG	C/B	1-10	B	12.00-14.00		11.00-13.00	
S	CG	C/B	>10	B/U	14.00-15.00		14.00-14.50	
S	CG	A		B/U	15.00-16.00		14.00-15.00	
S	WG	C/B	1-10	B	6.50-8.00		6.00-7.50	
S	WG	C/B	>10	B	8.00-9.00		7.00-8.00	
S	WG	C/B	>10	U	9.00-10.00		8.50-10.00	
S	AI	C/B/A		B/U	1.25-5.00		1.00-2.50	
S	BS	C/B		B/U	2.00-5.00		2.00-4.00	
S	BS	A		B/U	5.50-6.00		4.00	

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

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

By Mike Painter and the Permit Master



Prices for 2C quota remain unchanged. Sellers want to sell on the 2007 TAC and buyers are willing to buy on the 2008 TAC, so that market will be shutdown until the final quota is approved and prices adjust accordingly. Interest in 3A has cooled somewhat, also waiting on a final TAC for 2008. Look for those prices to come right back to where they were, based on whatever the new quota is. Some unblocked 3B did sell for \$26 based on 2008 TAC, a new benchmark for that area. 4A unblocked remains available @ \$20, with a recent sale @ \$19. There is still interest in 4B, but very little available.

Sablefish listings are coming back onto the market now that the quota is known. Prices are fairly stable in most areas. Demand is still good in SE/WY/CG.

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Alaska Bristol Bay fishery 'mystery' photos identified from Ugashik

You may remember the mystery photos we published a year ago in *Pacific Fishing*. They showed the Alaska fishery a half-century past.

We had found a box of photographic slides in dusty storage in our office. The collection of about 300 images showed the yearly arc of Alaska fishing: steaming north aboard a ship, passing totem poles, cans emerging from a retort, Natives, and bush planes.

That's it! Not a written description anywhere.

One photo of a floatplane offered one clue: Behind the aircraft were fishing boats with masts! That meant the photo had been shot on Bristol Bay before 1952 or '53, when mandatory sail was replaced with power on the Bay.

(You can see more of the photos we published at www.pacificfishing.com, clicking on "Resources," and then clicking on "Mystery photos.")

The photos were a mystery to us, but not to the folks in Ugashik. Victoria and Roland Briggs of Ugashik Wild Salmon Co. wrote to clue us in.

The retort photo had been taken in the old Winegard Cannery, which was owned by a family that lived in the Tacoma area.

This fits, because the photos were originally found at a Tacoma estate sale by fisherman and marketer Robert Sudar. There was no information about the slides, aside from what was clearly a desire to chronicle, with fondness, an industry that was already changing.

Sudar sent the slides to *Pacific Fishing* years ago, hoping we might help. Evidently, editors looked at the slides and then set them aside. We found them gathering dust and published a few of them.

And that triggered the Briggs' interest and the solution to the mystery.

The proof they provided was pretty convincing. The Briggs' sent us a "today" photo of that same retort, now unused. In the background, there's a ladder with a jerry-rigged support block of wood - exactly as it appeared in a photo taken more than a half-century ago.

"We, as a village, would be greatly interested in other photos you might have of some of the old-timers, who would love to help us with this [history] project," wrote Victoria Briggs.

Ugashik has a past even more tragic than other small Alaska villages. A century ago, there were 500 people there, making it the largest village on the Alaska Peninsula. But after the global influenza paused there 90 years ago, only three souls remained - all children.

Some of their descendents live in Ugashik today. There are 15 year-round residents. The community grows to 75 in the summer.

The Briggs' have found evidence that at least five different canneries or salteries worked in the village before 1900. After the Winegard Cannery closed in the late '50s, Emorene Briggs started a small family cannery. Today, under Victoria and Roland Briggs, it specializes in glass-packed salmon, put up without additives - without even chlorine in the water - for consumers with special health concerns.

As for Sudar, who owns the photos, he told us to get them to the folks in Ugashik, and we will. ♪

Right: Scenes captured a half-century ago in Ugashik show two proud operators of a retort and what we now know is a Taylorcraft on floats presiding over the usual Bristol Bay mud. Today, the cannery is a heap but, with web and skiffs, ready to fish 1950s-style. Modern photos courtesy of Victoria and Roland Briggs



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Believe it or not, otters attacking pot buoys

At first, Stephanie Clemens, below, (F/V *Miss Tea*) and Brad Jurries didn't quite believe what they were seeing last summer in Southeast. Pot buoys — newly and painstakingly painted — were showing up trashed, as if something had bitten chunks out of them. No explanation. No apparent reason. Clemens, a biologist by training, was intrigued, and she kept a close eye on the pots until the culprit showed itself. Turns out, something was biting chunks out of the buoys. Sea otters had begun attacking the buoys, and not just theirs. Another fisherman in the area had the same problem. In the past, sea otters weren't common in the area but in recent years have begun to arrive in numbers. Why? Perhaps to escape from killer whales that recently seem to have developed a taste for otters. Whatever the reason, with their arrival, every pot buoy in the area has become a target. Plus, the otters have taken a toll on sea cucumbers, geoduck, and crab. If you have any idea why otters would attack foam buoys, contact Stephanie at mountainphacelia@yahoo.com. ↴



Mid-Coast fishermen lost in crab fishery

Three fishermen were lost in early December.

- James Davis, 57, and Benjamin Hannaberg, 58, both of San Leandro, ventured into 20-foot seas aboard their 25-foot fishing boat, the *Good Guys*.
- Near Florence, Andrew Jay Jessup Hebert-Hopper, 22, is thought to have drowned after he fell overboard into the Pacific Ocean on Dec. 7 from the 75-foot fishing vessel *Zora Belle*. Coast Guard reports said he was wearing rain gear but no life jacket. Weather conditions at the scene were 20- to 25-knot winds, 13-foot seas, and 10-mile visibility.
- In addition, two men were rescued by the Coast Guard off California's Pigeon Point. Skipper Leo Morelli and his son, Gabriel Riddle, were taken off the *Lou Denny Wayne* after the vessel ran aground.
- Also in December, a Coast Guard helicopter hoisted a 24-year-old deckhand from a fishing vessel northwest of Tillamook Bay after he was struck by a crab pot. ↴

More than a pretty face?

The Alaska Seafood Marketing Institute has a great advertising campaign — *Faces of Alaska's Fishing Fleet* — featuring fishermen from the north. We want to add to ASMI's campaign by featuring fishermen from throughout the north Pacific, plus Alaska.

For that, we need head-and-shoulders photos of as many fishermen as possible — from the Arctic Circle to San Diego.

Send prints to Editor/Pacific Fishing/1710 S. Norman St., Seattle 98144. Or, send a digital image to editor@pacificfishing.com. If you can swing it, we'd like the image to be of high resolution.

Include your name and a telephone number.

No modesty, please. We need your photo to help you and other fishermen sell more fish. ↴

PEOPLE

KLASSEN MASTER DEALER: Klassen Engine Co. has been appointed the new Iveco Marine Engine master dealer for Washington, Oregon, and Alaska. Klassen has been located in Ballard in Seattle since 1975, selling and manufacturing marine and industrial power packages and generator sets, including the notable "Suzie" Marine Engines.

Iveco currently offers 19 engine models ranging from 89 h.p. to 760 h.p. for commercial and recreational vessels, all EPA approved.

NICK BUDNICK PASSES AWAY:

Nicholas Dominic Budnick, a longtime employee of LFS, passed away Dec. 4, 2007, after a short illness. He was born April 13, 1944, in Seattle and worked in the netting business, running Consolidated Net and Twine Co. of Seattle and Nick's Net Loft, and then working for LFS Marine Supplies in Bellingham, Cordova, and Dillingham.

MAKAH MEMBERS INDICTED: Five members of the Makah Tribe have pleaded innocent to tribal charges of participating in an unauthorized whale hunt. They were to face trial in a tribal court on Jan. 22 and to appear on March 18 in U.S. District Court.

BLATANT NEPOTISM: Our advertising

rep is Diane Sandvik, and she insists that we publish this:

Pacific Fishing extends a hearty birthday greeting to subscriber Ruth Sandvik of Petersburg.

She's been eating wild fish there (white king salmon, halibut, and smoked blackcod are her favorites) since she arrived on a steamship in 1941. No point in mentioning how old she is, because you wouldn't believe it anyway!

Send announcements to editor@pacificfishing.com. ↴



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PLANTE KNIFE SHEATH

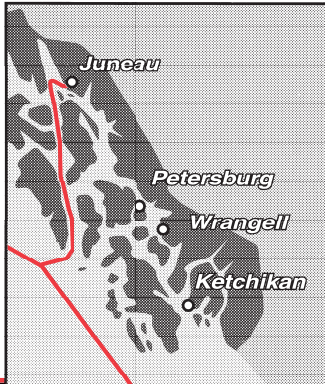
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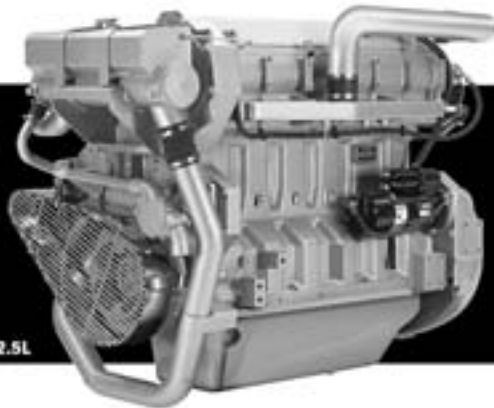
EVENT	LATITUDE	LONGITUDE	DEPTH (M)
A/C 16	58° 31.640 N	135° 5.440 W	438
A/C 17	58° 19.300 N	135° 1.500 W	586
A/C 18	58° 14.000 N	134° 59.200 W	635
A/C 19	58° 12.871 N	134° 58.697 W	680
A/C 20	58° 12.382 N	134° 57.862 W	684
A/C 21	58° 11.040 N	134° 56.780 W	614
A/C 22	58° 9.340 N	134° 56.360 W	638
A/C 23	58° 5.200 N	134° 54.000 W	690
A/C 24	58° 0.480 N	134° 51.440 W	676
A/C 25	57° 56.780 N	134° 50.000 W	561
A/C 26	57° 50.000 N	134° 48.620 W	427
A/C 27	57° 45.000 N	134° 48.180 W	520
A/C 28	57° 38.240 N	134° 48.600 W	571
A/C 29	57° 34.900 N	134° 45.200 W	554
A/C 30	57° 25.800 N	134° 41.920 W	530
A/C 31	57° 21.340 N	134° 42.840 W	535
A/C 32	57° 19.100 N	134° 43.880 W	835
A/C 33	57° 13.480 N	134° 41.840 W	851
A/C 34	57° 2.000 N	134° 41.400 W	660
A/C 35	56° 50.000 N	134° 34.000 W	727
A/C 36	56° 46.000 N	134° 32.800 W	705
A/C 37	56° 36.000 N	134° 32.000 W	646
A/C 38	56° 32.300 N	134° 31.600 W	648
A/C 39	56° 28.000 N	134° 29.800 W	688
A/C 40	56° 24.000 N	134° 29.000 W	721
A/C 41	56° 18.900 N	134° 26.500 W	729
A/C 42	56° 15.600 N	134° 26.400 W	728
A/C 43	56° 12.000 N	134° 28.000 W	647
A/C 44	56° 10.000 N	134° 29.680 W	590
A/C 45	56° 8.000 N	134° 31.160 W	545
A/C 46	56° 6.910 N	134° 32.000 W	530
A/C 47	56° 6.000 N	134° 33.220 W	513
A/C 48	56° 5.640 N	134° 34.000 W	506
A/C 49	56° 4.190 N	134° 38.000 W	457
A/C 50	56° 3.500 N	134° 42.000 W	410
A/C 51	56° 3.080 N	134° 48.800 W	344
A/C 52	56° 3.400 N	135° 2.000 W	401
A/C 53	56° 3.800 N	135° 14.460 W	356
A/C 54	56° 4.360 N	135° 17.140 W	340
A/C 55	56° 5.560 N	135° 20.000 W	321
A/C 56	56° 6.120 N	135° 23.000 W	305
A/C 57	56° 6.120 N	135° 25.020 W	297
A/C 58	56° 5.880 N	135° 26.800 W	335
A/C 59	56° 5.060 N	135° 29.500 W	392
A/C 60	56° 4.120 N	135° 40.000 W	1051
A/C 61	56° 4.000 N	135° 50.000 W	1661

Above list does not include Lynn Canal and deep ocean cable routing

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