

# **2009**

## **FINAL REPORT**

### **UNALASKA FLEET COOPERATIVE**

Presented to the North Pacific Fisheries Management Council  
February 1 2010

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## **I. INTRODUCTION**

2009 marked the tenth operational year of inshore coops under the American Fisheries Act (AFA.) Cooperatives are designed to improve both the economical and biological health of the Pollock fishery in the Bering Sea. Under the cooperative structure fishermen and processors should be able to effectively reduce bycatch and better utilize all species in a fishery. Additionally federal fisheries managers receive better information on catch rates and stock distribution. As in previous years cooperatives were established in both the inshore and offshore sectors of the Bering Sea Pollock fishery. The offshore component formed the Pollock Conservation Cooperative, consisting of factory trawlers, a group of seven catcher vessels with history of delivering offshore to factory trawlers and the Mothership sector. The Mothership Sector formed one cooperative and the inshore sector formed a total of seven. Quotas are distributed to coops by the NMFS as per a formula based on the catch percentages by vessels in the qualifying years as set in the AFA.

The Unalaska Fleet Cooperative is one of seven inshore cooperatives formed in December 1999 in accordance to the directives set forth by congress through the AFA. Our objective is to reduce the competition for fish thereby promoting economic stability and safety for all members, fishermen and vessels.

In compliance with AFA regulations, this report is submitted as a summary of harvest and cooperative performance for the 2009 fishing season in the Bering Sea and the Gulf of Alaska. Catch figures are compiled from actual fish ticket information.

Catch statistics are separated into two sections, the Bering Sea AFA Pollock fishery and the sideboard fisheries in both the Bering Sea and the Gulf of Alaska. Included are tables reporting distribution and catch of AFA Pollock by member vessels. All target species, aggregate groundfish bycatch and prohibited species catch (PSC) are tabulated for each target fishery on a per vessel basis.

## II. UNALASKA FLEET COOPERATIVE

### A. MEMBERSHIP

The Unalaska Fleet Cooperative was formed in December of 1999 to obtain a specific allocation of Pollock in the Bering Sea and Aleutian Islands based on the landed history of member vessels in 1995, 1996 and 1997. The allocated cooperative amount is distributed among member vessels as per agreement in the bylaws of the cooperative. Our primary goal is to reduce and utilize non-target species bycatch in a responsible fashion while improving harvest and processing efficiencies in target fisheries. Additional goals include vessel safety and improved efficiency through gear advances. Members strive to reduce incidental bycatch of prohibited species through fishing practices, improved fleet monitoring and information distribution, and use of research and development of new gear and techniques. Membership consists of persons or entities that qualify to form a fishery cooperative associated with the Alyeska Seafood Inc plant in Unalaska under section 2 10(b) of the American Fisheries Act.

<b>MEMBER</b>	<b>VESSEL</b>	<b>LOA</b>	<b>AFA PERMIT NUMBER</b>	<b>COD EXPEMPT STATUS</b>
Alaska Rose L.P.	Alaska Rose	124'	515	Non exempt
Bering Rose L.P.	Bering Rose	124'	516	Non exempt
F/V Destination Limited Partnership	Destination	180'	3988	Non exempt
Great Pacific Limited Partnership	Great Pacific	124'	511	Non exempt
Global Seas Inc.	Morning Star	148'	208	Non exempt
Rondy's Inc. and Seamate, Inc.	Progress	114'	512	Non exempt
Futura Fisheries Inc.	Vanguard	94'	519	Mothership
F/V Western Dawn, LLC	Western Dawn	113'	134	Mothership
Kendrick Bay L.P.	Sea Wolf	143'	1652	Non exempt
F/V Ms Amy and Messiah, L.P.	Ms Amy	90'	2904	Non exempt
F/V Ms Amy and Messiah, L.P.	Messiah	83'	6081	Exempt

## **B. IN SEASON MANAGEMENT**

Fishing strategies and plans were developed to improve resource utilization. A manager was contracted to verify catch histories for Pollock and all sideboard species in both the Bering Sea/Aleutian Islands and the Gulf of Alaska and perform in season management of the fleet based on catch trends and fleet operations. Upon verification of histories, associated sideboard caps and cooperative Pollock allocations were then distributed among the coop fleet based on individual vessel landed catch histories using the same criteria as NMFS for each fishery. Distributions were made on an annual basis based on the same criteria used by NMFS for distribution to cooperatives. Seasonal and area caps were set parallel to NMFS regulations to protect Stellar Sea Lions.

The manager was tasked with monitoring the catch of Pollock and sideboard species and keeping the fleet and cooperative board updated through the fishery. Additional responsibilities include guiding the fleet in understanding the coop structure and objectives, gathering and analyzing data to help vessel captains reduce bycatch, and identifying and initiating change in accordance with those objectives. One of the main goals for 2009 was to not only closely monitor bycatch, but take strong measures to avoid any harvest of salmon, particularly Chinook. Harvest reports were filed weekly with NMFS as per regulation. The fleet was monitored and data sent to Sea State as per the Inter-Cooperative agreement. Quota management included filing of amendment 69 documents with NMFS to allow for contract fishing as needed and providing documentation for transfer of sideboard caps and AFA Pollock harvests both within and outside the coop. Weekly updates informed the membership of the overall standing of the fleet and coop related interactions. Communications were maintained with the captains, crews and the plant manager resulting in an orderly harvest of fish to meet increased utilization goals.

All deliveries were monitored and recorded both on a fleet and by vessel basis. Captains were presented with a one page spreadsheet outlining directed catch, by catch, prohibited species catch numbers and rates, and amount of allocation remaining. Bycatch was monitored on a per delivery basis, and information relayed to the fleet in a timely manner via satellite communications. The fleet was also updated as salmon closure areas were announced through the Inter Cooperative Agreement as per the Rolling Hotspot Closure System as part of amendment 84. An updated table with, weekly and seasonal bycatch rates on a vessel and fleet basis was posted in house to identify bycatch trends and stimulate discussions on reduction ideas. Overall fleet catch and sideboard amounts were also monitored by Sea Sate Inc and data was posted on a web site. All members of our fleet participated in the Intercoop Salmon Bycatch Reduction program. All

parties compared in house data with this data on a weekly basis to reconcile accounting.

Transfer agreements were negotiated within the cooperative to facilitate the efficient use of allocations. Members were allowed to transfer shares of pollock to other members within the coop by first contacting the manager to verify the amount to be transferred. The manager then prepared a transfer agreement to be signed by representatives of both vessels and the manager. Upon completion of the documents, the fleet and individual vessel spreadsheets were adjusted to reflect the change. The manager also advised members to initiate transfers based on remaining allocations, hold capacity, fishing grounds, fish size and quality. In general, the manager initiated transfers based on both fishing conditions and processing needs. All groundfish was delivered within the state of Alaska.

Contract fishing under amendment 69 of the AFA was initiated as needed during B season only. The F/V Morning Star and Great Pacific were contracted to the Peter Pan and Westward coops to help harvest Pollock. Overall all salmon rates were lower than in the past for both Chinook and Chum. The majority of the season our fleet fished in the NW Bering Sea, approximately 450 miles from Dutch Harbor in an effort to minimize the bycatch of salmon, especially Chinook. Despite the lower quota, our coop opted to start harvesting Pollock in June in order to finish operations before October, the month with highest Chinook rates in recent history. This decision was made at the expense of increased costs and reduced recovery rates in production.

# AFA POLLOCK

## A. ALLOCATION OF BERING SEA POLLOCK

Pollock allocations to the Bering Sea were reduced in 2009 as a result of lower biomass calculations during the surveys. Overall the ITAC was reduced from 1 million MT to 815,000 MT. The initial allocation of pollock was restricted to the Bering Sea. Aleutian Islands stocks were available as incidental catch in other fisheries and as a direct allocation to the Aleut Corporation. 19,000MT was set aside for the Aleutian Islands of which 15,500 was allocated directly to the Aleut Corporation. Initial TAC for Pollock included ICA, CDQ and both inshore and offshore AFA allocations. This amount was distributed based on established schedules as follows:

TAC	815,000
CDQ	81,500
INCIDENTAL CATCH ALLOWANCE	29,340
* OFFSHORE – 40%	281,664
* MOTHERSHIP – 10%	70,416
* INSHORE – 50%	352,080

\* Amounts calculated after deductions for CDQ and ICA



## **B. ALLOCATION TO THE UNALASKA FLEET COOPERATIVE.**

The inshore component is comprised of seven cooperatives. Individual coop allocations were based on the aggregate catch of member vessels during the best two of three years during 1995-1997. The total of all coops was then subtracted from the total inshore allocation to determine the open access quota. There were no vessels in the open access category for 2009. There was no reallocation of Aleutian Islands area Pollock.

<b>COOPERATIVE</b>	<b>PERCENTAGE OF INSHORE ALLOCATION</b>	<b>2008 FINAL ALLOCATIONS</b>
Akutan Catcher Vessel Association	32.811%	115,520
Arctic Enterprise Association	0.00%	0
Northern Victor Cooperative	8.961%	31,549
Peter Pan Fleet Cooperative	2.876%	10,127
Unalaska Fleet Cooperative	12.191%	42,921
Unisea Fleet Cooperative	24.256%	85,400
Westward Fleet Cooperative	18,906%	66,563
Open Access	0.000%	0
<b>TOTAL</b>	<b>100.000%</b>	<b>352,080</b>

**C. INITIAL ALLOCATION TO VESSELS WITHIN THE UNALASKA COOPERATIVE - 2009**

Vessels within the cooperative received initial allocations based on their catch histories in the best two of three years in 1995-1997. The distribution within the coop did not change in 2009.

<b>VESSEL</b>	<b>2009 MT</b>	<b>COOP %</b>
ALASKA ROSE	5,927	13.809%
BERING ROSE	6,069	14.140%
DESTINATION	7,580	17.660%
GREAT PACIFIC	4,352	10.141%
MESSIAH	807	1.879%
MORNING STAR	5,979	13.929%
Ms. AMY	1,719	4.005%
PROGRESS	3,562	8.300%
SEA WOLF	5,336	12.432%
VANGUARD	199	0.463%
WESTERN DAWN	1,391	3.242%
<b>TOTAL</b>	<b>42,921</b>	<b>100.000%</b>

**D. UNALASKA FLEET COOPERATIVE - 2009 INTRA COOPERATIVE TRANSFERS,  
CONTRACT FISHING AND HARVEST**

VESSEL	ALLOCATION				REMAINING
	INITIAL	CO-OP TRANSFERS	CONTRACT	HARVEST	ALLOCATION
ALASKA ROSE	5,927.14	1,000.97		6928.11	0.00
BERING ROSE	6,069.09	1,462.43		7531.52	0.00
DESTINATION	7,579.83	(290.96)		7288.87	0.00
GREAT PACIFIC	4,352.47	560.23		4912.70	0.00
MESSIAH	806.64	(806.64)		0.00	0.06
MORNING STAR	5,978.61	8.24	1796.79	5986.85	0.00
Ms. AMY	1,719.03	(1,719.03)		0.00	0.13
PROGRESS	3,562.32	(284.91)		3277.40	0.00
SEA WOLF	5,336.04	1,363.12		6699.16	0.00
VANGUARD	198.64	113.57		312.21	0.00
WESTERN DAWN	1,391.31	(1,391.31)		0.00	0.11
<b>TOTAL</b>	<b>42,921.12</b>	<b>0.76</b>	<b>1778.18</b>	<b>42920.36</b>	<b>0.30</b>

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Members were allowed to transfer allocation within the coop to increase the efficiency of the fleet. Quotas were managed in lbs to facilitate reconciling of numbers with fish ticket information. Differences are due to rounding errors in the repeated conversion of weights from pounds to metric tons and back. Both the individual member and the coop manager initiated transfers. Contract deliveries were made under amendment 69.

## E. UNALASKA FLEET COOPERATIVE 2009 – CONTRACT FISHING SCHEDULE

VESSEL	CONTRACTING COOPERATIVE	HOME COOPERATIVE	DELIVERY LOCATION	CONTRACT AMOUNT MT	HARVEST AMOUNT MT
<b>MORNING STAR</b>	Peter Pan	Unalaska Fleet Cooperative	Westward Seafoods DH	635.04	350.36
<b>MORNING STAR</b>	Peter Pan	Unalaska Fleet Cooperative	Peter Pan King Cove	907.19	309.36
<b>MORNING STAR</b>	Unisea	Unalaska Fleet Cooperative	Unisea	2721.58	1,137.07
<b>GREAT PACIFIC</b>	Peter Pan	Unalaska Fleet Cooperative	Alyeska Seafoods	907.19	620.57
<b>TOTAL Fished for other coops by UFC vessels</b>					<b>2417.38</b>
<b>Total fished for UFC under contract</b>					<b>0.0</b>

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In 2009 the Unalaska Fleet Cooperative did not contract any vessels to help harvest quota under amendment 69. Two of our vessels were contracted by other coops to help harvest their quota. As per regulation, a petition was filed with NMFS RAM division with a fishing plan for these contracts. Fish harvested for the Peter Pan coop by the F/V Morning Star was delivered to Peter Pan in King Cove, and Unisea Seafoods and Westward Seafoods in Dutch Harbor.

## F. UNALASKA FLEET COOPERATIVE 2009 BERING SEA – AFA DIRECTED POLLOCK FISHERY – CATCH AND BYCATCH

Vessel	Landed Pollock	Total Groundfish Catch	Halibut Bycatch No.	Halibut Mortality	Chinook No.	Other Salmon No.	Red King crab No.	Bairdi No.	Other Tanner No.	Herring Wt
ALASKA ROSE	6,928.11	7,169.50	1,379	3.13	175	151	1	6	21	0.02
BERING ROSE	7,531.52	7,971.83	2,196	5.36	113	807	1	9	23	0.00
DESTINATION	7,288.87	7,639.15	1,405	2.96	24	379	1	5	18	0.02
GREAT PACIFIC	4,912.70	5,139.52	794	2.63	47	218	0	4	12	0.01
MORNING STAR	5,970.38	6,143.10	1,076	1.92	289	37	1	6	26	0.01
PROGRESS	3,277.40	3,451.75	607	1.08	31	200	1	4	10	0.02
SEA WOLF	6,699.16	7,032.03	2,909	3.69	74	609	1	6	17	0.03
VANGUARD	312.21	327.70	3	0.08	0	30	0	0	0	0.00
<b>FLEET TOTAL</b>	<b>42,920.36</b>	<b>44,874.58</b>	<b>10,790</b>	<b>20.86</b>	<b>753</b>	<b>2,431</b>	<b>6</b>	<b>40</b>	<b>126</b>	<b>0.10</b>

Historical Salmon migration patterns, PSC catch rates and seasonal historic processor product recovery rates were all considered in creating the fishing plan. PSC bycatch numbers were monitored in conjunction with the intercoop manager and Sea State Inc. Daily reporting of salmon catch rates in ADF&G statistical areas by delivery were compiled to create “hot spot” avoidance areas. Our coop participated in the ICA rolling hot spot closure program. Most members of our coop used salmon excluders and followed protocols developed through the EFP to allow escapement of live salmon from the trawl. Some members of our coop went so far as to purchase and share a camera to help fine tune excluders to maximize escapement while minimizing the loss of target fish. Overall all members agreed to prioritize bycatch reduction and were dedicated to attain this goal.

**G. UNALASKA FLEET COOPERATIVE 2009 BERING SEA – APPEARANCE ON DIRTY 20 LIST:**

	CHINOOK		CHUM
	A Season	B Season	B Season
ALASKA ROSE	1	0	0
BERING ROSE	2	0	4
DESTINATION	0	0	2
GREAT PACIFIC	1	1	2
MORNING STAR	4	0	0
PROGRESS	2	0	1
SEA WOLF	2	0	4
VANGUARD	0	0	0

The fleet concentrated on minimizing salmon bycatch through the use of good judgment and the experimental salmon excluder. This was done at the expense of better flesh recovery for the processing plant and higher fuel costs for the vessel. The passage of Amendment 84 cemented the confidence within the fleet that a reliable program with longevity was in place to reduce salmon bycatch that evened the playing field with compliance monitoring and penalties for vessels that fail to prioritize salmon avoidance. Fishing is competitive by nature and fishermen tend to rate themselves based on their ability to harvest their share of the fishery in an efficient manner. Instability in regulations allows for unchecked and unreasonable competition that may not be in the best long term interest of the resource. Estimates for the number of salmon saved using area avoidance strategies and complying with the Variable Hot Spot Closures as per the ICA bycatch reduction plan will be available in the report prepared by the ICA manager. The coop manager was responsible to provide information to the vessels and notify both the vessel and the IC manager if any vessel violated a salmon closure. The table above represents the number of times during each season that members of the coop were on the “dirty twenty list.” This list is published weekly by Sea State Inc. and represents vessels with the highest bycatch rate. The Unalaska Cooperative fleet appearance on these lists was greatly reduced in 2009.

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## II. SIDEBOARDS AND THE INTERCOOP AGREEMENT

As in previous years, representatives of the nine catcher vessel cooperatives developed an agreement that governs the relationships between the individual cooperatives. This agreement was approved by all the catcher vessel (CV) cooperatives. The primary reasons for this agreement include:

- 1) Allocation, monitoring and compliance of the GOA and BSAI groundfish limits among the coops;
- 2) Allocation, monitoring and compliance of certain PSC caps by the individual cooperatives;
- 3) Allocation and monitoring and compliance of the harvest of BSAI pollock inside the Steller Sea Lion Conservation Area during the A season (over and =/under 99' vessels ;)
- 4) Establishment of penalties for a coop exceeding its pollock and sideboard allocations;
- 5) Provide for the harvest of BSAI P. cod for the "< 1700 mt" exempt vessels while complying with AFA PSC limits;
- 6) Establishment and monitoring of sideboard species transfers between cooperatives;
- 7) To promote compliance of the Council's recommended Sideboard measures and PSC limits while allowing for maximum harvest of the AFA pollock and sideboard allocations; and
- 8) To establishment, monitoring and enforcing the Chum and Chinook Salmon Management Plan to reduce Salmon bycatch.

### A. Management

In accordance with Section 211(c) of the AFA, the North Pacific Fisheries Management Council (Council) adopted sideboard species caps to give assurances to non-AFA vessel owners that AFA vessels would not harvest more than their traditional levels of groundfish fisheries in the GOA and BSAI. However, the Council and NMFS did not provide allocations of sideboard species to the individual cooperatives. Rather, they established an aggregate groundfish sideboard cap for all AFA catcher vessels. In order to work together to meet the Council's intent of not exceeding these caps, all nine CV cooperatives agreed to individual coop harvest limits and penalties for all sideboard fisheries, combined with an industry funded and established catch monitoring program (Sea State, Inc.).

The cooperatives agreed to limit their collective members' harvest of each sideboard species to the amount determined by a history-based formula set out in the Intercoop Agreement. The formula includes reserving an amount of each sideboard species necessary to fund bycatch needs of other directed fisheries (example: P. cod bycatch in the Pollock or YFS fisheries).

Making this agreement somewhat difficult was the Council established exempt vessel classification for CVs. The Council established an exemption to the BSAI P cod limit for AFA vessels < 125' LOA whose annual BSAI Pollock landings during 1995-1997 were less than 1700mt and also had made more than 30 deliveries of P. cod during those years. The



Council also exempted the Mothership AFA vessels from the BSAI P. cod cap after March 1<sup>st</sup>. In addition, the Council made an exemption to the GOA groundfish limits for AFA vessels < 125' LOA whose annual BSAI Pollock landings during 1995-1997 were less than 1700mt and also had made more than 40 GOA deliveries of groundfish during those years. The agreement allows the exempt vessels unlimited access to the directed fishery, while constraining them to an acceptable PSC rate.

The Council's exempt recommendation was for an exemption to the directed species, (in this case P. cod), and not an exemption to associated PSC bycatch. To address this problem, the Intercoop Agreement contains language that provides for the AFA exempt vessels to fish the BSAI CV cod directed fishery allowance unconstrained. The agreement also provides for an allocation of PSC to these exempt vessels' coop as long as these vessels PSC rate below the acceptable AFA fleet rate.

## **B. PSC Management**

Each coop receives PSC cap allocations for its non-exempt vessels proportionate to its related sideboard species allocations. In addition, each coop receives an initial PSC allocation for its exempt vessels. If a coop's exempt vessels' PSC rate remains at or below the predetermined acceptable rate, the coop can receive additional PSC when needed, as determined by the Monitoring Agent (Sea State), in order to continue fishing for BSAI P. cod. This "refreshing of PSC" only applies to the exempt AFA Vessels within a coop. The non-exempt AFA vessels have to live with their initial allocation of PSC.

### **1. Monitoring**

The agreement acknowledges that timely reported catch data is necessary. Coops are required to provide timely data on sideboard catch and PSC to a monitoring agent. The nine CV coops have agreed to contract with Sea State, Inc. to provide centralized monitoring and reporting. Data sources include the NMFS Shoreside Logbook Reporting Program, along with the Observer Program information.

An intercoop manager was hired and retained by United Catcher Boats to facilitate intercoop communications and negotiations. Communications between coop managers, Sea State and the intercoop manager were paramount to the success of fleet-wide measures aimed at reducing prohibited species bycatch in both the pollock and cod fisheries.

For example, using information available on the Sea State web site, the coop members were able to determine general trends in fleet bycatch by time and area. Halibut mortality rates were established by Sea State based on in season observer data. Weekly rates were available to coops by area and in aggregate. Overall fleet directed and bycatch amounts were monitored to facilitate transfers, cap utilization and bycatch reduction.

Another example involves coop members' efforts to manage salmon bycatch. During the season Salmon catch rates were reported daily by vessel and area to the

intercoop manager. Data from all coops was correlated and results were sent to coop managers and vessel captains. Fleets were then able to avoid the largest concentrations of Salmon and reduce bycatch rates.

## **2. Sea Lion RPAs**

Through the Intercoop Agreement, the coops agreed to limit their aggregate annual pollock harvest of its members per season and per area to the percentage of the annual inshore pollock directed fishing allowance. During the A season agreements were made to allow vessels under 99' to fish unrestricted inside the SCA.

## **3. Penalties**

The nine CV coops agreed to establish a penalty clause in the Intercoop Agreement in order to create over harvest disincentives. The penalty for an Inshore Coop member exceeding its pollock allocation amount for area or season is \$500/mt for the pollock "A" season and \$300/mt for the B season. For exceeding a BS, AI and GOA P. cod sideboard allocation, the penalty amount is \$1,000/mt. For exceeding all other groundfish sideboard species, the penalty amount is \$300/mt.

For this past year Sea State Inc. determined that none of our coop members exceeded their harvest allocations for either directed AFA pollock or sideboard species. Thus there were no penalties assessed.

## **4. Transfers**

The Intercoop Agreement allows for the facilitation of transfers of pollock allocation and Sideboard limits among members. Upon verification of available cap by Sea State and the approval of transfer by the intercoop manager, sideboard caps of directed and prohibited species were transferred between coops. By allowing transfers, coops managed fleets to improve utilization of target species, reduce bycatch and provide a mechanism by which coops could manage their fleets to comply with the intercoop agreement. The total number of non exempt vessels participating in the P. Cod fishery was also monitored to ensure minimum impact on non AFA vessels.

## **5. Salmon Management Plan**

In cooperation with the Catcher Processor sector, the intercooperative agreement included a plan to reduce Salmon bycatch in the Bering Sea. Closures were based on Chinook rates in the A season and Chum rates in the B season. Each vessel reported bycatch numbers on a per haul basis to Sea State Inc daily via satellite communication. Bycatch rates were developed for each ADF&G statistical area weekly and coops ranked based on their aggregate vessel performance for a two week rolling window. The Bering Sea was divided into two zones. The area with the highest bycatch rate in each zone was closed to coops based on their rank. In the A season, Tier I coops, with cumulative Chinook rates 25% below the average rate in a two week window, determined in fish/MT, were able to fish in closed areas.

Tier II vessels (25% below average to 15% above average) were unable to fish in a closed area for 4 days. Tier III vessels (those with rates more than 25% greater than the average) were unable to fish in a closed area for 7 days. Initially the an area determined to have a history of high Chinook abundance, along the northern edge of the “horseshoe” near Unimak Pass was closed to all vessels regardless of tier status. The remainder of the closure areas were recalculated every Monday and Thursday for closure on Tuesday and Friday. Tier rates were calculated every Thursday for implementation from Friday through Friday. A season tier status was based on Chinook rates while B season Tiers were based on Chum rates. During the B season, areas identified with high Chinook rates were closed to all vessels regardless of their tier status. These closures were called “core” closures. Vessels were required to send out incident reports notifying the entire fleet of any areas with high Salmon concentrations. In addition to the core closures for Chinook, an area established to have historical high rates of Chinook during the A season was closed to all vessels beginning January 20<sup>th</sup>. All coop members were required to authorize Sea State, the monitoring agent, access to their VMS information in order to monitor compliance with closure areas and to develop areas with high salmon concentrations. A penalty clause was added to the ICA agreement.

Savings closure penalties (annual)

6. 1<sup>st</sup> violation - \$10,000.00
7. 2<sup>nd</sup> violation - \$15,000.00
8. 3<sup>rd</sup> and subsequent violations - \$20,000.00
9. These assessments are liquidated damages

Each vessel was also required to submit reports for each tow with information on tow size, depth, position and number of salmon seen. Coop managers were required to notify the Intercoop manager and Sea State of all deliveries made by vessels contracted under amendment 69. Salmon harvested under amendment 69 rules were accounted to the contracting coop and were included in the calculation of tier levels and therefore closures. None of the Unalaska Fleet Coop vessels were in violation of closure areas.

More information on the rolling hot spot closure and vessel performance may be found in a report by the Intercooperative Manager and by SeaState Inc. A copy of this report may be found as an addendum to this document.

## D. UNALASKA FLEET COOPERATIVE 2009 BERING SEA – DIRECTED COD FISHERY - CATCH AND BYCATCH

Vessel	Status	Landed Cod RWE	Total Groundfish Catch	Halibut Mortality	Chinook N	Other Salmon N	Red King crab N	Bairdi N	Other Tanner N	Herring Wt
<b>MESSIAH</b>	<b>exempt</b>	283.65	365.47	4.77	0	0	0	216	156	0
<b>TOTAL</b>	<b>non - exempt</b>	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>exempt</b>	283.65	365.47	4.77	0	0	0	841	662	0
<b>FLEET TOTAL</b>		<b>283.65</b>	<b>365.47</b>	<b>4.77</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>841</b>	<b>662</b>	<b>0</b>

In accordance with regulations set forth to protect non Pollock fisheries as a result of AFA management strategies, catch limits based on historical participation by AFA qualified boats were included in the 2009 TAC distributions. These sideboard caps were based on historical fleet catches during the 1995 – 1997 fisheries in the Bering Sea and the Gulf of Alaska. In recognition of traditional fishing plans of some Bering Sea Cod vessels, further regulations were implemented to exempt “catcher vessels less than 125ft LOA whose annual BSAI pollock landings averaged less than 1,700 MT and that made 30 or more landings of BSAI Pacific Cod during that time period,” from sideboard caps. Additionally, in recognition of traditional fishing plans and histories, mothership qualified vessels were also exempt after March 1<sup>st</sup>. The Messiah (less than 1,700 MT) the Western Dawn and the Vanguard (mothership vessels,) qualify under these regulations. Mothership vessel Pacific Cod catches will be included in reports filed by the mothership cooperative. By agreement all coops limited the number of exempt vessels from the Cod fishing grounds during for the duration of the A season Pollock fishery. In 2009 the Messiah was able to reduce bycatch of halibut and all crab.

Only the exempted vessel Messiah participated in the 2009 P. Cod directed fishery in the Bering Sea

## E. UNALASKA FLEET COOPERATIVE 2009 GULF OF ALASKA POLLOCK CATCH AND BYCATCH

Vessel	610 Pollock Landed RWE	620 Pollock Landed RWE	630 Pollock Landed RWE	Total Groundfish Weight	Halibut Bycatch MT	Chinook #	Other Salmon #	Red King crab #	Bairdi #	Other Tanner #	Herring Wt
<b>MESSIAH</b>	284.20			300.46	0.00	18	27	0	1	0	0
<b>PROGRESS</b>											
<b>VANGUARD</b>		124.40		129.49	0.02	8	0	0	0	0	0
<b>PROGRESS</b>			134.90	137.62	0.00	82	0				
<b>VANGUARD</b>			299.12	306.55	0.04	97	6				
<b>TTL 610</b>	<b>284.20</b>			<b>300.46</b>	<b>0.00</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TTL 620</b>		<b>124.40</b>		<b>129.49</b>	<b>0.02</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TTL 630</b>			<b>434.03</b>	<b>444.17</b>	<b>0.04</b>	<b>179</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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Members of the Unalaska Cooperative have traditionally participated in Pollock fisheries in both the Central and Western Gulf of Alaska. In compliance with AFA regulations and Inter co- operative agreements, catches for 2009 were limited to historic percentages of AFA sideboards as calculated by Sea State Inc. Additionally, participation was limited to vessels meeting criteria set by council and NMFS. Only vessels without any Bering Sea Pollock landings were allowed to participate in the Western GOA area 610 Pollock fishery. Vessels under 125 ft were qualified to fish in the Central GOA areas 620 and 630 after a 3 day stand down as required by regulation. Central Gulf participation was further restricted, by in season cooperative management, to those vessels with specific Central Gulf history. Values above represent harvest in directed fisheries. No tender operations were used in any GOA fishery, all deliveries were made directly to shore plants in Kodiak and Dutch Harbor. Sideboard caps were transferred into our coop for areas 630 and out of our coop for area 610. Numbers represent actual catch as per ADF&G fish tickets

**F. UNALASKA FLEET COOPERATIVE 2009 CENTRAL GULF OF ALASKA – PACIFIC COD – DIRECTED FISHERY CATCH AND BYCATCH**

<b>Vessel</b>	<b>P. Cod Landed RWE</b>	<b>Total Groundfish Weight</b>	<b>Halibut Bycatch N</b>	<b>Chinook N</b>	<b>Other Salmon N</b>	<b>Red King crab N</b>	<b>Bairdi N</b>	<b>Other Tanner N</b>	<b>Herring Wt</b>
<b>PROGRESS</b>	69.15	70.70	0	0	0	0	0	0	0
<b>VANGUARD</b>	112.32	116.69	12	0	0	0	0	0	0
<b>TOTAL</b>	<b>181.47</b>	<b>187.40</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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This table represents hauls with target Pacific Cod in the Central Gulf of Alaska. Both the Vanguard and Progress participated in the directed Cod fishery. Values above represent harvest landed in a directed fishery only.

**G. UNALASKA FLEET COOPERATIVE 2009 GULF OF ALASKA – SHALLOW WATER FLATFISH– DIRECTED FISHERY**

<b>Vessel</b>	<b>Eastern GOA SWF Landed GWE</b>	<b>Central GOA SWF Landed RWE</b>	<b>Western GOA SWF Landed RWE</b>	<b>Total Groundfish Weight</b>	<b>Halibut Bycatch N</b>	<b>Chinook N</b>	<b>Other Salmon N</b>	<b>Red King Crab N</b>	<b>Bairdi N</b>	<b>Other Tanner N</b>	<b>Herring Wt</b>
<b>Vanguard</b>		60.18		76.05	97	0	0	0	0	0	0
<b>TOTAL</b>		<b>60.18</b>		<b>76.05</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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Participation in these fisheries was limited to one vessel. In agreement with NMFS in season managers and the intercoop manager, the fishery was opened under strict voluntary registration measures. Values above represent landed harvest in a directed fishery only.

## H. UNALASKA FLEET COOPERATIVE 2009 GULF OF ALASKA – ARROWTOOTH FLOUNDER– DIRECTED FISHERY

<b>Vessel</b>	<b>Eastern GOA AF Landed GWE</b>	<b>Central GOA AF Landed RWE</b>	<b>Western GOA AF Landed RWE</b>	<b>Total Groundfish Weight</b>	<b>Halibut Bycatch N</b>	<b>Chinook N</b>	<b>Other Salmon N</b>	<b>Red King Crab N</b>	<b>Bairdi N</b>	<b>Other Tanner N</b>	<b>Herring Wt</b>
<b>Vanguard</b>		76.13		93.08	122	0	0	0	0	0	0
<b>TOTAL</b>		<b>76.13</b>		<b>93.08</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Participation in these fisheries was limited to one vessel. Weights represent landed catch only. In agreement with NMFS in season managers and the intercoop manager, the fishery was opened under strict voluntary registration measures. Values above represent harvest in a directed fishery only.



**I. UNALASKA FLEET COOPERATIVE 2009 GULF OF ALASKA – REX SOLE – DIRECTED FISHERY**

<b>Vessel</b>	<b>Eastern GOA RS Landed GWE</b>	<b>Central GOA RS Landed RWE</b>	<b>Western GOA RS Landed RWE</b>	<b>Total Groundfish Weight</b>	<b>Halibut Bycatch N</b>	<b>Chinook N</b>	<b>Other Salmon N</b>	<b>Red King Crab N</b>	<b>Bairdi N</b>	<b>Other Tanner N</b>	<b>Herring Wt</b>
<b>Vanguard</b>		80.41		159.72	26	0	0	0	0	0	0
<b>TOTAL</b>		<b>80.41</b>		<b>159.72</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Participation in these fisheries was limited to one vessel. Weights represent landed catch only. In agreement with NMFS in season managers and the intercoop manager, the fishery was opened under strict voluntary registration measures. Values above represent harvest in a directed fishery only.

## **APPENDIX:**

**UNALASKA FLEET COOPERATIVE MEMBERSHIP  
AGREEMENT**

**INTERCOOPERATIVE VESSEL ROTATING HOT SPOT  
CLOSURE AGREEMENT**

**2009 CHINOOK BYCATCH REPORT ON FLEET  
PERFORMANCE – SEASTATE INC.**