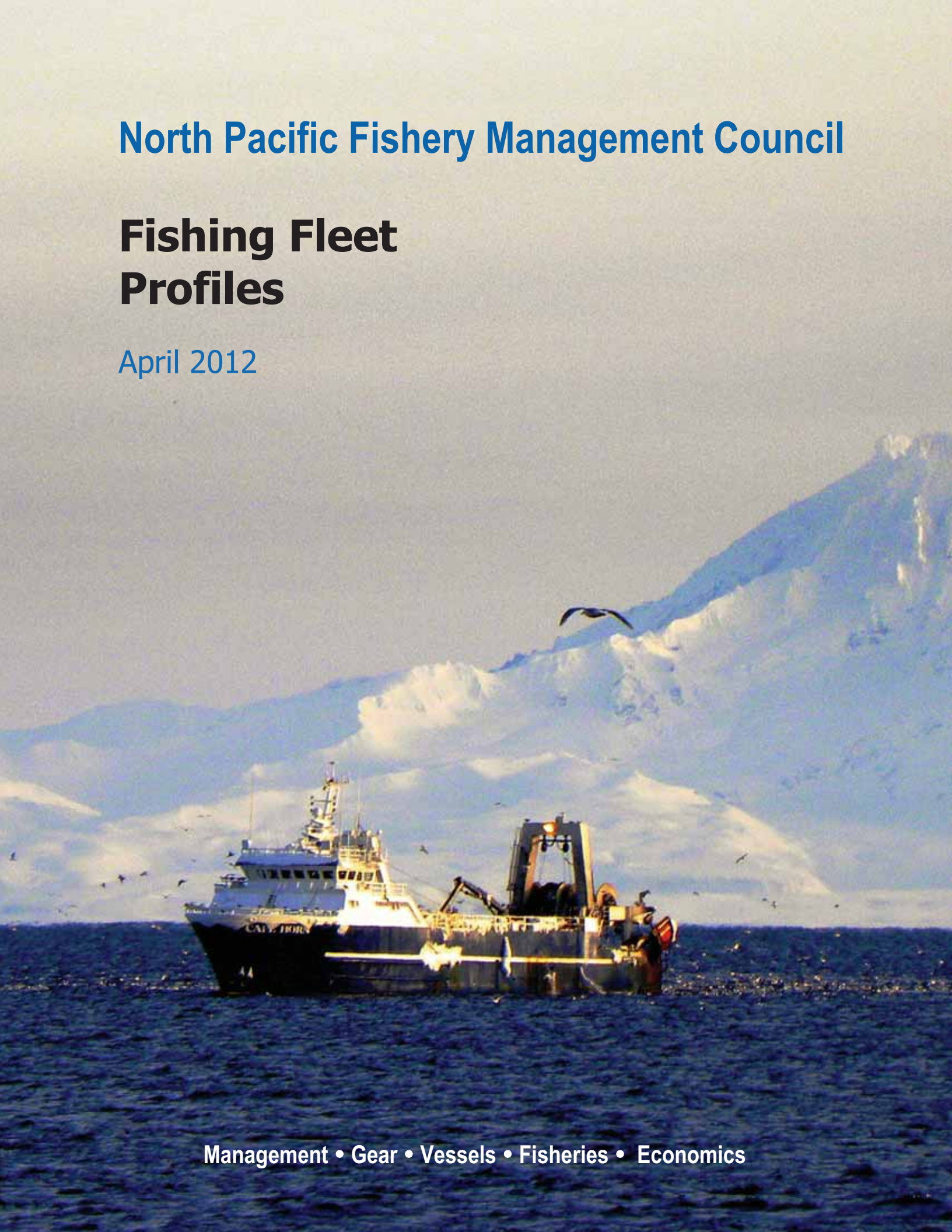
North Pacific Fishery Management Council

Fishing Fleet Profiles

April 2012



Management • Gear • Vessels • Fisheries • Economics

Fishing Fleet Profiles


Julianne Curry, PVOA

Alaska fisheries are managed to be sustainable and profitable. The fisheries provide jobs for tens of thousands of fishermen, processors, and those in supply industries, and provide quality products for markets and consumers. To achieve these goals, federal managers have limited the number of vessels participating in each fishery, limited the annual catch of every fish stock to scientifically sustainable amounts, established strict monitoring and enforcement provisions, and regulated how, when, and where fisheries occur to maintain productive habitats and healthy ecosystems. Understanding how and where the fishing fleets operate, and predicting how participating vessels would be affected by (and respond to) proposed changes in regulations, is critical to effective management of the fisheries.

The purpose of this publication is to provide the public with readily available and accessible information about the fishing fleets prosecuting federally managed fisheries off Alaska. For more information on the management of these fleets and fisheries, I invite you to visit the North Pacific Fishery Management Council's website at www.alaskafisheries.noaa.gov/npfmc.

David Witherell
Deputy Director, NPFMC

This report was prepared by David Witherell (NPFMC), Michael Fey (PSMFC-AKFIN), and Mark Fina (NPFMC).

About the Cover: The F/T Cape Horn is a vessel in the Amendment 80 fleet, which catches and processes Atka mackerel, Pacific Ocean Perch, flatfish, and Pacfic cod (Photo credit: SeaAlliance/Alaska Fisheries Science Center). The back cover image is of the F/T American Dynasty, of the AFA catcher processor fleet, which catches and processes pollock in the Bering Sea (Photo credit: SeaAlliance/Marine Conservation Alliance).

Acknowledgements: The homeport maps were made by Robert Ames (PSMFC), and the catch by area maps were made by Steve Lewis (NMFS) and Josh Keaton (NMFS). The report benefitted from review comments from Nicole Kimball, Chris Oliver, Lew Queirolo, Gretchen Harrington, Jesse Gharrett, Mary Furuness, Tom Pearson, Gwen Herrewig, Jeff Hartman, Craig Rose, Steve Kasperski, Edward Poulsen, Linda Kozak, Andy Mezirow, Kenny Down, Theresa Peterson, Darius Kasprzak, Julianne Curry, Jim Hubbard, John Gauvin, Lori Swanson, Julie Bonney, and Paul MacGregor. Many people generously provided images used in this report including Karla Bush, Julianne Curry, Kenny Down, Tim Evers, John Henderschedt, Rhoda Hubbard, Darius Kaspazak, Steve Minor, Brent Paine, Melinda Madsen Schmitt, Herman Savikko, Jeff Stephen, Jim Stone, Justin Wilson, NPFMC staff and others identified in the photo credits.

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United Catcher Boats


Sam Powell/ Linda Kozak


Bill Wilson, NPFMC

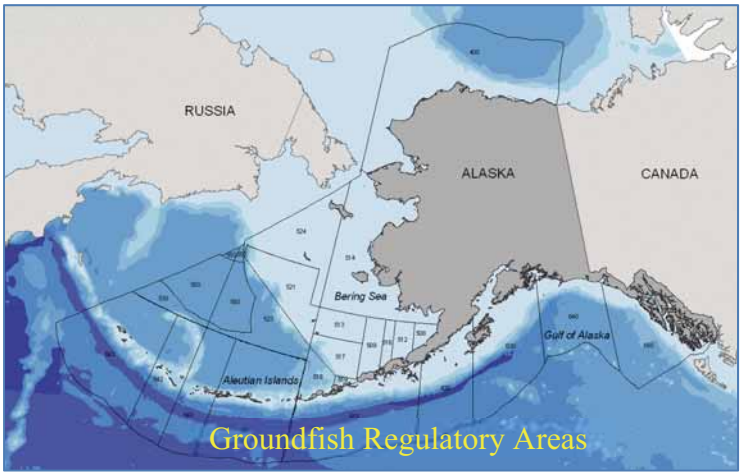

SeaAlliance/Poulsen

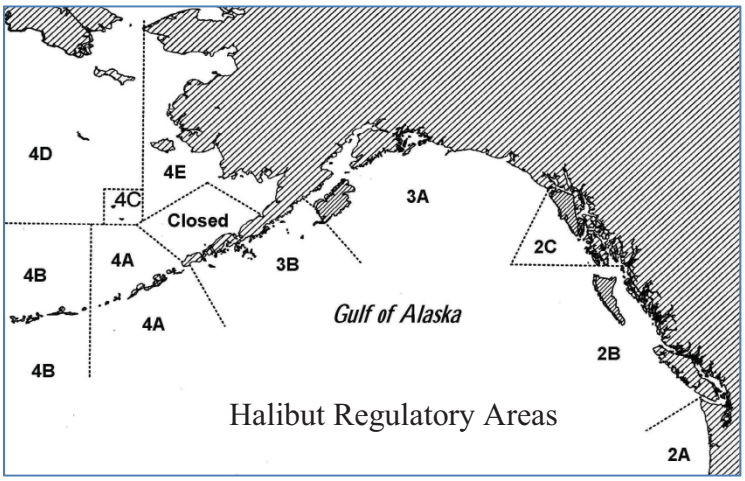

Andy Mezirow

Common Acronyms

ABC	Acceptable Biological Catch
ACL	Annual Catch Limit
AFA	American Fisheries Act
AI	Aleutian Islands
AP	Advisory Panel
ADF&G	Alaska Department of Fish and Game
AFSC	Alaska Fisheries Science Center
BSAI	Bering Sea and Aleutian Islands
CDQ	Community Development Quota
CP	Catcher Processor
CV	Catcher Vessel
EBS	Eastern Bering Sea
ESA	Endangered Species Act
F/V	Fishing Vessel
FMP	Fishery Management Plan
GOA	Gulf of Alaska
GRT	Gross Registered Tons
IFQ	Individual Fishing Quotas
LLP	License Limitation Program
LOA	Length Overall
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MSST	Minimum Stock Size Threshold
MSY	Maximum Sustainable Yield
mt	Metric Ton
NMFS	National Marine Fisheries Service
NPFMC	North Pacific Fishery Management Council
OFL	Overfishing Level
POP	Pacific ocean perch
PSC	Prohibited species catch
QS	Quota Share
SAFE	Stock Assessment and Fishery Evaluation
SSC	Scientific and Statistical Committee
TAC	Total allowable catch

Regulatory Areas



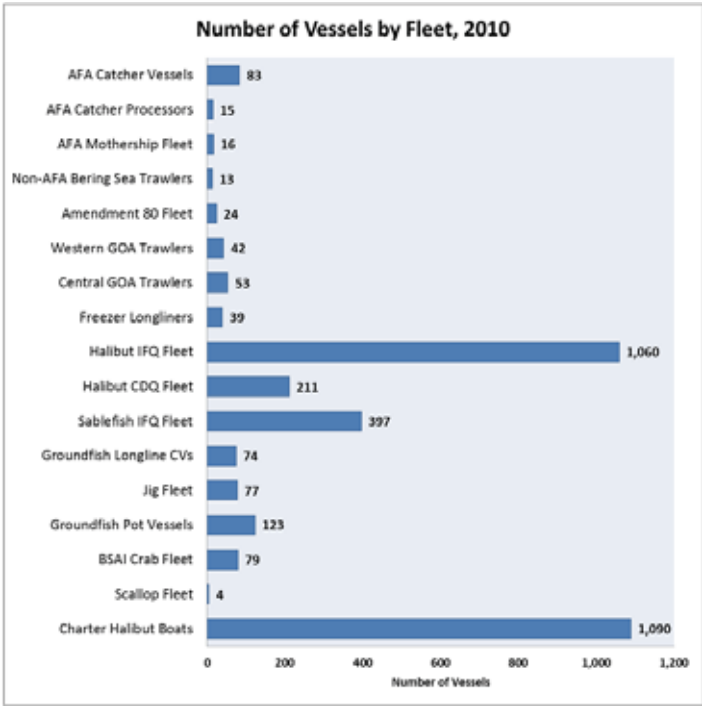


Maria Shawback, NPFMC

Executive Summary

The federally managed fisheries off Alaska are prosecuted by a wide variety of fishing vessels. Vessels participating in the commercial fisheries range from small skiffs using longlines to catch halibut, to the largest catcher-processors, which catch and process pollock in the Bering Sea. Vessels participating in the recreational for-hire charter fisheries for halibut range from smaller nearshore boats to larger party boats and multiday excursion boats.

Vessels can be grouped into fleets based on their target species, gear type, licenses, or eligibility for catch share programs. We categorized vessels into 16 commercial fleets and one charter fleet (although there may be substantial overlap). We examined catch data, vessel registration data, and observer data from vessels participating in the 2010 fisheries for groundfish, crab, halibut, and scallops.



In 2010, there were 1,646 unique vessels fishing commercially in the federal fisheries off Alaska. Another 1,090 vessels were used as charter vessels in the recreational halibut fishery that occurs in both federal and state waters. Thus, the total number of vessels participating in federal managed fisheries off Alaska was 2,736. Many of these vessels also participate in federal fisheries and state managed fisheries. In addition to these vessels, there are hundreds of other vessels that only participate in State waters, or in Alaska state managed fisheries (e.g., salmon, herring, shellfish fisheries), and are not included in this total, and not included in the fleets described in this report.

Although fleets are generally defined based on the gear type, licenses held, or by participation in a catch share program, some vessels prosecute multiple fisheries and fall into more than one fleet. For example, 357 of the 397 vessels that participated in the sablefish Individual Fishing Quota (IFQ) fleet also fished for halibut, so were also included in the halibut IFQ fleet. On the other extreme, only 1 vessel in American Fisheries Act (AFA) Catcher Processor fleet was included in other fleets; that vessel participated as an Amendment 80 vessel and as a Western Gulf of Alaska (GOA) trawler. The numbers of vessels included in more than one fleet in 2010 are shown in the table below.

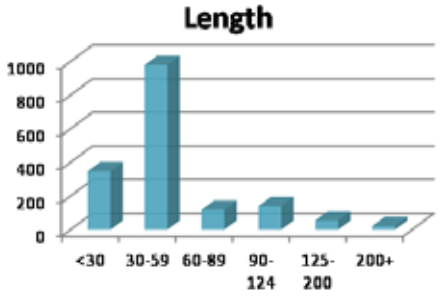
	Am 80 fleet	AFA Catcher Processors	AFA Mothership Fleet	AFA Catcher Vessels	Non-AFA BSAI Trawlers	Freezer Longliners	Longline Catcher Vessels	Groundfish Pot Fleet	Jig Fleet	Central GOA Trawlers	Western GOA trawlers	Halibut IFQ Fleet	Halibut CDQ Fleet	Sablefish IFQ Fleet	BSAI Crab Fleet	Scallop Fleet
Amendment 80 Fleet	24	1	0	0	0	0	0	0	0	10	13	0	0	0	0	0
AFA Catcher Processors	1	15	0	0	0	0	0	0	0	0	1	0	0	0	0	0
AFA Mothership Fleet	0	0	16	8	0	0	0	0	0	1	1	0	0	0	0	0
AFA Catcher Vessels	0	0	8	83	0	0	0	0	0	19	5	3	0	0	2	0
Non-AFA BSAI Trawlers	0	0	0	0	13	0	0	2	0	6	4	3	0	2	0	1
Freezer Longliners	0	0	0	0	0	39	0	3	0	0	0	5	0	17	1	0
Longline Catcher Vessels	0	0	0	0	0	0	74	2	4	0	0	61	2	43	0	0
Groundfish Pot Fleet	0	0	0	0	2	3	2	123	0	2	11	53	2	26	31	0
Jig Fleet	0	0	0	0	0	0	4	0	77	0	0	13	0	2	0	0
Central GOA Trawlers	10	0	1	19	6	0	0	2	0	53	11	6	0	2	0	0
Western GOA Trawlers	13	1	1	5	4	0	0	11	0	11	42	12	0	4	0	0
Halibut IFQ Fleet	0	0	0	3	3	5	61	53	13	6	12	1060	19	357	7	0
Halibut CDQ Fleet	0	0	0	0	0	0	2	2	0	0	0	19	211	6	0	0
Sablefish IFQ Fleet	0	0	0	0	2	17	43	26	2	2	4	357	6	397	8	0
BSAI Crab Fleet	0	0	0	2	0	1	0	31	0	0	0	7	0	8	79	1
Scallop Fleet	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4

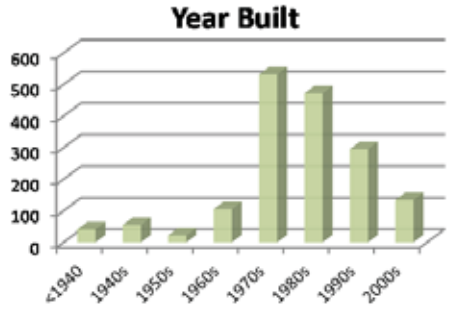
For each fleet, we provide data summaries on participating vessels' length overall, year built, reported hailing port, and catch. This information is shown as a series of histograms, and a pie chart of catch composition of participating vessels. Note that for each fleet, the pie chart includes all catch by the fleet vessels while participating in all federal fisheries, across all fleets. The adjacent figures show these data for the 2010 federal managed groundfish and shellfish fishing fleets, in total.

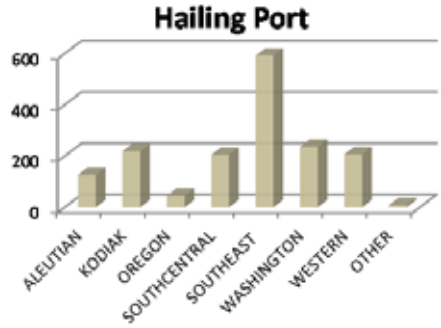
Herman Savikko, ADF&G

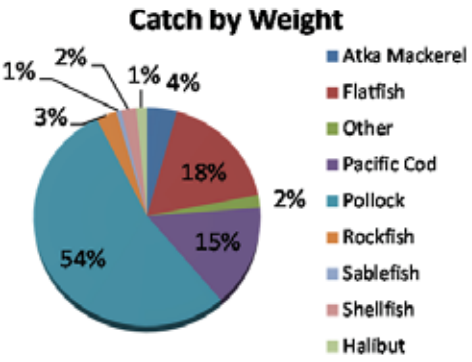
Alaska Groundfish Databank

When many people think of fishing vessels in Alaska, they imagine big vessels that can pack huge volumes of fish and withstand severe ocean conditions of the North Pacific. The fact is that a vast majority (80%) of the federally managed commercial fishing vessels are small to medium in size (less than 60' in length overall), and participate in the halibut IFQ and Community Development Quota (CDQ) fisheries, as well as the jig fishery for Pacific cod. The 332 larger vessels (>60' in length) participated in the pelagic and bottom trawl fisheries, pot fisheries for Pacific cod and Bering Sea crab, as well as the catcher processors in the longline fisheries for Pacific cod. Of these larger vessels, 76 were 125' in length or more. These larger vessels participated as AFA catcher vessels, as well as catcher processors in the pollock and Amendment 80 fleets. The largest fishing vessels are in the AFA catcher processor fleet, which range in size from 200' to 344' in length. The smallest boat commercially fishing in the federal fisheries off Alaska in 2010 is 14' in length, and participated in the halibut IFQ fleet.









Although most of the vessels participating in the commercial fisheries were built in the last 40 years, there are some vessels that were built prior to the Fishery Conservation and Management Act of 1976. Of these older vessels, some were converted from other uses, and some had been fishing off Alaska for many years. A dozen or so of the original wooden halibut schooners from the early 1900's are still active in the halibut and sablefish fisheries. Several older vessels that were converted from other service also participate in the freezer longliner fleet.

Large quantities of fish are caught in the federally managed fisheries off Alaska. In 2010, the total commercial catch included 1.5 million metric tons (3,510,000,000 lbs) of groundfish (round weight), 32,608 metric tons of crabs, 25,742 metric tons of halibut, and 3,095 metric tons of scallop meats. As shown in the pie chart, a majority of the total catch in 2010 was pollock (54%), followed by flatfishes (18%) and Pacific cod (15%). This catch was worth $759,000,000 to catcher vessels (gross ex-vessel value) and

Mark Fina, NPFMC

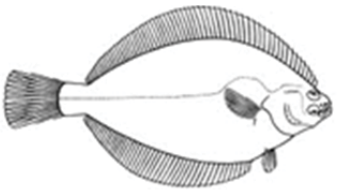
$1,300,000,000 to catcher processors (first wholesale value).

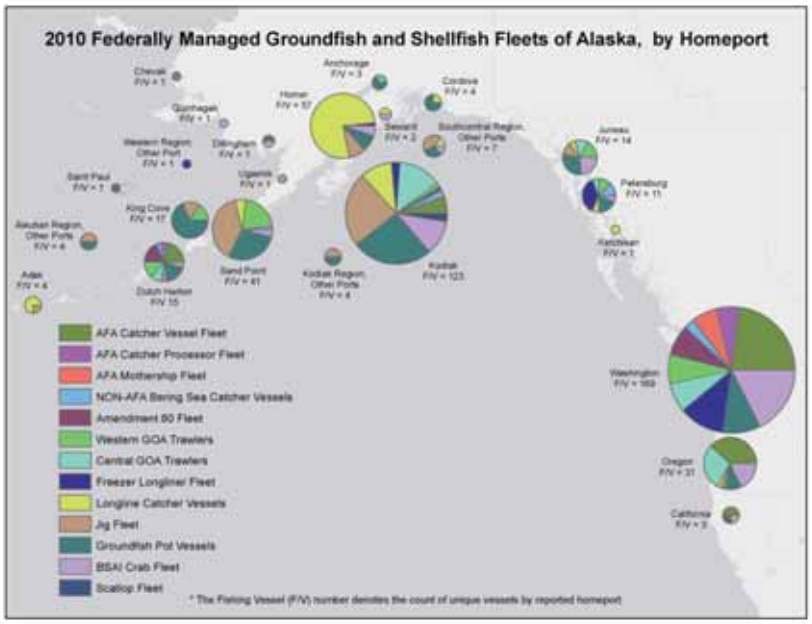
The homeports for these vessels (as reported on their federal fishing permit) include most the coastal communities in Alaska, as well as ports from other states. Three maps were prepared to illustrate the homeports of the different fleets fishing in the federally managed fisheries off Alaska. Note that each homeport hosts a different fleet composition.

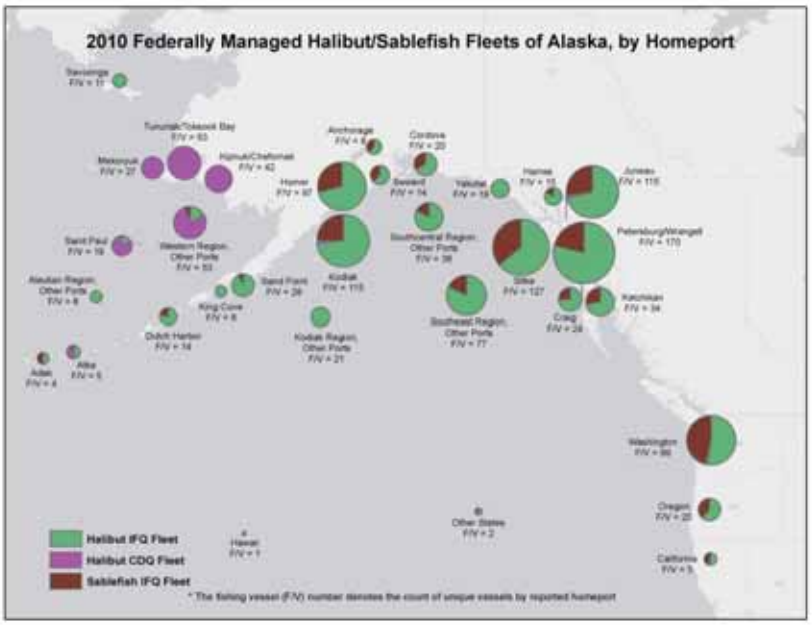
The first map shows the number and location of the groundfish (except sablefish), crab, and scallop fleets by homeport. Most of the catcher processors (freezer longliners, Amendment 80 fleet, AFA pollock fleets) report Seattle, Washington as their homeport, whereas most of the catcher vessels report Alaska communities as their homeport. Major ports for groundfish catcher vessels include Kodiak, Homer, Sand Point, and Seattle.

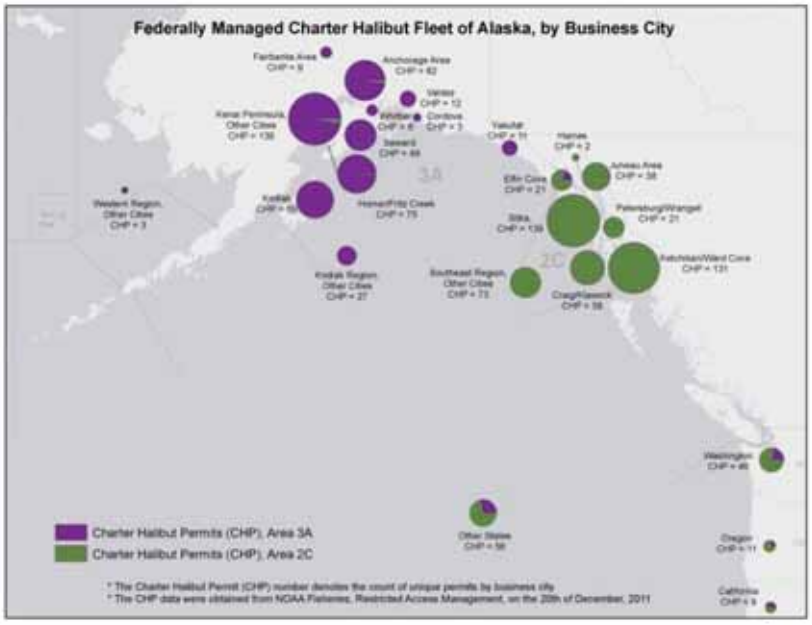
The second map shows the number and location of the halibut and sablefish hook and line fleets by homeport. The ports of Homer, Kodiak, Juneau, Petersburg, Sitka, and Seattle are the larger homeports for the IFQ halibut and sablefish fleets. The halibut CDQ vessels are from Merkoryuk, Tununak, Toksook Bay, Kipnuk and Chefornak, as well as a few vessels from St. Paul, Adak, and other BSAI communities.

The third map shows the distribution of the charter halibut fleet, based on the location of businesses holding the permits. In Area 2C, Ketchikan and Sitka are the biggest homeports, whereas in Area 3A, major homeports include Anchorage, Kodiak, Homer, and other Kenai Peninsula communities. A few additional charter halibut vessels are homeported in coastal communities to the west of Kodiak, however, these vessels do not require federal licenses and are thus not included in our description of the charter halibut fleet.









Forward

The wide variety of fishing vessels participating in the federal regulated fisheries off Alaska can be grouped into different fishing fleets based on the fish species they target and the gear used. These fleets have become further defined over time through licenses and endorsements, eligibility to participate in catch share programs, and other regulations that have affected fleet composition. The following is a summary of the major license and catch share programs that have shaped the fishing fleets of Alaska.

Fishing Permits


Sarah Melton, NPFMC

A federal fisheries permit (FFP) is required for all vessels fishing for groundfish, halibut, crab, salmon, scallops, and herring, and other fisheries that are conducted in federal waters and in which operators are required to retain any bycatch of groundfish. An FFP authorizes a vessel owner to deploy a vessel to conduct operations in the GOA or Bering Sea and Aleutian Islands (BSAI) under the following categories: catcher vessel, catcher/processor, mothership, tender vessel, or support vessel. A vessel may not be operated in a category other than as specified on the FFP, except that a catcher vessel, catcher/processor, mothership, or tender vessel may be operated as a support vessel. In addition, the FFP must also specify the use of pot, hook-and-line (longline), or trawl gear in the directed fisheries for pollock, Atka mackerel, or Pacific cod.

In addition to FFPs issued for vessels, individuals may also be required to obtain other permits for themselves or their vessels depending upon their operation. For example, in the halibut and sablefish IFQ fisheries, a fishermen must obtain a permit to harvest IFQ halibut or IFQ sablefish; a hired master permit is needed to fish someone else's IFQ; a registered buyer permit is needed to receive IFQ halibut, CDQ halibut, or IFQ sablefish; a CDQ group must obtain a halibut CDQ permit; and CDQ halibut fishermen must obtain a CDQ hired master permit to harvest and land halibut.

License Programs

The growth of the domestic fishing fleet, particularly in Alaska, was promoted by provisions contained in the 1976 passage of the Fishery Conservation and Management Act (most recently renamed the Magnuson-Stevens Fishery Conservation and Management Act; MSA). By the early 1990s, however, many of these fisheries had reached full capacity, and the fleet could fully harvest the total allowable annual catches. Competition among vessels participating in target fisheries began to increase dramatically, and in the mid-1990s, the Council began discussing ways to address overcapacity concerns. A limited entry license program was proposed, and in 1995, a moratorium on entry of new vessels was implemented to limit speculative entry into the groundfish and crab fisheries while a more comprehensive program was being developed. The License Limitation Program (LLP) implemented in 2000 limits access to the federal groundfish and crab fisheries. The LLP established criteria for issuing licenses to persons, based on fishing history of vessels. The initial criteria for general qualification were relatively minimal: one landing during a five year period (1988 – 1992).

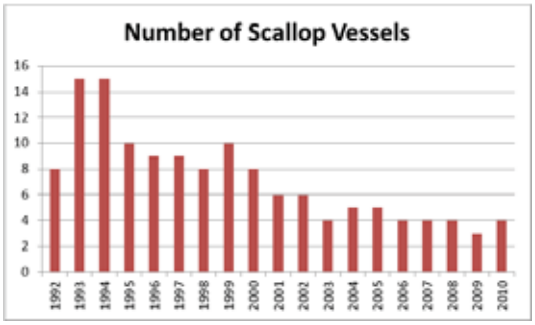

Mark Fina, NPFMC

Groundfish licenses contain endorsements that define what, when, and where the vessel named on the license is authorized to do, based on historical fishing patterns of the vessel that initially "gave rise" to the license. An area endorsement defines the geographic location in which the vessel may fish. Licenses carry one or more fishing area endorsements (Bering Sea, Aleutian Islands, Central GOA, Western GOA, Southeast GOA), and also carry designations for operation type (catcher processor or catcher vessel), gear (trawl, non-trawl, or both), and maximum vessel length. Over time, several changes were made to the program to further pare down the number of qualified vessels by eliminating unused (latent) licenses. These licenses are required for

directed fishing of most federally managed groundfish, and there are four exceptions to the LLP license requirement: vessels that do not exceed 26 feet in length overall (LOA) in the GOA; vessels that do not exceed 32 feet LOA in the BSAI; vessels that do not exceed 60 feet LOA and that are using jig gear (but no more than 5 jig machines, one line per machine, and 15 hooks per line in BSAI or 30 hooks per line in the GOA) are exempt from the LLP requirements; and, certain vessels constructed for, and used exclusively in, CDQ fisheries. Gear endorsements are required for non-trawl vessels ≥60' to participate in the BSAI fixed gear Pacific cod fishery including hook-and-line catcher processors, pot catcher processors, hook-and-line catcher vessels, and pot catcher vessels. Additionally, because the LLP is a federal program, LLP licenses are not required for participation in fisheries that occur in the waters of the State of Alaska.


SeaAlliance/AGDB

In the BSAI crab license program, in addition to the original qualification requirements, the Council implemented recent participation requirements to further reduce capacity. To qualify, a vessel must also have made a legal landing of any LLP crab species between 1996 and February 7, 1998 (with several exemptions to accommodate vessels with a Norton Sound endorsement, small vessels <60', as well as transferred, lost or destroyed vessels). With the exception of Norton Sound king crab and Western Aleutian red king crab fisheries, the LLP program has been superseded by the crab IFQ/IPQ rationalization program and LLP permits are no longer required.

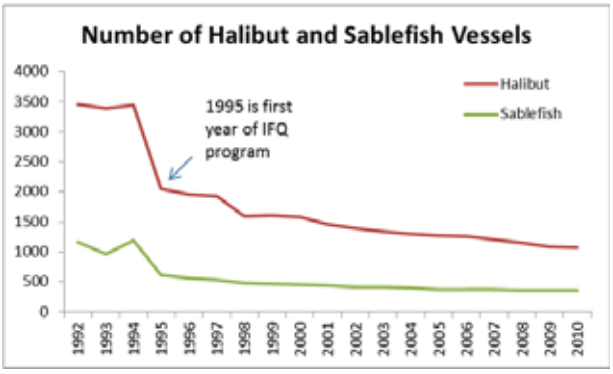


For the scallop fishery, the Council adopted a vessel moratorium in 1997, under which 18 vessels qualified for federal moratorium permits to fish weathervane scallops in federal waters off Alaska. The Council later developed a Scallop License Limitation Program, which became effective in 2001, to further limit the number of participants and reduce fishing capacity. A total of 9 licenses were issued, with two licenses restricted to the use of up to two 10-foot dredges in the statewide fishery (the other 7 licenses are unrestricted and can use two dredges up to the maximum size regulated which is 15-foot). All 9 licenses allow vessel owners to fish inside Cook Inlet with a single 6-foot dredge. Vessel length is limited to that of the qualifying period. The scallop fleet has operated as a voluntary cooperative since 2000.

For the halibut charter fishery in Area 2C and 3A, a limited entry (moratorium) program was implemented in 2011 to provide stability for the guided sport halibut fishery and decrease the need for regulatory adjustments to the fishery. Under the program, permits were issued to qualifying individuals or businesses that documented fishing trips during both a qualifying year (2004 or 2005) and the recent participation year (2008). Charter halibut business operators are required to have a charter halibut permit on board to fish for halibut, and permit holders are subject to limits on the number of permits they can hold and on the number of charter boat anglers who can catch and retain halibut on their charter boats. Permits were also issued to community quota entities representing specific rural communities in Area 2C and 3A.

Catch Share Programs

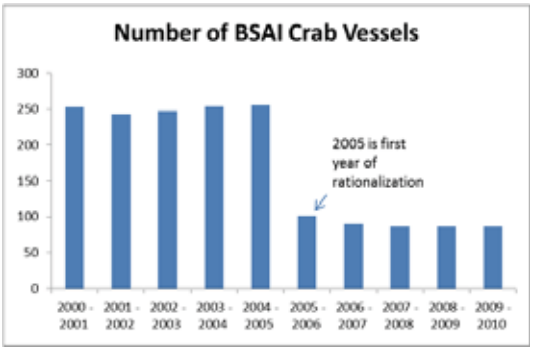
Fleets became further defined with the implementation of various catch share programs that either indentified eligible participants or established criteria for initial allocation of catch share privileges. All of these programs have resulting in some consolidation of the fleets.



An IFQ program for halibut and sablefish was implemented in 1995, to put an end to the derby-style fisheries that had resulted in short seasons, gear conflicts, excess harvesting capacity, reduced product quality, and heightened safety concerns. Harvesting quota was assigned to persons (vessel owner or lessee) who made legal landings of halibut and sablefish with fixed gear during 1988-1990.

The American Fisheries Act, enacted by federal legislation in 1998, settled the contentious Bering Sea inshore/offshore pollock allocations and limited eligibility to participate in the fishery. Specific vessels were

listed as eligible to participate in the offshore sector, and eligibility requirements were established for catcher vessels and processing plants to participate in the inshore sector. The Act included provisions for fishery cooperatives and also included U.S. ownership requirements and a permit/vessel buyout.



The BSAI Crab Rationalization program was implemented in 2005 as a voluntary cooperative IFQ program that included awarding harvester quota shares to crab LLP license holders and captains, as well as creating processor quota shares. Of the harvester shares, 90% are issued as Class A shares for which the annual IFQ must be delivered to a processor holding a like amount of unused IPQ, and the other 10% as Class B shares that can be delivered to any licensed crab receiver.

The BSAI trawl catcher-processors that target species other than pollock were defined as a sector by the U.S. Congress, and a history-based catch share cooperative program for this fleet was implemented in 2008. The program allocates a portion of the total allowable catch (TACs) of Atka mackerel, Pacific ocean perch, three flatfish species (yellowfin sole, rock sole, and flathead sole), and Pacific cod, that are issued to cooperatives as quota share based on member vessel catch history.

Alaska Bering Sea Crabbers

The Central GOA Rockfish Program was originally established by the U.S. Congress as a two year pilot program (2007-08) for managing rockfish trawl fisheries, and later extended to 5 years. Under this program, 95% of the TACs for Pacific ocean perch, northern rockfish, and pelagic shelf rockfish, as well as allocation of valuable secondary species (sablefish, Pacific cod, and thornyhead, shortraker, and rougheye rockfish), are allocated to cooperatives based on members' catch history. The Council developed a modified rockfish program for implementation in 2012.

The Western Alaska CDQ Program was established in 1992, as a provision to the inshore/offshore pollock allocation. The program allocated 7.5% of the BSAI pollock TAC to 6 regional non-profit corporations (CDQ groups) representing 56 coastal western Alaska communities. The CDQ program was later expanded to include allocations or halibut, groundfish, and crab; to include 65 communities on the Bering Sea coast; and institutionalized in the MSA. A number of vessels participating in Bering Sea fisheries are either partially or wholly owned by CDQ groups. The CDQ halibut allocation, in particular, has allowed the development of a small vessel longline fleet in several BSAI coastal communities.

Other Regulations

Other management measures have affected the makeup of the fleets. In 1990, a groundfish observer program was implemented that required on-board observer coverage based on vessel length, with vessels 60-125' LOA required to have 30% observer coverage, and vessels >125' required to have 100% observer coverage. Vessels < 60' do not presently require an observer. Because each vessel must pay its own observer costs, many of the newer vessels were built to avoid or minimize this cost by having a LOA of just under 60' or 125'. A restructured observer program, which will be in effect in 2013, eliminates the coverage requirements by length, as well as the individual vessel payment for coverage, thereby removing incentives to build replacement vessels to limited lengths. It also includes groundfish vessels <60' and commercial halibut vessels, both of which are excluded from coverage under the existing program.

A Community Quota Entity (CQE) program was implemented in 2004 to provide 42 small, remote communities in the GOA with long-term access to the halibut and sablefish fisheries through the ability to form a non-profit entity to purchase GOA catcher vessel QS and lease it to community residents. CQEs in total are allowed to purchase up to 21% of the halibut QS and 21% of the sablefish QS in each Gulf area. Since implementation of the CQE program, the Council has extended the program by authorizing the issuance of Pacific cod LLPs for eligible CQEs that request them, expanding the list of eligible CQE communities to 45, and authorizing the issuance of halibut charter permits to 18 CQEs in Area 2C (up to four permits per community) and 14 CQEs in Area 3A (up to seven permits per community). A community charter halibut permit issued to a CQE is non-transferable, and has an angler endorsement of six. There are 21 eligible communities in the Western and Central GOA that can request a limited number of nontransferable Pacific cod endorsed LLP licenses (85 LLPs in total), endorsed for hook-and-line or pot gear, with a maximum length of 60 feet. Once the community entity receives the LLP license, the community entity can assign that LLP license for use on a vessel designated by the entity. The CQE concept was more recently expanded to include a similar program for eligible communities in Area 4B (i.e, Adak).

AFA Catcher Vessel Fleet

Background: In 1998, the American Fisheries Act (AFA) established participation requirements for the BSAI pollock fishery and authorized the formation of cooperatives. The Act also contained several other major provisions, including minimum U.S. ownership requirements applicable in all U.S. fisheries, a permit/vessel buyout, a listing of qualified vessels, processer eligibility requirements, revised sector allocations, increased pollock allocation to the Community Development Quota (CDQ) Program, provisions for fishery cooperatives, and sideboard provisions. For the inshore sector, eligible processing plants and catcher vessels were defined based on catch or processing history, and a total of 111 catcher vessels and 8 processing plants qualified. The AFA specifies that pollock taken in the inshore sector's directed fishery can only be taken by qualified vessels and delivered to qualified processing plants. These vessels are collectively called the AFA catcher vessel fleet.

United Catcher Boats

Maria Shawback, NPFMC

SeaAlliance/AGDB

Fishery Management: The AFA allocates the BSAI pollock TAC among the sectors. The CDQ Program allocation of the BSAI pollock total allowable catch increased from 7.5% to 10%. The remaining pollock quota is allocated as follows: 50% to the inshore sector (catcher vessels delivering onshore), 40% to the offshore (catcher processors), and 10% to motherships.

Sideboards, limiting the amount of harvests by AFA vessels in other fisheries, were established to prevent the fleet from impacting non-AFA harvesters. Catcher vessel sideboard amounts are based on the fleet's total catch in non-pollock target fisheries during 1995-1997. There are specific exemptions to the sideboard limits for catcher vessels less than 125' LOA that landed less than 1,700 mt of pollock on average during 1995-97. These vessels were exempted from the BSAI Pacific cod sideboard limits if they made at least 30 landings in the BSAI Pacific cod fishery from 1995-97. In the GOA, catcher vessels meeting the vessel length and BSAI pollock harvest requirement were exempted from the sideboard limits if they made at least 40 GOA groundfish landings from 1995-97. There are 10 AFA catcher vessels that have a sideboard exemption for Pacific cod (referred to as AFA cod-exempt trawl vessels) and prosecute directed fishing for Pacific cod. The remainder of the AFA catcher vessel fleet is subject to sideboard limits.

Herman Savikko, ADF&G

Prohibited species catch (PSC) sideboard allowances have also been established. AFA catcher vessels have a PSC sideboard limit of 410 mt of halibut in the GOA. That equates to 20.5 percent of the GOA trawl apportionment of halibut PSC.

The prohibited species catch of Chinook salmon and chum salmon in the

pollock fisheries has been a major issue for the fleet and users of the salmon resource, and numerous regulations and voluntary measures have been implemented over the years to limit the catch of salmon in pollock fisheries.

Gear Used: All vessels in the AFA fleet target pollock with pelagic otter trawls. To achieve large net openings with a minimum of drag, the mesh sizes are very large, and twine size is relatively small. The trawl nets have meshes in the front end as large as 32 m to 64 m (105′ to 210′) and typically have a headrope to footrope vertical distance rise of 10 fathoms to 30 fathoms (60′ to 180′). The size of the gear used is dependent on the size and horsepower of the vessel, such that the larger and more powerful vessels tow the larger trawls. Net mesh gets smaller towards the intermediate and codend, with the codend typically having 4″ to 4.5″ stretched mesh. Otter boards (or doors), which are used to spread the net and keep it open during towing, are made of steel and range in size from 5 m^2 to 14 m^2. In the pelagic fishery the doors do not come in contact with the ocean floor. Door spread in most fishing depths ranges from 100 m to 180 m (328′ to 590′), and trawl warp/scope to depth ratio is typically 3 to 1. Contact with the seafloor is from weight clumps and the footrope. Long wire rope bridles attach the net to the doors. Unlike other groundfish trawl fisheries, there are no discs attached to the footropes on these trawls. Footropes typically extend 180 m to 450 m (590′ to 1,475′).

Trawl codends are usually made with polyethylene netting attached to four longitudinal riblines. The riblines are typically chain, wire, or synthetic rope. Floats are attached along the length of the codend to counteract the weight of the steel components. Container lines around the circumference are attached along the length of the codend to restrict the expansion of the netting, preventing damage and allowing the codend to be hauled up a stern ramp. Sacrificial chafing gear, typically polyethylene fiber, is attached to the codend to protect it from abrasion on the stern ramp.

Sets are made on schooled or scattered pollock, as indicated by electronics. When set, the codend, net, and sweeps are unwound from a net reel, then the doors are attached. Wire cable attached to each door is let out to a distance approximately three times the depth. Trawl winches are designed to automatically adjust tension and release when necessary. Tow duration in this fishery ranges from 20 minutes to 10 hours (depending upon catch rates), at a speed of 3.5 to 4.5 knots. Tows may be in a straight line, or they may be adjusted to curve around depth contours or to avoid location of hangs and fixed gear. Vessels may turn around while towing and make several passes over the same general area. At


Maria Shawback, NPFMC


Diana Evans, NPFMC


Bill Wilson, NPFMC


United Catcher Boats

haulback, the setting procedure is reversed, and the codend is dumped into the fish-hold below decks. Catcher vessels delivering to the inshore sector have traditionally fished the area north of Unimak Island during the A-season, venturing further north along the shelf break during the B-season.

Vessels: This fleet primarily targets pollock in the Bering Sea. Several vessels also participate in other groundfish and crab fisheries to the extent they are authorized to do so under the AFA provisions and sideboards

Economics: For the fleet's primary target, BSAI pollock, the estimated gross ex-vessel value in 2010 was $133.6M. This was a decrease of $19.8M from 2009, below the five year high in 2008 of $197.6M. AFA catcher vessels deliver whole fish to the processing plants, who then convert the landings to a range of product that typically includes fillets, surimi, roe, minced fish, and fish meal. The fleet delivered 90% of its primary target to Dutch Harbor and Akutan. The 2010 average ex-vessel price per pound was 15.5¢, a decrease of 2.4¢ from the prior year and equal to the five year average.

Maria Shawback, NPFMC

Peggy Kircher, NPFMC


Peggy Kircher, NPFMC

United Catcher Boats


Diana Stram, NPFMC


Diana Evans, NPFMC


United Catcher Boats

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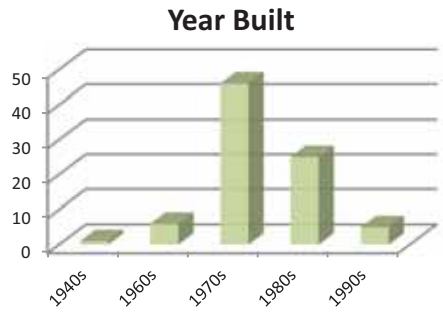
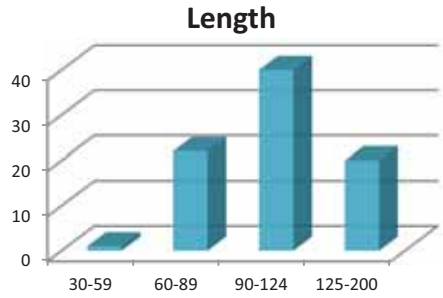
Diana Evans, NPFMC

United Catcher Boats

Diana Stram, NPFMC

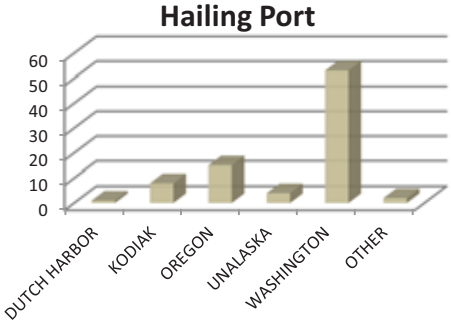
Peggy Kircher, NPFMC

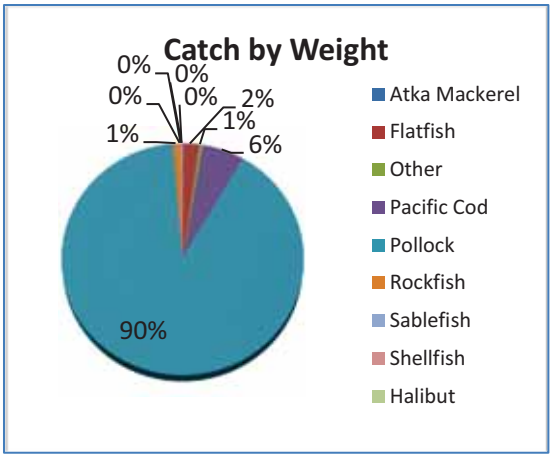




Vessels active in the AFA CV trawl fleet, 2010.

Alaska Rose
Alaskan Command
Aldebaran
Alsea
American Beauty
American Eagle
Anita J
Arctic Explorer
Arctic Wind
Arcturus
Argosy
Auriga
Aurora
Bering Rose
Blue Fox
Bristol Explorer
Caitlin Ann
Cape Kiwanda
Chelsea K
Collier Brothers
Columbia
Commodore
Defender
Destination
Dominator
Elizabeth F
Excalibur II
Fierce Allegiance
Gladiator
Gold Rush
Golden Dawn
Golden Pisces
Great Pacific
Gun-Mar
Half Moon Bay
Hazel Lorraine
Hickory Wind
Leslie Lee
Lisa Melinda
Majesty
Marcy J
Mark I
Messiah
Miss Berdie
Morning Star
Nordic Fury
Nordic Star
Northern Patriot
Ocean Explorer
Oceanic
Pacific Challenger
Pacific Explorer
Pacific Prince
Pacific Ram
Pacific Viking
Pegasus
Peggy Jo
Perseverance
Poseidon
Predator
Progress
Raven
Royal American
Royal Atlantic
Sea Storm
Sea Wolf
Seadawn
Seeker
Sovereignty
Starfish
Starlite
Starward
Storm Petrel
Sunset Bay
Topaz
Traveler
Vanguard
Viking
Viking Explorer
Walter N
Western Dawn
Westward I





Background: The American Fisheries Act specifically lists 20 catcher processors eligible to participate in the offshore fisheries, as well as 7 catcher vessels eligible to fish and deliver a suballocation to catcher processors (American Challenger, Forum Star, Muir Milach, Neahkahnie, Ocean Harvester, Sea Storm, and Tracy Anne). In addition, one additional "head-and-gut" catcher processor (Ocean Peace) met the requirements in the AFA that allows it to harvest and process up to 0.5% of the direct BSAI pollock allocation to catcher processors.

At Sea Processors Association

Fishery Management: As previously noted, the AFA allocates the BSAI pollock TAC among sectors. The CDQ Program allocation of the BSAI pollock total allowable catch increased from 7.5% to 10%. The remaining pollock quota is allocated as follows: 50% to the inshore sector (catcher vessels delivering onshore), 40% to the offshore (catcher processors), and 10% to motherships. Further, not less than 8.5% of the catcher processors' directed allocation is available to the 7 eligible catcher vessels in the catcher processor sector (to date, however, all of the catcher vessels have leased all of their harvest rights back to the catcher processors and have not fished for BSAI pollock).

Sideboards prevent the fleet from impacting participants in other fisheries. The 20 catcher processors listed in the Act are prohibited from harvesting any GOA groundfish. In the Bering Sea, AFA catcher processors are allowed to harvest no more than their "traditional catch" levels in the non-pollock BSAI groundfish fisheries. The Council has generally defined traditional catch to be the retained catch in 1995-97 from all fisheries by the 29 active and ineligible catcher processors listed in the Act, relative to the total catch.

The AFA catcher processor fleet is also sideboarded by PSC limit amounts, based on the percentage of PSC limits used from 1995 through1997. Specifically, AFA catcher processors are capped at 8.4 percent of the halibut PSC, 15.3 percent of the *opilio* PSC, 14.0 percent of the *bairdi* in Zone 1, and 5.0 percent of the Zone 2 *bairdi* crab PSC each year.


At Sea Processors Association

Like the AFA pollock catcher vessels, the prohibited species catch of Chinook salmon and chum salmon has been a major issue for the fleet, and numerous regulations and voluntary measures have been implemented over the years to minimize salmon PSC in pollock fisheries.

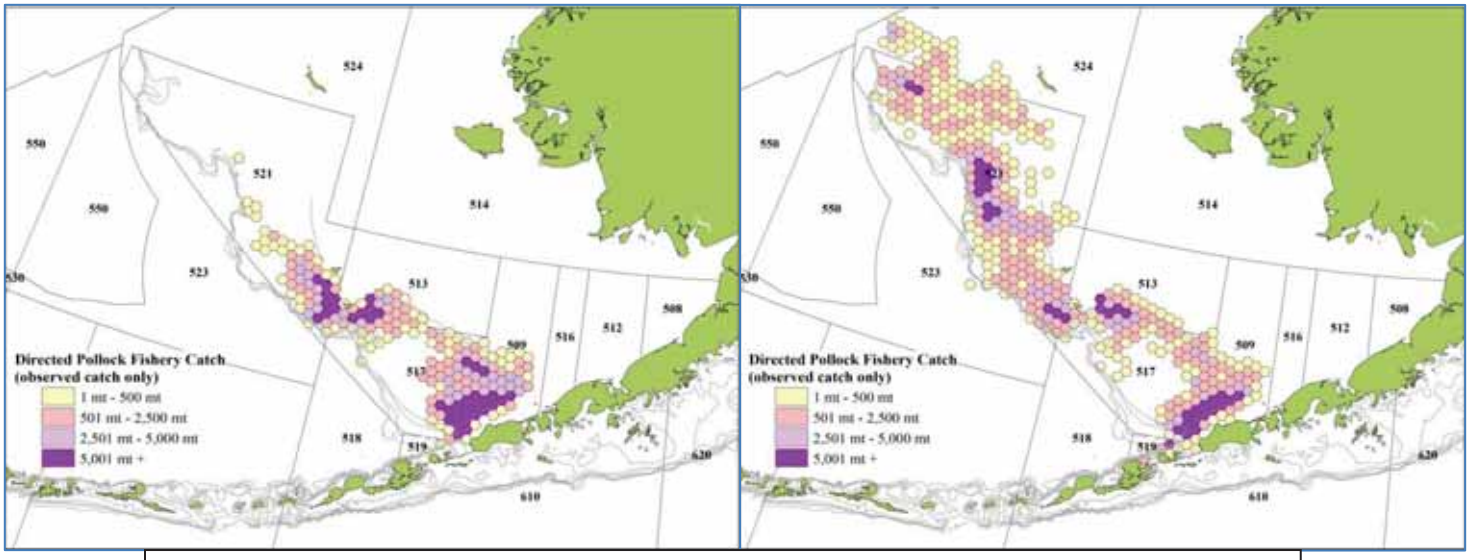
Gear Used: All vessels in this sector use pelagic trawls, with the catcher processors generally using larger gear than many catcher vessels. The trawl gear used has meshes in the front end as large as 32 m to 64 m (105' to 210') and typically has a

headrope to footrope vertical distance rise of 10 fathoms to 30 fathoms (60′ to 180′). Net mesh gets smaller towards the intermediate and codend, with the codend typically having 4″to 4.5″ stretched mesh. Doors are made of steel and range in size from 5 m^2 to 14 m^2. Door spread in most fishing depths ranges from 100 m to 180 m (328′ to 590′), and trawl warp/scope to depth ratio is typically 3 to 1. Long wire rope bridles attach the net to the doors, which remain off the bottom. Contact with the seafloor is from weight clumps and the footrope. Unlike other groundfish trawl fisheries, there are no discs attached to the footropes on these trawls. Footropes typically extend 180 m to 450 m.

Diana Evans, NPFMC

Fishing operations are the same as for the catcher vessels, with the catch loaded into bins below deck. On catcher processors, the fish are then put through various processing lines (depending on product choices), frozen, boxed, and stored in the freezer compartment until the vessel is offloaded days or weeks later. Catcher processors generally fish the area north of Unimak Island during the A-season and from areas south of St. George Island northward during the B-season.

Vessels: Of the 21 AFA qualified catcher processor vessels, 15 vessels actively fished in 2010, as determined by landing targeted and processed pollock, by a vessel holding an AFA permit. One vessel, the F/V Ocean Peace, is also listed in the Amendment 80 fleet and the Western GOA trawl fleet and is also active in those fisheries.**Economics**: The first wholesale value of the fleet's primary target, pollock in the Bering Sea and Aleutian Islands, was $495.7M in 2010. This was an increase of $25.7M from 2009, but was below the five year high in 2008 of $591.7M. Fillets were the primary product, accounting for 43% of these revenues. Surimi was the second most valuable product, followed by roe. Roe was valued at $51.8M in 2010 for the fleet, the lowest value in the preceeding five years and less than half the five year average. Roe was the highest priced product, at $3.52 a pound followed by fillets and surimi, both at approximately $1.75. The average price per pound for all products was $1.58.



Distribution of pollock catch in the A-season (left) and B-season (right) in 2011, all sectors combined. Source: NMFS.

At Sea Processors Association

At Sea Processors Association

Herman Savikko, ADF&G

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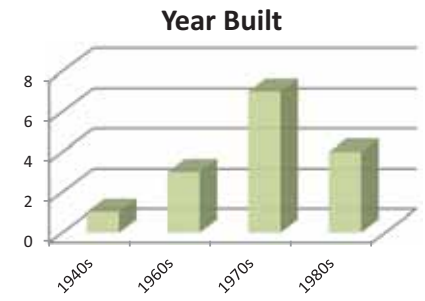
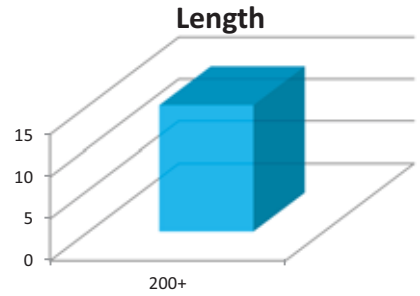
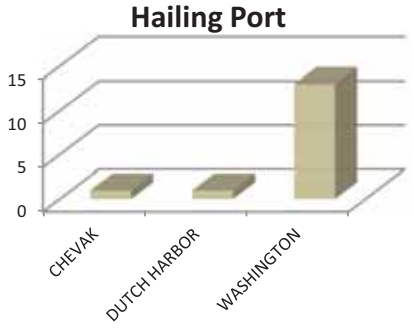


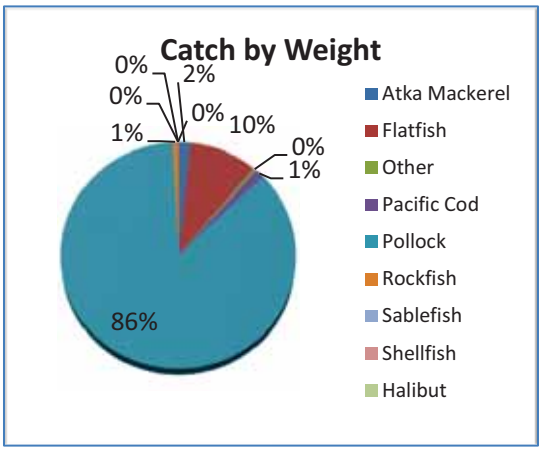




Vessels active in the AFA catcher processor fleet, 2010.

Alaska Ocean
American Dynasty
American Triumph
Arctic Fjord
Arctic Storm
Island Enterprise
Kodiak Enterprises
Northern Eagle
Northern Hawk
Northern Jaeger
Ocean Peace
Ocean Rover
Pacific Glacier
Seattle Enterprise
Starbound

At Sea Processors Association



Background: The American Fisheries Act (AFA) specifically listed three eligible motherships (Excellence, Golden Alaska, and Ocean Phoenix), and 19 catcher vessels eligible to deliver to these motherships. The AFA requires a "cooperative of the whole" for the mothership sector, rather than separate and distinct cooperatives oriented to each processor within the sector, as is the case in the inshore sector. The AFA also provides an exemption to the Sherman Anti-Trust Act for the three AFA-qualified mothership processors, allowing them to participate as members of the cooperative if at least eighty percent of the eligible catcher vessels are members of the co-op. To date however, the motherships have elected not be part of the Mothership Fleet Cooperative.


United Catcher Boats


United Catcher Boats


United Catcher Boats

The mothership sector has 19 qualified catcher vessels, all of which were members of the Mothership Fleet Cooperative in 2010. Thirteen of these vessels were 'dual qualified' for both the mothership and inshore sector fisheries.

Fishery Management: The AFA allocates the BSAI pollock TAC among the sectors. After subtracting the 10% CDQ reserve, the pollock quota is allocated as follows: 50% to the inshore sector (catcher vessels delivering onshore), 40% to the offshore (catcher processors), and 10% to motherships. There is an annual exemption to catcher vessels delivering to motherships from sideboard limits on the harvest of BSAI Pacific cod after March 1.

Gear Used: A mothership does not fish, but rather processes pollock harvested by a fleet of catcher vessels that transfer that catch at sea to the mothership. The gear used by the catcher vessels is essentially the same as described for the AFA catcher vessel fleet. To summarize, pelagic otter trawls with very large meshes in the front end, and smaller meshes towards the intermediate and codend, with the codend typically having 4- to 4.5-inch stretched mesh. Doors are made of steel and the spread in most fishing depths is about 100 m (328 feet), and trawl warp/scope to depth ratio is typically 3:1.


John Hendershedt

The actual catching of the fish with the trawl is the same as described for the AFA catcher vessel fleet. The difference is that once the catcher vessel has a full codend, the vessel will tow the codend to the mothership for transfer, unloading, and processing of the catch.

Vessels: Thirteen of the catcher vessels qualified to participate in the mothership fleet cooperative were also members of an inshore cooperative, with eight of those vessels actively

harvesting fish in the inshore sector. However, these dual qualified vessels fish under the mothership sector groundfish and PSC sideboards in the BSAI Pacific cod fishery, and fish under the inshore sideboards in other groundfish fisheries. Of the 16 catcher vessels delivering pollock to motherships in 2010, eight also participated in the AFA inshore fleet, one vessel in the Western GOA trawl fisheries and one in the Central GOA trawl fisheries. One of the three motherships was not active in 2010.

John Hendershedt

Maria Shawback, NPFMC

Mick Stevens

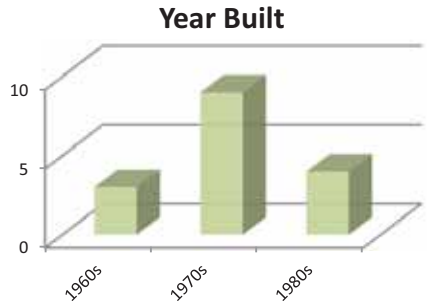
Jay Orr, AFSC

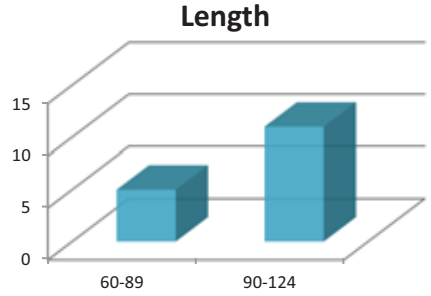
Economics: The fleet's primary target, pollock in the Bering Sea and Aleutian Islands, had a gross ex-vessel value of $32.0M in 2010. This was an increase of $1.7M from 2009, below the five year high of $37.9M in 2007 and also below the 5 year average. Production cannot be reported due to confidentiality constraints. The fleet's products typically include fillets, surimi, roe, minced fish and fish meal.

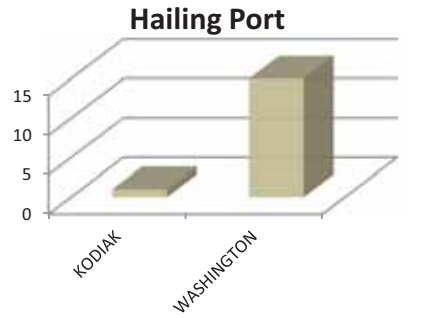
Vessels active in the AFA Mothership fleet, 2010.

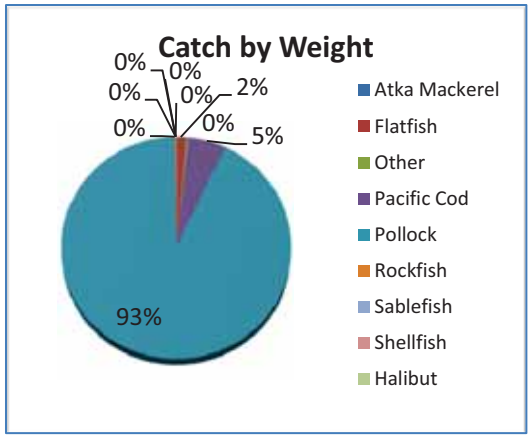
Motherships:
Golden Alaska
Ocean Phoenix

Catcher Vessels:
Aleutian Challenger
American Beauty
California Horizon
Forum Star
Mark 1
Misty Dawn
Muir Milach
Nordic Fury
Ocean Leader
Oceanic
Pacific Challenger
Pacific Fury
Traveler
Vanguard
Vesteraalen
Western Dawn







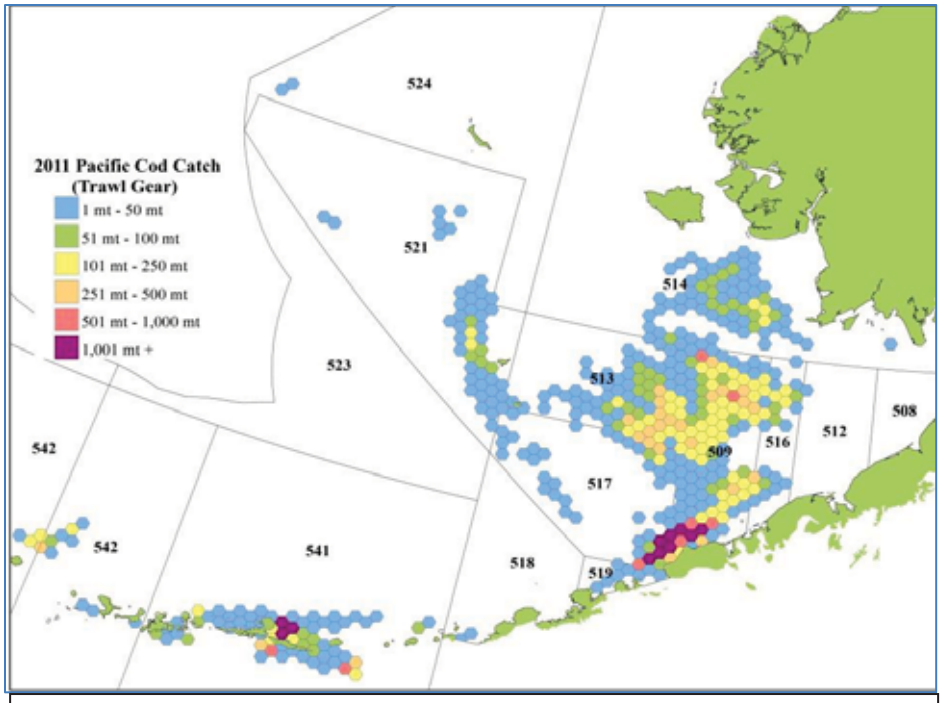


Non-AFA Bering Sea Trawlers

Background: Some trawl catcher vessels target Pacific cod in the BSAI, and therefore did not meet the eligibility requirements of either the AFA or Amendment 80 catch share program. As such, these vessels are a unique fleet. These historical participants are joined by vessels assigned the 12 new Aleutian Island endorsements for use on non-AFA trawl catcher vessel licenses, created by BSAI FMP Amendment 92, which became effective in 2009.

Petersburg Vessel Owners Association

Fishery Management: Vessels in this fleet harvest primarily Pacific cod under the limited entry, License Limitation Program. To protect this fleet from encroachment by AFA trawl catcher vessels, the Council adopted a suite of catcher vessel sideboard limits. Sideboards are based on landed catch and managed through directed fishing closures. Exempt from Pacific cod sideboards are AFA catcher vessels less 125' LOA whose annual BSAI pollock landings averaged less than 5,100 metric tons from 1995-1997, and that made 30 or more landings of BSAI Pacific cod during that time period. In addition, AFA catcher vessels with mothership endorsements are exempt from Pacific cod sideboard closures after March 1 of each year. The sideboard limit, 86.09% of the TAC, is based on the retained catch of AFA catcher vessels of Pacific cod from 1995-1997, divided by the available TAC over the same period.



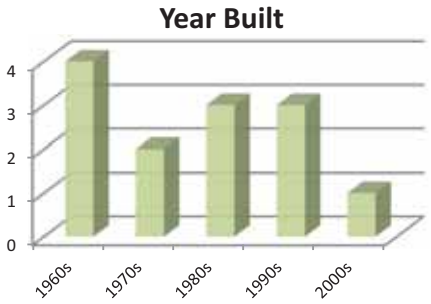
Distribution of Pacific cod catch by trawl vessels in the BSAI, all sectors, 2011. Source: NMFS

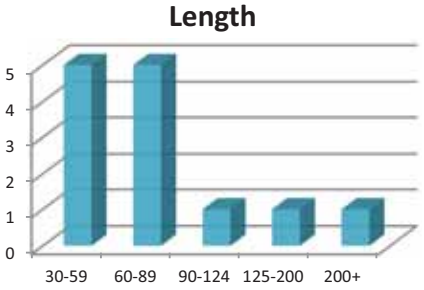
Gear Used: Bottom trawls are used by this fleet to target Pacific cod, with trawls typically having a headrope to footrope vertical distance rise of 1 fathom to 5 fathoms (6' to 30'). Net mesh gets smaller towards the intermediate and codend, with the codend typically having 5 1 /2- to 8-inch stretched diamond mesh. Doors are made of steel and range in size from 4 m to 10 m. Door spread in most fishing depths is typically 100 m (328'), and the trawl warp/scope to depth ratio is typically 4 to 1. Trawl codends are usually made with polyethylene netting attached to four longitudinal riblines. The riblines are typically chain, wire, or synthetic rope. Floats are attached

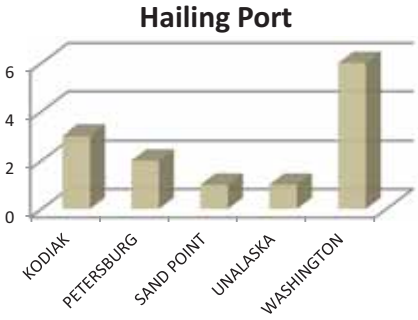
along the length of the codend to counteract the weight of the steel components. Container lines around the circumference are attached along the length of the codend to restrict the expansion of the netting, prevent damage and allow the codend to be hauled up a stern ramp. Sacrificial chafing gear, typically polyethylene fiber, is attached to the codend to protect it from abrasion from contact with the stern ramp and the seafloor. Sweeps are made of wire or combination rope, and may be threeaded with rubber disks ranging from 4 to 8 inches in diameter. Footropes, constructed of chain or steel cable, typically extend 100′ to 200′ and are threaded with rubber discs and larger bobbins, which are 8″ to 18″ in diameter and are designed to roll along the bottom to limit contact with the bottom and protect the net. The larger diameter bobbins are spaced at intervals of 12″ to 48″.

Vessels: In 2010, the non AFA BSAI Trawl fleet had 1 catcher processor and 12 catcher vessels active in the fishery. About half of the vessels also participate in WGOA and CGOA trawl fisheries.

Economics: The fleet's primary target, Pacific cod in the Bering Sea and Aleutian Islands, had a combined wholesale and ex-vessel value of $8.1M. The catcher vessel portion of the fleet delivered 57% of its primary target to Akutan and Dutch Harbor processors. The average gross ex-vessel price per pound for Pacific cod was 23.4¢, a decrease of 1.1¢ from the prior year.





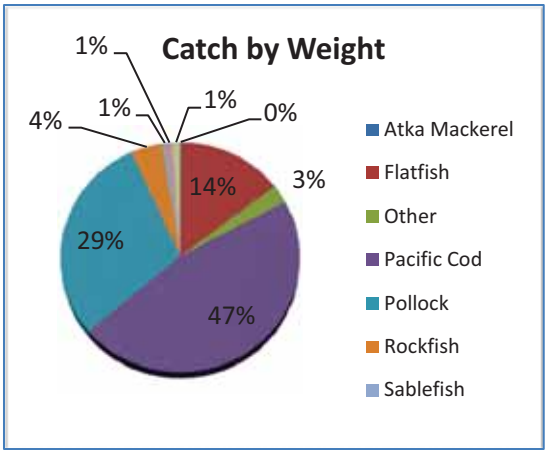


Jim Stone, Alaska Scallop Assn.

Mark Fina, NPFMC

Vessels active in the Non- AFA BSAI trawl fleet, 2010.

Advancer
Cape Reliant
Equinox
Icy Mist
Katie Ann
Lone Star
Marauder
Miss Leona
Northwest Explorer
Ocean Harvester
Ocean Hunter
Pacific Star
Windjammer



Background: The Bering Sea flatfish fisheries, along with the Atka mackerel and Pacific ocean perch fisheries in the Aleutian Islands, have been prosecuted almost exclusively by a fleet of trawl catcher processor vessels that do not target pollock. This fleet has been known as the Amendment 80 fleet. Typically, the fish are processed either with the head and guts removed, or frozen whole.

SeaAlliance/AFSC

Discarding had long been a management concern for this fleet. Historically, in the multi-species flatfish fisheries, the lower valued fish (less valuable species, smaller fish, and fish without roe) were discarded, and only the more valuable fish retained. Vessels did not have meal plants to accommodate fish that were discarded at sea. The race for fish exacerbated this economic discarding as less valuable fish used up processing time and limited freezer space. To address these discards, the Council required full retention of pollock and Pacific cod, and a minimum groundfish retention standard of 85%, which was later dropped due to non-enforceability and the fleet achieving a retention rate higher than the standard once operating under a cooperative program.

To provide the tools for the fleet to increase retention, the Council initiated development of cooperatives in October 2002, and took final action to adopt the program in June 2006, as Amendment 80 to the BSAI Groundfish FMP. Prior to final action, participation in these fisheries was defined by Congress in Section 219 of the Consolidated Appropriations Act of 2005, thus defining the sector and the participants in the Amendment 80 program. To qualify, a vessel must have been a non-AFA trawl catcher processor, be assigned a valid license limitation permit (LLP) with a BSAI catcher processor endorsement, and have processed more than 150 mt of groundfish (other than pollock) during the period 1997-2002. A total of 28 vessels met this qualification.

Diana Evans, NPFMC

Fishery Management: Since 2008, the Amendment 80 program allocates a portion of total allowable catches (TACs) for Atka mackerel, Pacific ocean perch, and 3 flatfish species (yellowfin sole, rock sole, and flathead sole), along with an allowance of prohibited species catch (PSC) quota for halibut and crab, to the Amendment 80 sector. All of the allowances are managed as hard caps. The groundfish allocations are based on the vessel's catch history from 1998-2004 and are issued annually as cooperative quota (CQ) to cooperatives formed by the owners of Amendment 80 vessels (or LLP holders for 'lost' vessels). The CQ can be fished within a cooperative. Amendment 80 qualified vessels who do not join a cooperative are eligible to fish in a limited access fishery (BSAI

Amendment 80 limited access sector), and must compete with each other for catch and PSC. Allocations of target species to the Amendment 80 sector are as follows:

Yellowfin sole (up to 93% of the TAC, depending on overall TAC)
Rock sole (100%)
Flathead sole (100%)
Atka mackerel (90% - 100% of the TAC depending on sub- area)
Aleutian Islands Pacific ocean perch (90% - 98% depending on sub-area)

Subsequent to the adoption of Amendment 80, the sector was specifically allocated 13.4% of the BSAI Pacific cod TAC, after CDQ apportionment. Beginning in 2012, trawl catcher processors are allocated 2.4% of the Western GOA Pacific cod TAC and 4.2% of the Central GOA Pacific cod TAC.

Allotment of halibut and crab PSC are made to the Amendment 80 sector and the BSAI trawl limited access sector. For the Amendment 80 sector, PSC limits are reduced annually over the first 5 years following implementation, down to 2,235 mt in 2012 (An additional 875 mt is apportioned to the BSAI trawl limited access sector and 326 mt for trawl CDQ). In 2010, 2,425 mt of halibut PSC was assigned to the Amendment 80 sector, which was further sub-allocated to Amendment 80 cooperatives as PSC CQ and to the Amendment 80 limited access fishery. PSC CQ assigned to Amendment 80 cooperatives is not allocated to specific fishery categories. The PSC allocations between Amendment 80 cooperatives and the Amendment 80 limited access sector are not known until eligible participants apply for participation in the program by November 1 each year.

Sideboards limit the catch of GOA fisheries for pollock, Pacific cod, northern rockfish, Pacific ocean perch, and pelagic shelf rockfish, as well as halibut PSC, based on harvest patterns 1998-2004. Only specific Amendment 80 vessels that met minimum participation thresholds in GOA flatfish fisheries during 1998-2004 are allowed to target those species. A specific list of vessels eligible to target GOA flatfish is listed in regulation. Specific GOA sideboard restrictions also apply to one vessel, the *Golden Fleece,* which demonstrated more dependence on GOA fisheries during 1998 through 2004 than other Amendment 80 vessels.


Diana Evans, NPFMC

All vessels participating in the Bering Sea flatfish fisheries, as well as vessels fishing for groundfish with bottom trawls in the Modified Gear Trawl Zone, are required to use elevating devices on their trawl sweeps to reduce habitat impacts. Research had shown that this gear reduced impacts on benthic invertebrates and reduced crab injury rates to <5%. The fleet uses rollers to achieve the minimum clearance of 2.5" with the modified trawl gear. These devices are required to be a minimum of 30' to 95' apart, depending upon clearance provided by the elevating devices.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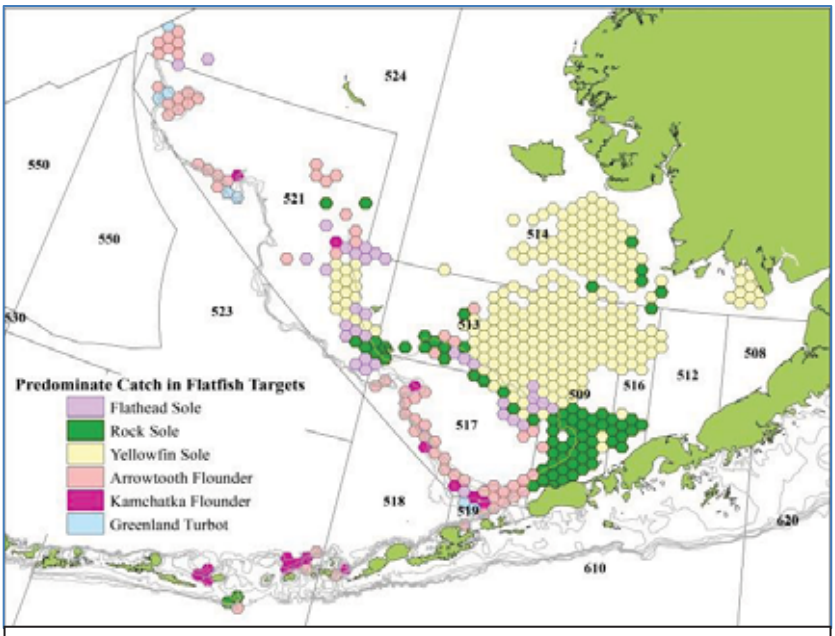
Gear Used: The Amendment 80 fleet includes vessels that mainly target flatfish and Pacific cod, or Atka mackerel and Pacific ocean perch, and different bottom trawl configurations are used depending upon the target fishery.



Distribution of flatfish species caught by trawl gear in the BSAI, 2011. Source: NMFS.

The flatfish fishery uses a two-seam or four-seam trawl with a relatively low vertical opening (typically 1 fathom to 3 fathoms). Nets are made of polyethylene netting, with codends and intermediates using 5.5″ to 8″ mesh in square or diamond configuration. Trawl codends are usually made with polyethylene netting attached to four longitudinal riblines. The riblines are typically chain, wire, or synthetic rope. Floats are attached along the length of the codend to counteract the weight of the steel components. Container lines around the circumference are attached along the length of the codend to restrict the expansion of the netting, prevent damage and allow the codend to be hauled up a stern ramp. Sacrificial chafing gear, typically polyethylene fiber, is attached to the codend to protect it from abrasion on the stern ramp and contact with the seafloor. Steel trawl doors ranging in size from 5 m^2 to 11 m^2 spread the nets horizontally. Some vessels use off-bottom doors. The door spread varies with fishing depth and rigging style, but generally ranges from 40 m to 200 m (131′ to 656′). The rigging between the net and the doors includes bridles and sweeps (mudgear), ranging in length from 30 m to 400 m (98′ to 1,312′), which herd fish into the path of the trawl. Sweeps are made of steel cable or synthetic combination rope with bobbins to lift the sweep off the bottom. Footropes keep the front of the net off the bottom to protect it from damage. They are made of rubber disks or bobbins strung on chain or wire, with large diameter (12″-24″) disks or bobbins separated by 18″-48″ long sections of smaller disks (4″-8″ diameter). Bobbins are mostly rubber, but sometimes are hollow steel balls designed to roll along the seabed. A design objective for flatfish nets is to herd fish into the net with minimum bottom contact, reducing gear damage and drag and maintaining fish quality by keeping sand out of the catch.

The rockfish and Atka mackerel fisheries are prosecuted with bottom trawls rigged to fish over rougher substrates. The gear used is a four-seam otter trawl with a headrope to footrope vertical distance rise of about 1 fathom to 4 fathoms for mackerel and 4 to 6 fathoms for rockfish. Nets are made of polyethylene. Net mesh is 8-inch diamond in the wings and forward belly and 5.5″ diamond in the intermediate and codend. Double meshes may be used in the codend, which is equipped with chafing gear. Doors are made of steel and range in size from 6.5 m^2 to 12 m^2. The door spread in most fishing depths and trawl warp/scope combinations is typically 45 m to 50 m (148′ to 164′). Bridles are made of steel cable and are generally 90′ long on each side. Atka mackerel nets use footropes equipped with tire gear, large disk tires (24″ diameter airplane tires), 21″ discs or bobbins, or a combination of these. Footropes typically extend 100′ to 200′, plus an additional 40-foot extension from net wing ends on both sides. Steel cable and chain used for the footrope runs through bobbins or discs spaced at intervals of 24″ or tires grouped together at the bosom, which is the center 30′ to 80′. Tow durations in this fishery are usually 1 hour to 4 hours, at a speed of 3- 4 knots. Tows are adjusted to curve

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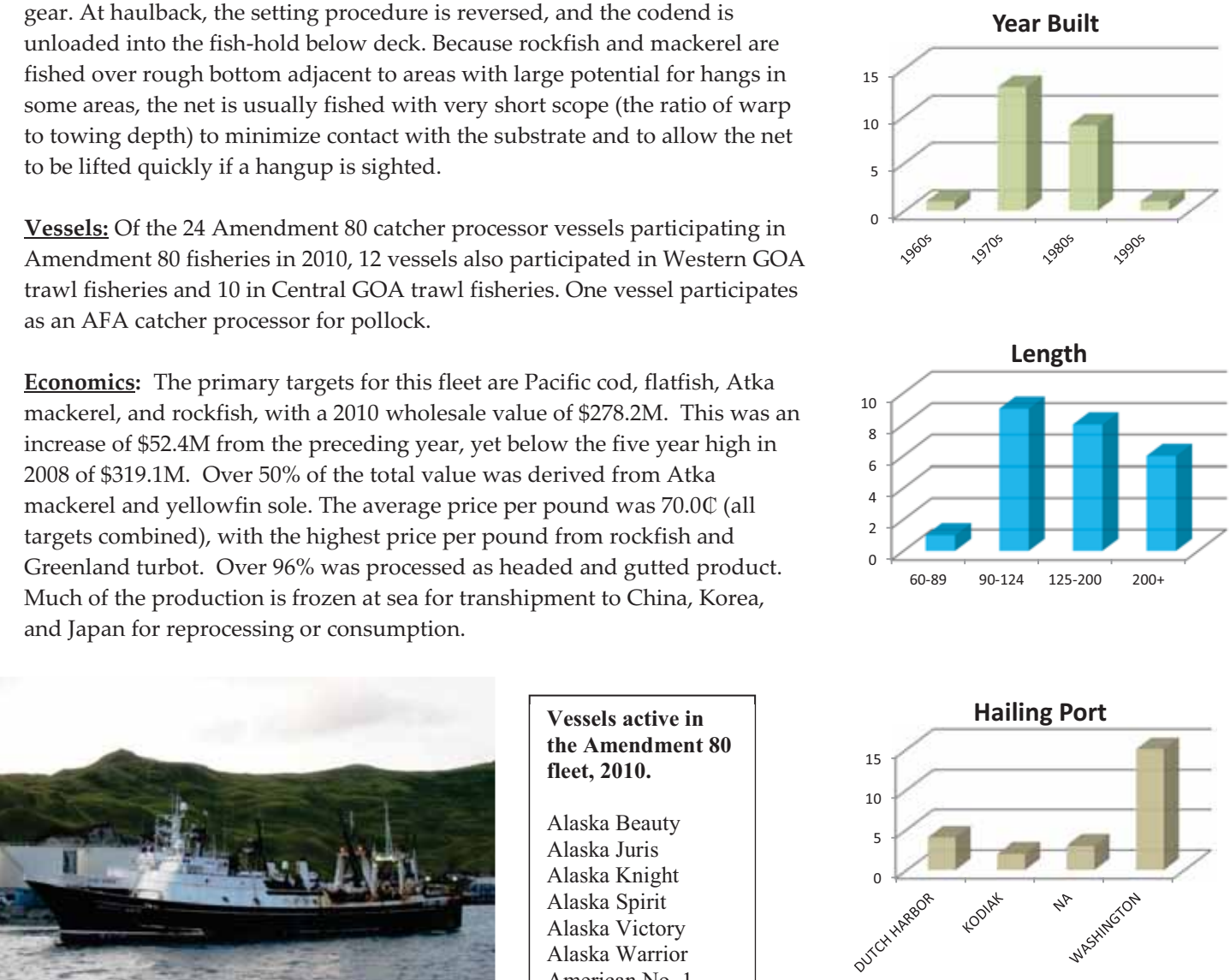
around depth contours, and to avoid locations of known hangs and fixed gear. At haulback, the setting procedure is reversed, and the codend is unloaded into the fish-hold below deck. Because rockfish and mackerel are fished over rough bottom adjacent to areas with large potential for hangs in some areas, the net is usually fished with very short scope (the ratio of warp to towing depth) to minimize contact with the substrate and to allow the net to be lifted quickly if a hangup is sighted.

Vessels: Of the 24 Amendment 80 catcher processor vessels participating in Amendment 80 fisheries in 2010, 12 vessels also participated in Western GOA trawl fisheries and 10 in Central GOA trawl fisheries. One vessel participates as an AFA catcher processor for pollock.

Economics: The primary targets for this fleet are Pacific cod, flatfish, Atka mackerel, and rockfish, with a 2010 wholesale value of $278.2M. This was an increase of $52.4M from the preceding year, yet below the five year high in 2008 of $319.1M. Over 50% of the total value was derived from Atka mackerel and yellowfin sole. The average price per pound was 70.0¢ (all targets combined), with the highest price per pound from rockfish and Greenland turbot. Over 96% was processed as headed and gutted product. Much of the production is frozen at sea for transhipment to China, Korea, and Japan for reprocessing or consumption.

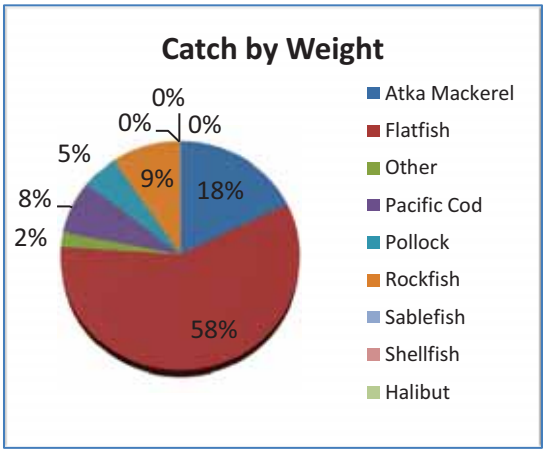


Diana Evans, NPFMC

Sandra Lowe, AFSC

Vessels active in the Amendment 80 fleet, 2010.

Alaska Beauty
Alaska Juris
Alaska Knight
Alaska Spirit
Alaska Victory
Alaska Warrior
American No. 1
Arica
Cape Horn
Constellation
Defender
Enterprise
Epic Explorer
Golden Fleece
Legacy
Ocean Alaska
Ocean Cape
Ocean Peace
Rebecca Irene
Seafisher
Seafreeze Alaska
U S Intrepid
Unimak
Vaerdal



Western GOA Trawlers


Justin Wilson

Background: The License Limitation Program (LLP) implemented in 2000, limited access to the Federal groundfish and crab fisheries and established criteria for issuing licenses, based on fishing history of vessels. Licenses carry one or more fishing area endorsements (Bering Sea, Aleutian Islands, Central GOA, Western GOA, Southeast GOA), and also carry designations for operation type (catcher processor or catcher vessel), gear (trawl and/or fixed gear), and maximum vessel length. The LLP thus established separate categories of vessels based on these characteristics. Since the program was first established, many trawl and fixed gear groundfish licenses were inactive, or 'latent'. In 2008, the Council took final action on amendments to remove latent trawl licenses, to prevent their future re-entry into the groundfish fisheries. The Council's action removed the area endorsements (excluding Southeast GOA) from trawl catcher vessel and catcher processor licenses, if the license did not meet the harvest threshold of two groundfish landings during 2000 – 2006. This action, which became effective in September 2009, further defined the Western GOA trawl sector.


Karla Bush, ADF&G


Karla Bush, ADF&G


Karla Bush, ADF&G

Fishery Management: Beginning in 2012, the apportionment of Pacific cod to trawl catcher vessels is 38.4% of the Western GOA Pacific cod TAC, with 72.3% apportioned to the A season and 27.7% to the B season. Beginning in 2012, trawl catcher processors are allocated 2.4% of the Western GOA Pacific cod TAC.

A GOA-wide trawl halibut PSC limit of 2,000 mt is apportioned among seasons, and further apportioned among target fisheries for shallow-water stocks (pollock, Pacific cod, shallow-water flatfish, flathead sole, Atka mackerel, skates, and other species) and deep-water stocks (sablefish, rockfish, deep-water flatfish, rex sole, and arrowtooth flounder). These apportionments are shared by all GOA trawl fisheries.

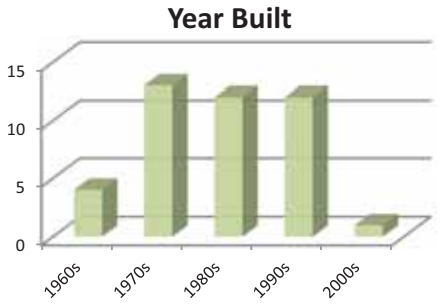
Gear Used: The fleet consists of small catcher vessels and large catcher processors. The smaller vessels generally use smaller sized bottom trawls that take less horsepower to tow. The fleet fishes for a wide variety of species, with targets varying across seasons. The catcher vessels begin the year by targeting Pacific cod, moving on to catch pollock, then other species. Several of the Amendment 80 vessels also participate in the Western GOA fisheries, targeting flatfish, Pacific cod, and rockfish using the same gear they use in the Bering Sea.

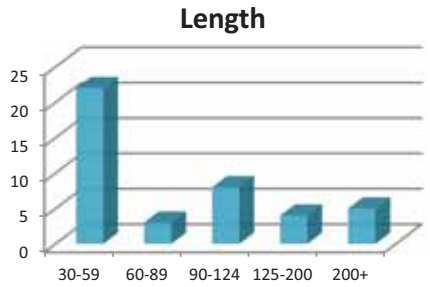
The Pacific cod bottom trawl fishery in the GOA takes place throughout the eastern portion of the Western GOA, with effort concentrated to the east of Sanak Island. Pacific cod tend to aggregate in areas with sand, sandy mud, cobble, and gravel, at depths of 100' to 600'. The fisheries for

northern rockfish and Pacific ocean perch are prosecuted in much deeper water, along the upper slope.

Vessels: The smaller catcher vessels in this fleet participate in many other fisheries and can switch out trawl gear to allow vessels to use longlines in halibut and groundfish fisheries, or pot gear in groundfish and crab fisheries, or seine gear for salmon. The catcher processors in the fleet are Amendment 80 vessels.

Economics: The fleet's primary targets (flatfish, Pacific cod, pollock, and rockfish in the Western GOA) had a combined value of $20.5M in 2010; gross ex-vessel value was $13.6M (catcher vessels) and wholesale value was $7.7M (catcher processors). Catcher processors in the fleet produced 92% headed and gutted products, with the remaining 8% as whole fish. The catcher vessel portion of the fleet delivered 85% of its Western GOA groundfish catch to Sand Point and King Cove. The average ex-vessel price per pound (all targets combined), was 16.3¢, a decrease of 1.8¢ from the prior year and 4.1¢ below the five year average. The wholesale value was 95.3¢ per pound, an increase of 13.7¢ from the previous year and above the five year average by 4.2¢. Rockfish was the most valuable species on a per pound basis for the catcher processors and catcher vessels.

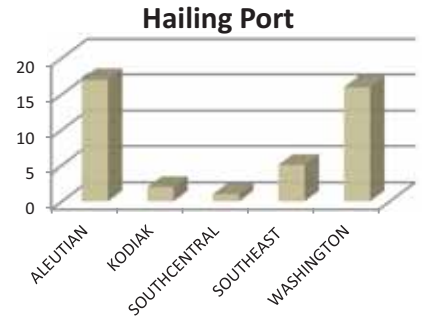




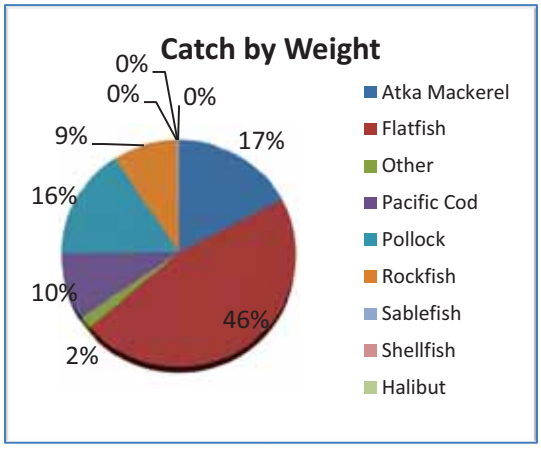
Vessels active in the WGOA trawl fleet, 2010.

Catcher Vessels	Catcher Processors
Advancer	Alaska Juris
Alaska Dawn	Alaska Spirit
Alaskan Lady	Alaska Victory
Aleut Mistress	Alaska Warrior
Cape Reliant	American No. 1
Capt N Andrew	Arica
Celtic	Constellation
Champion	Legacy
Courtney Noral	Ocean Alaska
Decision	Ocean Peace
Equinox	Rebecca Irene
Half Moon Bay	Seafreeze Alaska
Heather Margene	Vaerdal
Hotspur	
Karen Evich	
Lady Joanne	
Lady Lee Dawn	
Majesty	
Marauder	
Messiah	
Ms. Ingrid	
Ocean Storm	
Pacific Challenger	
Primus	
Sea Mac	
Sea Storm	
Shawna-Rae	
Temptation	
Tern	


Justin Wilson




Justin Wilson



Background: The Central Gulf trawl fleet prosecutes a variety of groundfish target species throughout the year, starting with pollock or Pacific cod, then flatfish, and rockfish as those seasons open or when halibut PSC becomes available. All vessels in the fleet are required to have a groundfish LLP license with a fishing area endorsement for the Central GOA, and catcher vessel and trawl designations.

Diana Evans, NPFMC

Many of these vessels qualify for the Central GOA Rockfish Program, a catch share program for managing rockfish trawl fisheries. Under this program, 95% of the TACs for Pacific ocean perch, northern rockfish, and pelagic shelf rockfish, as well as portions of the TACs of valuable secondary species (sablefish, Pacific cod, thornyhead, shortraker, and rougheye rockfish) are allocated to cooperatives based on members catch histories. Fifty-seven licenses, including 46 catcher vessel and 11 catcher processor licenses, qualify for the rockfish program, which will be implemented in 2012.

Fishery Management: The Central GOA trawl fisheries are generally regulated by target species TACs and seasons, and seasonal releases of halibut PSC limits. With the exception of the rationalized rockfish fishery, these vessels race for TAC and PSC in a derby style fishery. Most vessels participate in the Central GOA pollock fisheries when the A-season opens on January 20. Vessels then target Pacific cod, followed by flatfish, rockfish, and other seasonal releases of pollock and Pacific cod TAC. The 2,000 mt GOA trawl halibut PSC limit is apportioned among seasons, and further apportioned among target fisheries for shallow-water stocks (pollock, Pacific cod, shallow-water flatfish, flathead sole, Atka mackerel, skates, and other species) and deep-water stocks (sablefish, rockfish, deep-water flatfish, rex sole, and arrowtooth flounder). These apportionments are shared by all trawl fisheries in the GOA, at times exacerbating the race for fish, as the effects of PSC usage is realized across all management areas of the GOA.

Beginning in 2012, the apportionment of Central GOA Pacific cod to trawl catcher vessels was 41.6% of the Central GOA Pacific cod TAC, with 50.8% apportioned to the A season, and 49.2% to the B season. Beginning in 2012, trawl catcher processors are allocated 4.2% of the Central GOA Pacific cod TAC.

Gear Used: Central GOA trawl vessels change their gear depending upon the target fishery being prosecuted. When fishing pollock, most of the fleet uses large mesh mid-water trawls. Pelagic trawls typically have a headrope to footrope vertical distance rise of 20 fathoms and a horizontal opening of 40 fathoms (wing-end spread of 60 fathoms) for vessels with an average 1,000 hp. Front meshes of large mid-water nets may be as large as 120 feet. Net mesh gets smaller towards the intermediate and codend, with the codend typically having 5-inch stretched mesh. Doors are made of steel and range in size from 3 m^2 up to 7 m^2. Door spread in most fishing depths and trawl warp/scope combinations is typically 100 m to 180 m. There are no discs attached to the footropes on pelagic trawls. Trawls may be fitted with sonar systems designed to monitor net performance remotely. These third wire systems may improve catching efficiency and help vessel operators avoid net damage.

The slope rockfish fishery is prosecuted by bottom and pelagic trawls. Mid-water configuration is similar to the pelagic pollock net configuration, but the nets are smaller. Bottom trawls used in this fishery are rigged to fish over rougher substrates. The gear used is a four-seam otter trawl with a headrope to footrope vertical distance rise of about 4 fathoms to 6 fathoms (24′ to 36′). Nets are made of polyethylene. Net mesh is 8″ diamond in the wings and forward belly and 5.5″ diamond in the intermediate and codend. Double meshes may be used in the codend, which is equipped with chafing gear. Rockfish nets are designed to stay off the bottom, as much as possible, by employing numerous floats to buoy the net body and codend. Bridles are made of steel cable and are generally 90 feet long on each side. Footropes may utilize tire gear, large disk tires (24″diameter airplane tires), 14″ to 18″ discs or bobbins, or a combination of these. Footropes typically extend from 90′ to 120′. Steel cable and chain used for the footrope runs through bobbins or discs spaced at intervals of 24″ or tires grouped together at the bosum, which is the center 10′ to 20′. The tow duration in this fishery is about 1 hour to 4 hours, at a speed of 3 knots to 4 knots.

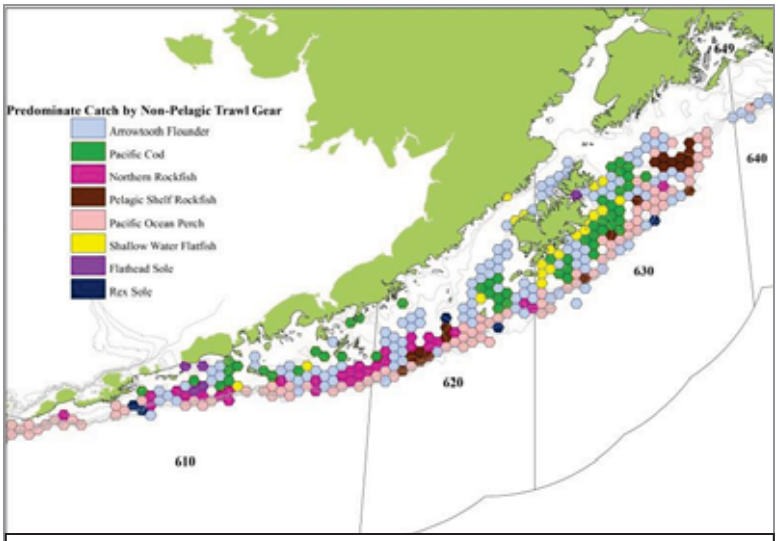
Mark Fina, NPFMC

Pacific cod and flatfish fisheries are prosecuted with bottom trawls typically having a headrope to footrope vertical distance rise of 2 fathoms to 5 fathoms. Typical footrope length is from 90′ to 120′. Wing-end spread is typically 12 fathoms with a 120′ footrope. Net mesh gets smaller towards the intermediate and codend, with the codend typically having 5.5″ to 8″ stretched mesh when fishing for cod (4.5″ to 5″ mesh when fishing for deepwater flatfish), hung either square or diamond. Codends have sacrificial chafing gear (usually polyethylene fiber) attached to the bottom and sides to protect them from damage on the stern ramp. Both low aspect steel doors (ranging in size from 2 m^2 to 6 m^2 with a typical horizontal length of 6′ to 9′) and high aspect doors (typically having a horizontal length of 2′ to 4′) are used. Sweeps are typically 45 fathoms. Sweeps are made of combination rope or wire that may be covered with rubber bobbins and disks ranging from 2.5″ to 4″ in diameter. Some vessels use elevating devices (bobbins) on their sweeps. Footropes are covered with rubber discs and bobbins, which are 8″ to 24″ in diameter. The larger diameter bobbins are spaced at intervals of 12″ to 48″. Tow duration in this fishery is variable, ranging from 1 hour to 4 hours depending upon catch rates, at a speed of 2.5 knots to 4 knots.

Alaska Whitefish Association


SeaAlliance/AGDB

The pollock trawl fishery in the GOA operates all around Kodiak Island, with effort concentrated on the southern side of Kodiak, off Cape Chiniak. Pollock tend to aggregate in large groups, and the fishery generally occurs in areas with sand, sandy silt, muddy bottom, and pelagic over hard rocky bottoms at depths of 20 fathoms to 250 fathoms.



Distribution of catch, by target species, taken by trawl gear in the GOA, 2011.

The shallow-water flatfish bottom trawl fishery in the Central GOA is prosecuted on the east and south side of Kodiak Island over areas with sand, sandy silt, and gravel at depths of 15 fathoms to 40 fathoms. The deep-water flatfish bottom trawl fishery is prosecuted throughout the deeper water areas of the GOA, with higher effort southwest of Chirikof Island. In the spring, the fish aggregate in areas with sand, silt, cobble, gravel, and muddy bottom at depths of 70 fathoms to 300 fathoms.

The trawl fishery for slope rockfish occurs all along the slope areas of the GOA. The Pacific ocean perch fishery occurs over sand, gravel, and mud in 90 fathoms to 200 fathoms. The northern and pelagic shelf rockfish fisheries occur over rock, gravel, and hard sand at depths of 40 fathoms to 80 fathoms. The Pacific cod trawl fishery occurs south and east of Kodiak Island. Pacific cod tend to aggregate in areas with sand, sandy mud, cobble, and gravel, at depths of 20 fathoms to 100 fathoms.

Vessels: The Central GOA trawl fleet had 10 catcher processors (Amendment 80 vessels) and 43 catcher vessels participating in 2010. Many of the vessels also participate in other fleets including 19 in the AFA catcher vessel fleet, 11 in the Western GOA trawl fleet, and a few in other fleets using longline or pot gear.


Diana Evans, NPFMC

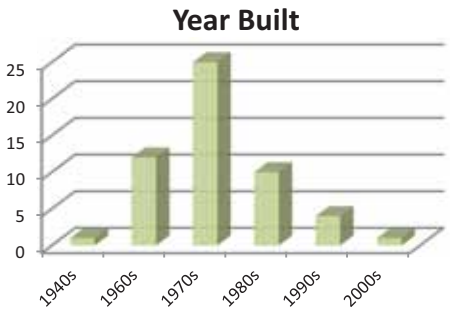

Mark Fina, NPFMC

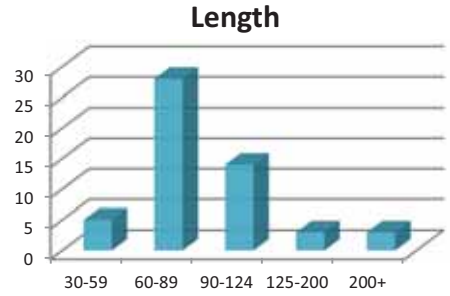

Herman Savikko, ADF&G

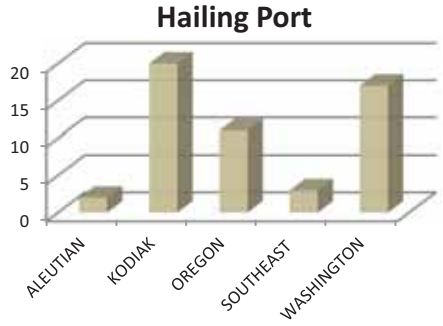
Economics: The fleet's primary targets (flatfish, Pacific cod, pollock, and rockfish in the Cental GOA) had a combined value of $48.2M in 2010, gross ex-vessel value was $31.8M and wholesale value was $16.4M. Catcher processors in the fleet produced 64% head and gut with the remaining 36% as whole fish. The catcher vessels delivered 97% of its primary target to Kodiak. The average ex-vessel price per pound (all targets combined), was 16.0¢, an increase of 2.0¢ from the prior year and .1¢ above the five year average. The wholesale value was 81.8¢ per pound, an increase of 6.5¢ from the previous year and below the five year average by 1.9¢. Pacific cod was the most valuable species on a per pound basis for the catcher processors and catcher vessels.

Herman Savikko, ADF&G

Peggy Kircher, NPFMC

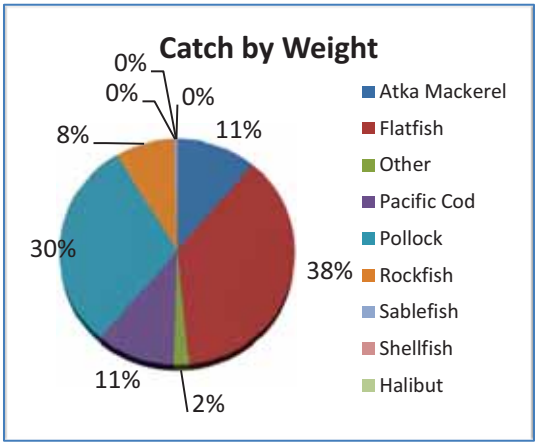






Vessels active in the CGOA trawl fleet, 2010.

Catcher Vessels		Catcher Processors
Alaskan	Lisa Melinda	Alaska Spirit
Bay Islander	Lone Star	Alaska Victory
Cape Kiwanda	Mar Del Norte	American No. 1
Cape Reliant	Mar Pacifico	Golden Fleece
Caravelle	Marathon	Legacy
Chellissa	Marcy J	Ocean Alaska
Coho	Michelle Renee	Seafisher
Collier Brothers	Miss Leona	U. S. Intrepid
Columbia	Miss Sarah	Unimak
Dawn	New Life	Vaerdal
Dusk	Ocean Storm	
Elizabeth F	Pacific Ram	
Excalibur II	Pacific Star	
Gold Rush	Peggy Jo	
Half Moon Bay	Progress	
Hazel Lorraine	Sea Mac	
Hickory Wind	Stella	
Icy Mist	Topaz	
Karen Evich	Vanguard	
Laura	Viking Explorer	
Leslie Lee	Walter N	
	Windjammer	



Background: Since 2003, freezer longliners have been required to have a Pacific cod longline catcher processor endorsement on their LLP license to target BSAI Pacific cod with longline gear and process it onboard. The Consolidated Appropriations Act of 2005 (Section 219(a)(1)) defined eligibility in the longline catcher processor sector as the holder of an LLP license that is transferable, or becomes transferable, and that is endorsed for BS or AI catcher processor fishing activity, Pacific cod, and longline gear.

Freezer Longline Coalition

Since 2006, most of the holders of catcher processor LLP licenses endorsed for BSAI Pacific cod have been members of the Freezer Longline Conservation Cooperative. Through private negotiations and a Federally funded buyback loan, midway through 2010 (B-season), the FLCC had 100% participation and began fishing as a voluntary cooperative under management contracts facilitated by the group. Each year a BSAI Pacific cod allocation is made to the freezer longline catcher processor sector through the annual harvest specifications process. Cooperative members each receive a share of the quota for harvest; shares are issued in proportion to historical fishing activity with the LLP. Cooperative members are free to transfer their quota shares among themselves, and to stack shares on individual vessels.

In December 2010, the Longline Catcher Processor Subsector Single Fishery Conservation Act became law (PL 111-335), authorizing the Secretary of Commerce to approve a single cooperative for the freezer longline sector that holds at least 80% of the licenses issued for the subsector. With all of the vessels in the sector currently members of the Freezer Longline Conservation Cooperative, there has been no proposal to petition the Secretary for a cooperative under this Act. Should such a cooperative form in the future, an allocation to vessels not in the cooperative would be defined, based on vessel history from 2006-2008, together with pro-rated shares of PSC allowance. Cooperative members get their relative proportion of the longline catcher processor Pacific cod sector allocation, corresponding PSC apportionment, and any and all reallocation of Pacific cod to the longline catcher processor sector during a fishing year.

Freezer Longline Coalition

Fishery Management: The freezer longline fleet is allocated 48.7% of the BSAI Pacific cod TAC, after subtraction of the CDQ reserve. Most of the freezer longline fleet's harvest is in BSAI Pacific cod fishery. The fleet also fishes in the GOA for Pacific cod fishery as well as sablefish IFQ fisheries. Beginning in 2012, the apportionment of GOA Pacific cod TAC to longline catcher processors is 19.8% of the Western GOA Pacific cod TAC, and 5.1% of the Central GOA Pacific cod TAC. These allocation are further apportioned between A and B seasons.

The freezer longline fleet operates within constraints of halibut PSC limits. In the BSAI, the nontrawl halibut limit is 900 mt, which is apportioned to CDQ fisheries (67 mt) and non-CDQ fisheries (833 mt). In the GOA, the hook and line halibut PSC limit is 300 mt, apportioned into 3 seasons.

The freezer longline fleet also has the potential to be constrained by seabird "takes". The USFWS has issued an incidental take limit of endangered short-tailed albatross of four birds during a two-year period in the longline groundfish fisheries and two birds during a two-year period in the longline Pacific halibut fisheries. Current regulations require all longline vessels greater than 55' in length to use paired streamer lines, which has greatly reduced seabird impacts.


Freezer Longline Coalition

Gear Used: The freezer longline fleet fishes primarily for Pacific cod with stationary lines, onto which baited hooks are attached by gangions. Catcher-processors use 9 mm to 11.5 mm groundline employed with 10" to 14" gangions, spaced 3.5' to 4' apart, and No. 6 to 14 modified "J" or full circle hooks. Most vessels use swivel gear. The ends of each set are anchored and marked with buoys.

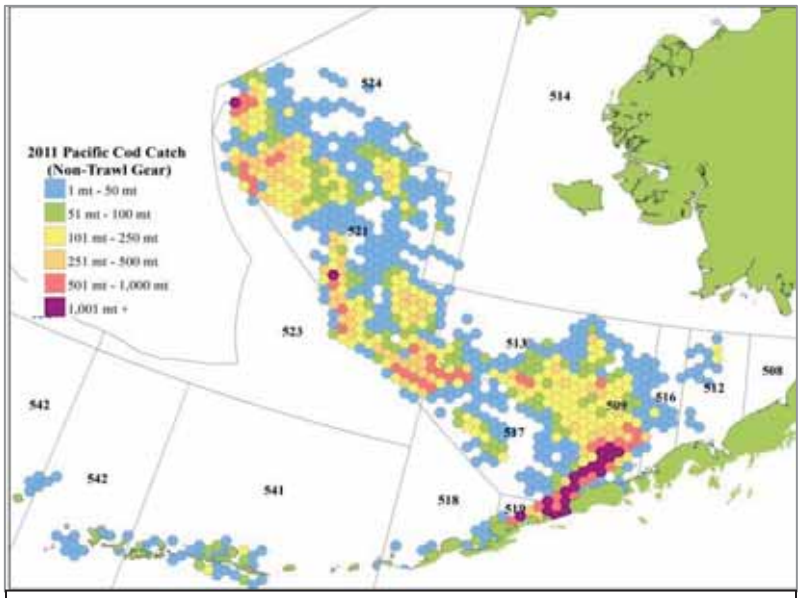
Freezer Longline Coalition

When fishing for Pacific cod, the gear is normally set in a straight line, with most sets about 8 miles long. An 8 mile set would deploy 12,320 hooks. When fishing for Pacific cod, the gear is set at a depth of about 30 fathoms to 80 fathoms, with an occasional set as deep as 120 fathoms. Often two or more sets are made in the same day, parallel to one another and 1 /2-mile to 3/4-mile apart. The total time the gear is in the water ranges from 4 to 20 hours. Vessels do not usually set back in the same place, but leapfrog. About four sets are made in a day. Most vessels are equipped with automatic baiting machines that enable them to bait and haul about 30,000 to 40,000 hooks per day or more. Gear is set with an anchor at each end and sometimes with an anchor in the middle of the set. Some vessels use intermediate weights of about 3 to 10 pounds, and most use swivel gear, which adds weight to the line.


Alaska Longline Company

When fishing for sablefish, freezer longliners employ the same gear used in the Pacific cod fishery. When targeting sablefish, gear is set in 150 fathoms to 600 fathoms (900' to 3,600') of water, with an average set at a depth of 300 fathoms to 400 fathoms (1,800' to 2,400'). The sets are 3 miles to 4 miles in length, leapfrogging at

roughly the same depth. In the Greenland turbot fishery, the gear is set in 250 fathoms to 500 fathoms of water. The sets are 4 miles to 5 miles long. Normally two sets are made each day, with a minimum soak time of 5 hours.



Distribution of Pacific cod catch by longliners and pot vessels in the BSAI, 2011.

When picking gear, the longline is retrieved with hydraulic power over a roller mounted on the side of the vessel. Fish hauled onboard are immediately shaken loose and placed into a trough. A crewmember known as a "bleeder" bleeds the fish as soon as possible. Fish are then headed and gutted by hand or by machine. Fish are sorted by size/weight, frozen in plate freezers, and packed. Most vessels have lower level freezer holds for their frozen products. Product is offloaded to cold storage in port or onto a tramper at sea. Fishing trips tend to range in length from 2 weeks to 4 weeks, depending on time of year and catch rates; vessels normally have shorter trips in the winter months when catch rates are the highest.

Vessels: There were 39 vessels in this fleet in 2010. The fleet consists of both newer vessels that were designed a built specifically as freezer longliners, and a number of older vessels that were converted from some other use. Nearly all of the vessels fish in both the Bering Sea and GOA, only one or two vessels fish exclusively in the GOA. Of the 39 total vessels, 3 vessels are also in the Groundfish Pot Fleet; 5 vessels are also in the Halibut IFQ Fleet; 17 vessels are also in the Sablefish IFQ Fleet; and one vessel is also in the Crab Fleet.

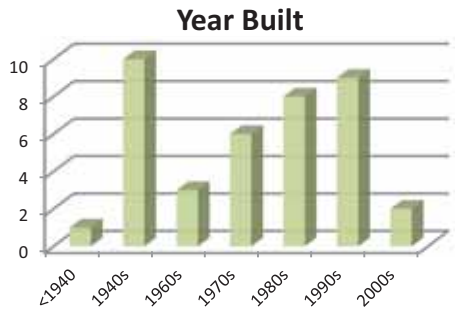
Economics: The freezer longine fleet targets Pacific cod, and some vessels may also target sablefish or Greenland turbot. In 2010, this fleet retained 87,477 mt of Pacific cod from the BSAI and 7,380 mt from the GOA. In addition, the fleet retained 3,387 mt of pollock, 3,626 mt of skates, 2,400 mt of turbot, and 855 mt of sablefish.

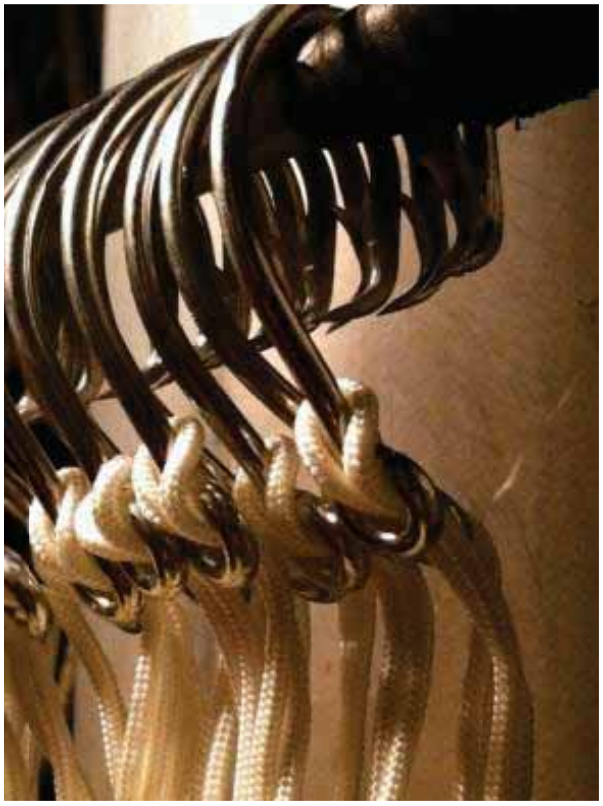

Freezer Longline Coalition


Sarah Melton, NPFMC


Sarah Melton, NPFMC

Pacific cod and flatfish combined had a wholesale value of $165.2M in 2010, an increase of $20.1M over the previous year. Processed dressed fish accounted for 96% of the revenue. The wholesale value (all targets combined) was $1.47 per pound, up 21¢ from the previous year and below the five year average by 17¢. Flatfish was the most valuable species on a per pound basis for the fleet. The primary product produced by the fleet is eastern and western cut Pacific cod that are frozen in 20 kg average blocks. Ancillary products also produced onboard the vessels include roe, collars, heads, cheeks, chins, belly flaps, milt, and stomachs.

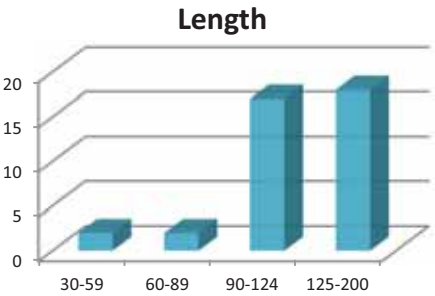


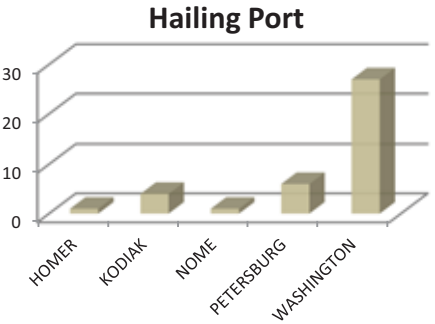


Sarah Melton, NPFMC

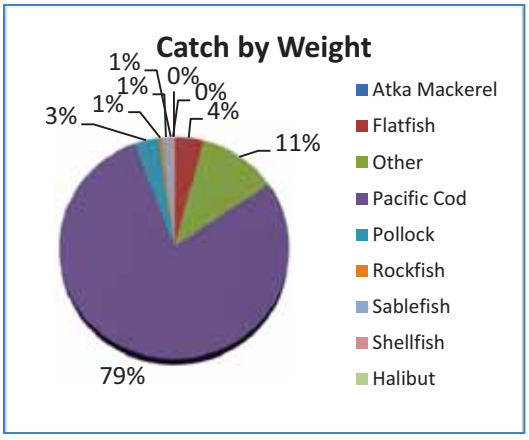
Vessels active in the BSAI freezer longliner fleet, 2010.

Alaska Mist
Alaska Patriot
Alaskan Leader
Aleutian Lady
Alpine Cove
Baranof
Beauty Bay
Bering Leader
Bering Prowler
Blue Ace
Blue Attu
Blue Ballard
Blue Gadus
Blue North
Blue Pacific
Blue Pearl
Bristol Leader
Clipper Endeavor
Clipper Epic
Clipper Express
Clipper Surprise
Courageous
Deep Pacific
Frontier Explorer
Frontier Mariner
Frontier Spirit
Glacier Bay
Judi B
Kjevolja
Kruzof
Lilli Ann
North Cape
Norton Sound
Ocean Prowler
Pathfinder
Prowler
Siberian Sea
US Liberator
Zenith





Freezer longline coalition



Background: The Pacific halibut fixed gear fishery (together with the sablefish fixed gear fishery) has been managed under the individual fishing quota (IFQ) program since 1995. The program essentially assigns the privilege of harvesting a percentage of the halibut quota to specific individuals with a history of harvest in the fisheries, or those that purchased quota. The quota originally assigned to each person was proportional to their fixed gear halibut landings, by regulatory area, during the qualifying period, and are represented as quota shares (QS). Under this program, only persons holding quota shares are allowed to make commercial landings of halibut in the regulatory areas identified. There are several key provisions of the program: the process for initial allocation of QS by regulatory area; assignment of shares to vessel categories; share transfer provisions; use and ownership provisions; QS blocks to ensure small allocations are available for entry; the annual process for allocating QS; and the establishment of halibut and sablefish Community Development Quotas.

Herman Savikko, ADF&G

To qualify for an initial allocation of quota share, a person must have made legal landings of halibut or sablefish, harvested with fixed gear, during 1988-1990. Generally, if a vessel owner or lessee qualified, his/her initial quota share was based on his/her highest total landing of halibut for any 5 years of the 7-year base period 1984-1990. For sablefish, the initial quota share was based on the highest total landing of sablefish for 5 years of the 6-year base period 1985-1990. Each person eligible to receive quota share had it assigned to one of four vessel categories: "A"-freezer vessels of any length; "B"- catcher vessels greater than 60'; "C"- catcher vessels less than or equal to 60' for sablefish, or between 35'-60' for halibut; "D"- catcher vessels less than or equal to 35' for halibut. Restrictions on transfer, together with use and ownership caps, were designed to maintain the owner/operator characteristics of the fleet, and to prevent consolidation of QS in the hands of a few participants.

Fishery Management: Pacific halibut fisheries are regulated by International Pacific Halibut Commission (in compliance with the terms of the Northern Pacific Halibut Act between the United States and Canada) and the North Pacific Fishery Management Council. In practice, the Halibut Commission establishes total annual catch limits and other conservation measures, and the Council develops regulations to govern the fishery including limited access and allocation decisions.

Jeb Morrow

The halibut longline fleet has the potential to be constrained by seabird takes. USFWS has issued an incidental take limit of endangered short-tailed albatross of 4 birds during a two-year period in the longline groundfish fisheries and two birds during a two-year period in the longline Pacific halibut fisheries. Current regulations require all longline vessels greater

than 55′ in length to use paired streamer lines. Longline vessels 26′ to 55′ in length are required to use either a single streamer or a buoy bag, depending on the fishing location.

Gear Used: The halibut fisheries are prosecuted with stationary lines, onto which baited hooks are attached. Gear in the halibut fishery can vary somewhat across vessels. In most cases, anchors are two-prong standard 50 pound anchors, and groundlines are generally constructed of 3/8-inch sinking line, with gangions of #72 to #86 twine, and 14/0 - 16/0 circle hooks. Some catcher vessels use snap-on gear with 3′ to 4′ long gangions spaced at 10′ to 20′ intervals. Some vessels use stuck gear (not snap on) with 12″ to 16″ gangions spaced at 10′ to 20′ intervals. Other vessels use combination gear (used to target both halibut and sablefish) with shorter gangions, shorter hook spacing (4′ to 6′), and smaller hooks (13/0-15/0). Automatic baiting machines are used on many vessels. An average set consists of 10 to 20 skates of groundline, with each skate 100 fathoms to 150 fathoms long. Squid and herring are the preferred baits, although pink salmon and Pacific cod may also be used. The ends of each set are anchored and marked with buoys. The lower shot(s) (33 fathoms each) of the anchor line is (are) made of up to 3/4-inch floating poly, and the upper shot of line is made of up to 5/8-inch sinking line. A buoy marks the beginning of a set, and a flag (up to 10′ high) typically marks the end of a set (“bag and flag” set-up).


Jeff Farvour


Rhonda Hubbard

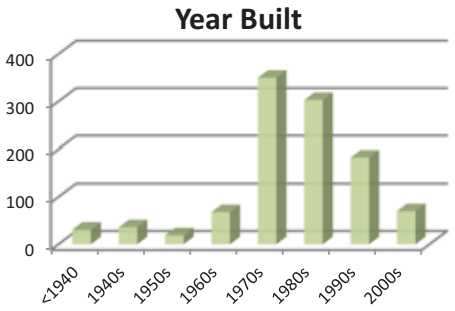
To make a set, the first anchor is dropped and the boat steams ahead with the groundline and baited hooks being set off the stern of the boat. The set is not necessarily made in a straight line; rather, the boat will steer to ensure that the groundline is set in the preferred areas based on depth contour and bottom structure. The second anchor is deployed, and the line is left to fish for 5 hours to 24 hours, depending upon the catch rates. Upon haulback, the groundline is fed through a hauler, and the fish are carefully taken off the hooks. The fish are bled and gutted, and put on ice, or in a hold of slush-ice on shorter trips.

Halibut fishing grounds occur throughout the entire GOA shelf and AI shelf area. In the Eastern Bering Sea, halibut are taken in the upper slope area and the shelf area in the immediate vicinity of the Pribilof Islands. Although halibut have been caught as deep as 550 m, they are most often caught between 25 m and 275 m.


Julianne Curry, PVOA

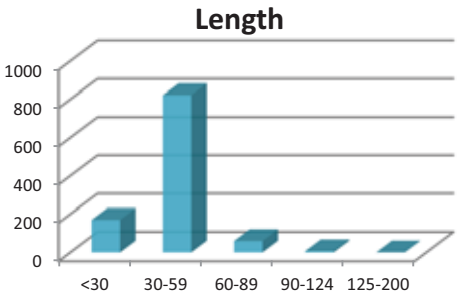
Vessels: Many of the 1,060 vessels that fish halibut also participate in other fleets, with 357 in the sablefish fleet, 61 in the longline groundfish fleet, 53 in the groundfish pot fleet, and a few vessels participating in almost every other federal fishery.

Economics: The fleet's primary target is Pacific halibut, which had a gross ex-vessel value of $191.8M for this fleet in 2010. The fleet delivered to 34 different ports, Kodiak and Homer were the top two ports and received 33% of the landings. The average ex-vessel price per pound for halibut was $3.65, an increase of $1.26 from the prior year. Ex-vessel price per pound was highest for sablefish and halibut, and lower for Pacific cod, pollock, and other species landed by participating vessels.



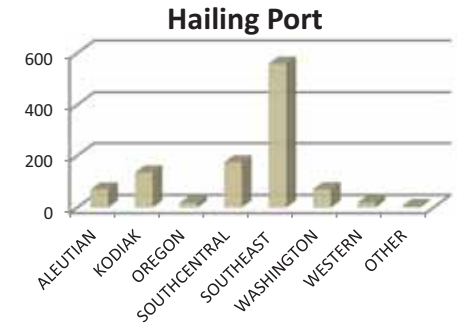
Karla Bush, ADF&G

Alaska Longline Fihsermens Assn.

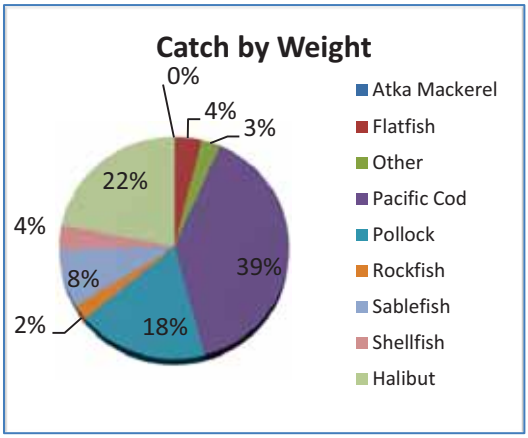


Megan Peterson

Julianne Curry, PVOA



Herman Savikko, ADF&G



Vessels active in the halibut longline fleet, 2010.

Aavlan
Abby Jo
Adelyn L
Advantage
Agile
Agnethe
Ak Assassin
Akula
Alaska
Alaska Spirit
Alaskan
Alaskan Dream
Alaskan Frontier
Alaskan Pride
Alaskan Tyrannus
Aleut Lady
Aleut Mistress
Aleutian Beauty
Aleutian Belle
Aleutian Dream
Aleutian Isle
Aleutian Spirit
Aleutian Star
Aleutian Sun
Aleutian Vista
Alexandra
Alitak
Alki
Alliance
Allstar
Almaz
Alpha Dawn
Alpine Cove
Alrita
Alsek
Alta E.
Alysa Anne
Alysa June
Amanda Dawn
Amanda J
Ambassador
Amber Kiah
Ambition
Americanus
Amy La Rae
Anapilar
Anchor Point
Angela C
Angelette
Angelique
Angjenl
Ann Marie
Anna D
Anna Lane
Anna Lisa
Annahootz
Anne Louise
Aquila
Archangel
Arctic Nomad
Arctic Wave
Ariel
Arizona
Arlice
Arrow
Artemis
Ashley Marie
Atka Pride
Augustine
Automatic
Avalanche
Awtam
Ballad
Baltic
Baranof
Barwell
Bavaria
Bay Harvest
Beachboy
Bear
Bear
Bear Baiter
Bear Claw
Beeroza
Bergen
Betty
Beverly B
Big Blue
Black Pearl
Blue Chip II
Blue Dolphin
Blue Eagle III
Blue Gill
Blue Pearl
Blueberry
Bluejacket
Bold Pacific
Bold Venture
Bonnie J
Brandi Raelyn
Brat
Bravado
Breakers Edge
Breakwater
Broker
Bronze Maiden
Buccaneer
Butt Ugly
Butterfly
C Raine
Camelot
Candida Dawn C.
Cape Alava
Cape Blanco
Cape Cheerful
Cape Cross
Cape Falcon
Cape Fear
Cape Kalekta
Cape Reliant
Cape Spencer
Capt Magic
Captain Cook
Captain Kidd
Capt'n Sam
Caribou
Carlynn
Carol Anne
Carole D
Cascade
Casino
Castaway
Castle Cape
Chaik
Challenger
Chancy
Chandalar
Chaos
Chariot
Charity
Charles T
Chelsea Dawn
Chelsea K
Chelsea L
Cherokee
Cherry
Cheyenne
Chikamin
Chilkat
China Cove
Chiniak
Chinook
Chisik Island
Chopaka
Christina Dawn
Christi-Rob
Cindria Gene
Cindy Jo
Cinnabar
Cinnamon Girl
Clarena
Clipper Epic
Clipper Surprise
Cloud Nine
Clyde
Cobra
Cochise
Columbia
Commander
Commitment
Competition
Concord
Confidence
Conquest
Constance
Contender
Copa
Cora J
Coral
Coral Lee
Coral Sea
Cormorant Isle
Coronation
Corrina Kay
Corsair
Courtney Noral
Crackerjack Mariner
Crusader
Crystal D
Cuatro Vidas
Currency
Cynosure
Danegeld
Das Boot
Dawntreader
Day Star
Daybreak
Daydream
Dayspring
Debbie Lynn
Decision
Defender
Deliverance
Della Lee
Denae Marie
Dena'ina
Denali
Denise Marie
Deshu
Desirae Dawn
Desperado
Destination
Destroyer
Devyn Nicole
Discovery
Distant
Diver II
Dolphin
Doric
Douglas River
Dove
Dove Island
Drake
Dream Chaser
Dream Maid
Dreamer
Drommen
Dues Payer II
Dynasty
Eagle
Early Dawn
Early Times
Easy Touch
Eclipse
Eileen J
El Tiburon
Eleanor S
Eleon
Emily Nicole
Endeavour
Endurance
Enterprise
Eowyn
Equinox
Erica Renee
Erika Ann
Eve
Evening Breeze
Evening Star
Excalibur
Exceller
Exception
Expatriate
Eyak Ryder
Fairwind
Falcon
Fidelia
Fin
Finale
Finally
Fish Tale
Fishnpohl
Florence May
Foreigner
Four Ceasons
Freya
Frigidland
FV Rita
FV Sea Angel
Gaff Rk
Georgia
Gideon
Glacier
Glacier Bay
Glacier Wind
Glennette C
Gloria Eileen
Godwit
Golden Chalice
Golondrina
Good Hope
Goodlooking
Goodnews
Grant
Gretchen S
Greyhound
Grizzly
Gulf Maiden
Gussie
Haakon
Hagar
Haida Son
Haley Marie
Hallark
Hana
Hannah J
Hannah Point
Hans Halvor
Hardy
Harlequin
Harmony
Harvest
Heather
Heather D
Heather Lee
Heather Margene
Heather Rayne
Heidi J
Heidi May
Hellbent
Helm Point
Heritage
Hickory Wind
Highliner
Hogg
Holly Ann
Holy Roller
Home Fire
Hood Point
Hook Point
Hotspur
Hoyden
Hukilau
Hungry Jack
Hunter
Huntress
Ice Maiden
Icelander
Icy Queen
Ida June
Ida Lee
Independence
Indian Summer
Indigo
Infinity
Ingot
Inseine
Intangible
Intrepid
Intruder
Inua
Invisible
Irene H
Isanotski
Island Pride
Islander
Ivanov
Jackpine
Jacob T
Jaeger
Jager
Jaleo
Jane B
Janene
Jani K
Janis M
Jc Robber
Jean C
Jeanine Kathleen
Jeanoah

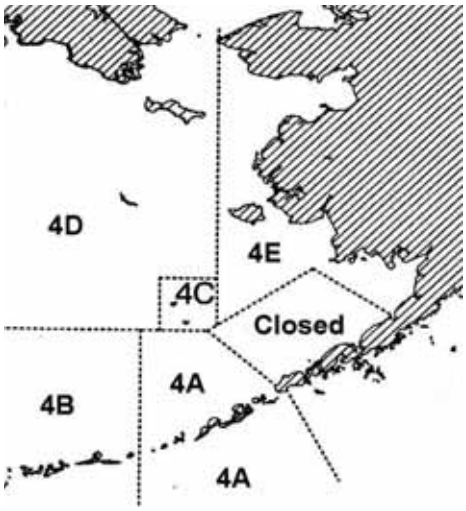
Vessels active in the halibut longline fleet, 2010 (continued).

Jennifer Lee
Jennifer Lynn
Jennifer Rose
Jenny
Jenny Marie
Jerry O
Jersey Girl
Jessie L.
Jewel Sea
Jitterbug
Joann Marie
Johnny A
Joma
Jomel
Jon-K
Joyride
Jubilee
Juda Lee
Julia Breeze
Justna Deanna
Kaemik
Kaguyak
Kahuna
Kaia
Kaili Mae
Kalliste
Kamilar
Kapitan
Karelia
Karen Jean
Karen Kay
Karey Gale
Kariel
Karioca
Karma
Kasatka
Kathleen Jo
Kathy Ann
Katie J
Katie Jean
Katrina
Kay Lynn
Kayleigh Ann
Kaysie
Keiko
Keku Strait
Kelly Marie
Kelsey
Keltie
Kema Sue
Kenai Jane
Kennedy Marie
Keta
Kimber
Kingfisher
Kio
Kirsten Anna
Kjevolja
Kodiak Isle
Koggiung
Kokomo
Kootz
K-Rae
Kraken
Krishelle
Kristiana
Kristina
Kruzof
Kustatan
La Bomba Delmar
Ladonna Rae
Lady Barbara
Lady Bess
Lady Elaine
Lady J
Lady Jane
Lady Jo
Lady Katherine
Lady Kathleen
Lady Katy
Lady Lisa
Lady Louise
Lady Lu
Lady Nettie
Lady Simpson
Lady Solvay
Lalla-Lynn
Laperia
Lara Lee
Larisa M
Laser
Last One
Laura S
Lea
Legasea
Lesley Ann
Letitia Ann
Letun
Liahona
Lincoln Rock
Linda J
Lindsey Marie
Lindy
Lindy II
Lingcod
Linnea
Lisa Gayle
Lisa Jean
Lisa M
Lisa Marie
Lisa Michelle
Little Sioux
Littleton
Lively Jane
Lock-N-Load
Logan T
Lois Ann
Lone Fisherman
Lorelei Ii
Lorena Marie
Lorna Dee
Lorri Lee
Low Cape
Luck Pt.
Lucky Dove
Lucky Island
Lucky Lady
Lucy O
Lynx
M D 2
M&M II
Macho Skiff
Macushla
Madam Ching
Madrona
Magnum
Major
Makai
Malachite
Manifest Destiny
Maranatha
Marathon
Marcy J
Mariah
Marie
Marina D
Mariner II
Mar-Jo II
Marquam
Martin
Martina
Mary Joanne
Masonic
Matador
Matilda Bay
Matt-Michelle
Maverick
Mayflower
Mega Bite
Melanie
Melanie Joann
Melina
Melissa Rae
Melodee Dawn
Memories
Mercedes
Michael C
Michelle
Middleton
Midnight Sun
Midnite Sun
Mikado
Mindalina
Minke
Miracle
Miss Amber
Miss Claudine
Miss Corinne
Miss Emily
Miss Gina
Miss Jane
Miss Kennedy
Miss Kristie
Miss Layla
Miss Linda
Miss Lori
Miss Martha
Miss Roxanne
Miss Sonja
Miss Susan
Mist Harbor
Mistral
Mithril
Miz Liz
Moana
Monarch
Mongoose
Monica Jene
Monique
Monk's Habit
Moody Blue
Moontrapper
Morgan
Morgan Anne
Morning Ghost II
Motion Marine
Motive
Ms Sam
Ms. Ingrid
Murrelet
Mustang
My Grandkids
My Oar
Myra
Mystery
Mythos
Nakat
Nakwasina
Nancy
Nancy Ellen
Nancy J
Nature
Nautilus
Navigator
Nekton
Nenevia
Nephi
Neptune
Nestor
New Dawn
New Day
New Venture
Nickelodeon
Nikka
Nip 'N Tuck
Nique P
Nite Lite
Njord
No Name
Nomad II
Nora C
Norcoaster
Nordic Son
Norfjord
Norse Maid
Norsemen
North Cape
North Light
North Point
North Star
North Wind
Northern Chase
Northern Endurance
Northern Fury
Northern Jaeger
Northern Mariner
Northern Prince
No-Seeum
Nuka Point
Numo
Obsession
Ocean Bay
Ocean Cape
Ocean Harvester
Ocean Oasis
Ocean Point
Ocean Ranger
Ocean Spray
Oceanaire
Odin
Okean
Old Squaw
Olympic
Onyx
Ootuk
Opal
Orca
Orion
Outcast
Outlaw
Outlook
Pacific Dawn
Pacific Flyer
Pacific Gold
Pacific Pearl
Pacific Quest
Pacific Sea
Pacific Sojourn
Pacific Star
Pacific Sun
Pacific Twilight
Pacific Venture
Pacific Wind
Pago
Palena
Pat
Patience
Patricia S
Patriot
Peggy Rose
Pelican
Peril Strait
Perry L
Perseverance
Persistence
Petrof
Phoenix
Phoenix
Phyllis Ann
Pierce
Pig Pen
Pillar Bay
Pilot
Pioneer
Pisces
Piyumaaq
Point Omega
Polar Star
Polaris
Predator
Primus
Princess
Proud Mary
Providence
Provider
Pura Vida
Pusaa
Quest
Quiana
Quicksilver
Radiance
Raechel Louise
Raidawn
Randa Rose
Rascal
Rastlos
Raven
Raven Bay
Raven's Walk
Realist
Rebel
Red Baron
Red Head
Red Rider
Redoubt
Reel Class
Reiver
Relentless
Reliance
Reluctant
Rena Gal
Renegade
Republic
Resolute
Restless
Resurrection
Retriever
Reverie
Ridge Runner
Rig-A-Mortis

Vessels active in the halibut longline fleet, 2010 (continued).

Rip Curl
Riptide
Robin
Rocinante
Rocket
Rocky B
Rogue
Rose Lee
Rose Lynn
Rose Marie
Roshell
Rosie M
Roulette
Royal Mint
Royal Salute
Ruff & Reddy
Ruffian
Runaway
Runnamuck V
Runnin Rebel
Rusak
Rustler
Rusty Rose
Sabrina Joy
Saga
Sailor
Saint Jude
Saint Paul
Salmon Bay
Sams Boat
San Juan
Sandra-Jo
Sara B.
Sara Dawn
Sara Lynn
Sarah Lynn
Sarda
Satellite
Satellite II
Sea Barb
Sea Bird II
Sea Dancer
Sea Dream
Sea Haven
Sea Hawk
Sea King
Sea Master
Sea Nymph
Sea Racer
Sea Ranger
Sea Roamer
Sea Slug
Sea Spray
Sea U Later
Sea Valley II
Sea Venture
Sea View
Sea-Aira
Seafish II
Seafood Mama II
Seaforth
Seanna
Seazone
Sebrika
Sedna
Seena
Selah
Seymour
Shadow-Line
Shannon
Sharlene C
Sharon Dawn
Sharrell
Shasta
Shawna-Rae
Shear Pleasure
Shelikov
Shemya
Sherrie Marie
Sherry Lynne
Shinaku
Shiras
Shonna Jacole
Shooting Star
Shoshona
Shuyak
Sierra Mar
Silver Bullet
Silver Crest
Silver Dawn
Silver Lady
Silver Spoon
Silver Spur
Silver Storm
Silver Tip
Silversword
Silvertip
Silverton
Sinai
Siren
Skat Kat
Skiff
Skool
Skua
Snekka
Snorkel
Southeast
Southeastern
Southern Seas
Spectre
Spellbound
Spicy Lady
Spirit
Spitfire
Splash Zone
St Dominick
St John II
St Luke
St Nicholas
St. Jo
St. Loretta
Staci Jo
Star Ship
Stardust
Stefany Jo
Stephanie Sue
Stikine Spirit
Stillwater
Stingray
Stjilbe
Storm
Storm King
Storm Ranger
Stormbird
Stormbringer
Stormy
Stranger
Stress Pt
Strike Zone
Stringham
Sue Ann
Sugar
Sugar Magnolia
Sulina
Summer Breeze
Sumner
Sumner Strait
Sunbeam
Sundancer
Sunset
Sunward
Surrender
Survivor
Susan
Susan Kay
Susie Q
Sweetwater
Sylvia
Symphony
Synergy
Taasinge
Tachyon
Talia
Tally Ho
Talon
Tamarack
Tammy Ilene
Tammy Lin
Tana C
Tanusha
Tara
Tara Lee
Tasha Rae
Taty Z
Taurus
Teasha
Teghi
Tempest
Temptation
Terminator
Tern
Terri Lynn
Terrigail
The Answer
The Compromise
The Deli
The Dud
The Hungry Raven
Thunder Bay
Tia Lynn
Tiara
Tiffany Lee
Timber Wolf
Tionesta
Tommy L II
Toni Marie
Tonsina
Topaz
Tordenskjold
Towego
Traci J
Tradition
Trailblazer
Trask
Travler
Tribute
Trinket
Trisha B
Truckee
Trumpeter
Tsiu
Tsunami
Tuman
Turning Point
Two Bears
Twocrack
Vagabond Queen
Valhalla
Valle Lee
Vansee
Varag
Venus
Vestige
Victoria
Vigor
Vigorous
Viking
Viking Maid
Viking Spirit
Viking Star
Vindicator
Viorica
Vis
Vixen
Voyager
Wahoo
Walter N
Wasabi
Wavedancer
Webbslinger II
West Bank
West Bound
West Rock
Westerly
Western
Western Freedom
Western Queen
Whaler
Whidby
Whisky Girl
White Cap II
Whitetail
Wild Cherry
Williwaw
Wilma Mae
Wind Dancer
Windfall
Windward
Wonderworker
Woniya
Woodstock
Wooster
Worthy
Xanadu
Xstream
Yankee
Zapatista
Zealot
Zenith
Zeus

Background: The Council added halibut and sablefish to the Western Alaska Community Development Quota (CDQ) Program when it took final action to establish an IFQ program for the commercial halibut and sablefish fisheries in 1995. For halibut, the allocation of the Area 4 quota to the CDQ program is based on halibut management areas in western Alaska: 100% in 4E, 50% in 4C, 20% in 4B, and 30% in 4D. Because halibut can be caught in the vicinity of some CDQ communities, these allocations were expected to provide real fishing opportunities for CDQ community residents. The halibut CDQ fleet includes all of those vessels that are actively fished by residents harvesting CDQ halibut.



Fishery Management: In 2010, CDQ halibut was allocated to CDQ groups by halibut management area as shown in the adjacent table. Regulations allow the 4D allocation to be fished in Area 4D or 4E. Similarly, the 4C allocation can be fished in Area 4C or 4D.

Area	APICDA	BBEDC	CBSFA	CVRF	NSEDC	YDFDA
4B	100%					
4C	15%		85%			
4D		26%		24%	30%	20%
4E		30%		70%		

The 2006 Magnuson-Stevens Act amendments made significant changes to all aspects of the CDQ Program. Part of the overall intent of the amendments was to reduce the government's role in program oversight, understanding that there remain continued responsibilities for the Department of Commerce, the Council, and the State of Alaska. In June 2006, the Council articulated its interest in being directly involved in CDQ actions related directly to fishery management or conservation, but only to be apprised of other actions.

Nicole Kimball, NPFMC

In 2008, the Council relaxed the requirements for use of seabird deterrent devices on small vessels fishing with hook and line gear in IPHC Area 4E. These vessels generally are small, fish for small quantities of halibut and cod, set gear slowly, and many are not structurally able to safely deploy seabird deterrent devices such as buoy bags or streamer lines. The Council took final action and selected the alternative that would exempt vessels ≤ 55′ LOA from the regulations requiring seabird deterrent devices in a subarea of IPHC Area 4E that lies north of 60 degrees north latitude or east of 160° west longitude. Deterrent devices are required on all vessels > 26′ in the 4E Area south of 60 degrees because of the potential

presence of Short-tailed Albatross.

Unlike participants in the halibut and sablefish IFQ fisheries, who must retain and deliver all catch of Pacific cod and rockfish taken when IFQ halibut or IFQ sablefish are onboard (unless the Pacific cod and rockfish fisheries are on PSC status), fishermen in the CDQ fisheries do not need to retain these fish. These retention and reporting requirements were deemed to be overly burdensome to the mostly small vessels fishing CDQ halibut.

Nicole Kimball, NPFMC

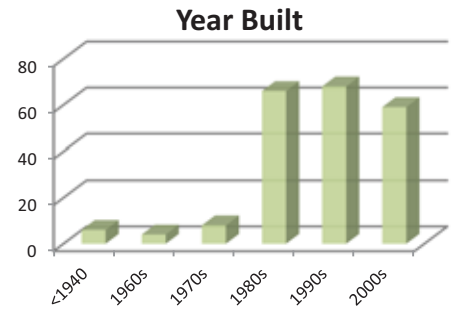
Gear Used: The halibut CDQ fisheries are prosecuted with longline gear, rod and reel, and handlines. Many of the small skiffs haul longline gear by hand. In Western Alaska and in the Aleutian Islands, halibut are delivered to small processing facilities in the CDQ communities.

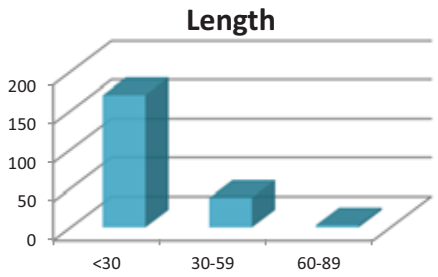
Vessels: The fleet consists mainly of small skiffs, as well as several larger vessels that fish both CDQ and IFQ halibut, and a few vessels that fish for Pacific cod with longlines or pots. Most vessels deliver their catch to small halibut processing facilities that do not process groundfish.

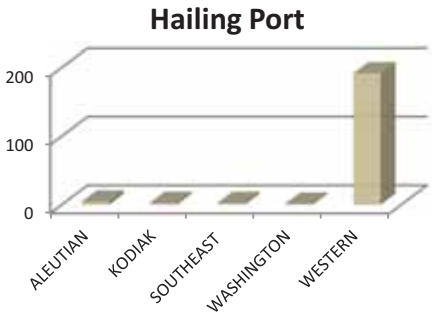
Economics: The fleet targets halibut, but on the smaller vessels, other groundfish species may be caught and retained for personal use. Additionally, CDQ fishermen are allowed to retain their undersized halibut for personal use, provided they hold a Subsistence Halibut Registration Certificate from NMFS Restricted Access Management.

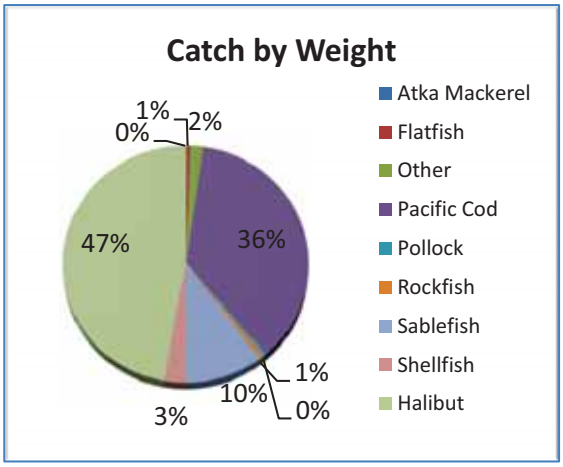
The fleet's primary target, CDQ halibut, had an ex-vessel value of $7.0M in 2010. The fleet delivered 69% of its landings to Atka and St. Paul. The average ex-vessel price per pound for halibut was $2.91, an increase of $1.06 from the prior year.

Nicole Kimball, NPFMC





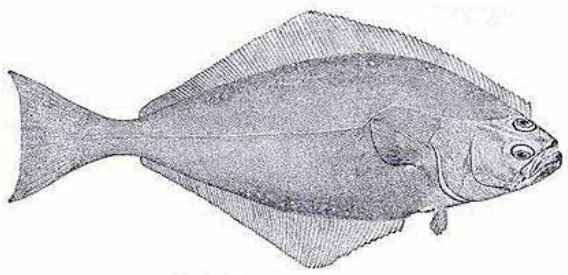




Vessels active in the Halibut CDQ Fleet, 2010.

Adaline II
Adeline II
Adeline Kelsey
Adrian Jennifer
Agguggaq
Agnes A
Aidon II Henry
Alayah
Aleut Crusader
Aleutian Pribilof .# 2
Alexandra Nicol
Alicia Katie
Allison Marie
Aluska
American Woman
Ana Eve
Anchor Point
Andraska Bosco
Andy Marie
Andyn G II
Anuluk
Arlene Rose
Arthur Stanley
At Saq
Atka Pride
Atsaq II
Ba Ba Button
Baby Vern
Bay Rose
Be.Nev'olence
Bering Pearl
Bering Sea Princess
Bering Strait
Bert Arnold
Black Boat
Brent L
Brian C
Brianne
Bristol II
Cakuucin P
Cameo II
Candice Sadie
Cape Corwin
Caroline Sea II
Cecelia May II
Chanesa
Charlie K II Sr
C-Pat II
Cynosure
Daisy May
Daria Marie
Darian And Ryan
Darlene II
Darlynne
Darren D
Delcie D
Dennis-John
Desi Anna
Desiree Marie III
Destiny
Diana Bee
Elena Molly
Eliza Rose
Ella T II
Ellalee
Elton C II
E-R Lennie
Erica Renee
Esther C
Ethan Rusty
Etolin Sunrise
Ewok
Fairbanks
Gail
Gregory D A
Hawk
Heritage
Hoody
Ice Cream
Islander
Iuliana
J J II
Jamie Marie
Jayne Marie
Jessica
Jimmy John
Joanne
Johnny B Jesse
Johnny Joe
Jon II
Journey Max
Jp
Juda Lee
Kakgailngug
Katie K II
Kendra Shannon II
Kristy Em
Lady K
Lady Lea
Laura Jean
Lewis III
Lisa M
Lisa Marie
Little One II
Lucky Lady
Lucy D
Lydia Anne II
M K II
Magdalene
Mancho Man
Margie Lou
Martha Marlene
Mary John II
Mathew Kids
Mbk
Meagan Chase
Meagen Elsie 2
Medina Jaz
Megan Dawn
Melissa Marie
Michael James
Mina Marie
Minnie Maggie
Mithril
My Girls
My Two Nussans
Naluka
Nayaka II Francine
Nellie Rose
Nexus
Nicki J II
Nightrider
Nina Matrona
Niqax
North Beach
Nussan
Nuyalran II
Ocean Mists
Ocean V
One Cent II
One Gram
Orca II
Pago
Pani-Nuss'ar
Patricia Jean
Patrick Jason
Paydo
Qakvacrid
Qayuu-Marraq
Queen Mary
Quinten T
Quya
Randy K III
Rena Gal
Richard Carl
Robert Todd
Roe Boat
Rosemary V
Ruben Michael
Ryan John
Saint Paul
Salty Baldy
Samantha K
Sasma
Sayda Ann Marie
Sea Quest II
Sea Raider
Shawn Peter
Shemya
Sistra A
Sixteen Foot Lund
St Luke
Stephanie Sue
Sylvia
Tamarri
Tasha II
Taty Z
Teddy
Theresa K II
Tiny T
Tolstoi
Tonia
Tony J
Tracey B
Tupilluk
Vivian II
Voyager
Wind Dancer
Zachary Jack

APICDA



Sablefish Longliners

Background: The sablefish fixed gear fishery (together with the fixed gear halibut fishery) has been managed under the individual fishing quota (IFQ) program since 1995. Under this program, only persons holding quota shares are allowed to make commercial landings of sablefish. There are several key provisions of the program: the process for initial allocation of QS by regulatory area; assignment of shares to vessel categories; share transfer provisions; use and ownership provisions; QS blocks to ensure small allocations are available for entry; the annual process for allocating QS; and the establishment of halibut and sablefish Community Development Quotas (CDQ).

Jeb Morrow

Fishery Management: The sablefish longline fleet has the potential to be constrained by seabird "takes". USFWS has issued an incidental take limit of endangered short-tailed albatross of 4 birds during a two-year period in the longline groundfish fisheries and two birds during a two-year period in the longline Pacific halibut fisheries. Current regulations require all longline vessels greater than 55' in length to use paired streamer lines. Longline vessels 26' to 55' in length are required to use either a single streamer or a buoy bag, depending on the fishing location.

Since implementation of the IFQ program in 1995, the sablefish longline fishery has been exempted from halibut PSC limits. Legally retainable halibut taken while fishing with hook and line gear must be retained and counted against a person's halibut IFQ, if anyone onboard has unused halibut IFQ.

Gear Used: The sablefish fisheries are prosecuted with stationary lines, onto which baited hooks are attached. Gear components that contact the bottom include the anchors, groundline, gangions, and hooks. In the sablefish fishery, anchors are two-prong standard 50 lb to 90 lb anchors, and groundlines are generally constructed of 3/8-inch sinking line, with 6"to 18" long gangions of #72 to #86 twine, spaced 30" to 48" apart, with 9/0- 15/0 circle hooks. Some catcher vessels use snap-on gear with gangions spaced at 3' to 4' intervals. On catcher vessels, an average set consists of 20 skates of groundline, with each skate 100 fathoms to 150 fathoms long. Preferred baits are squid, pollock, and herring. Automatic baiting machines are used on many vessels. The ends of each set are anchored and marked with buoys. The lower shot(s) (33 fathoms each) of the anchor line is (are) made of 3/4-inch floating poly, and the upper shot of line is made of 5/8-inch sinking line. A buoy marks the beginning of a set, and a flag (up to 10' high) typically marks the end of a set ("bag and flag" set-up).

Bill Wilson, NPFMC

To make a set, the first anchor is dropped and the boat steams ahead with the groundline and baited hooks being set off the stern of the boat. The set is not made in a straight line; instead the boat will steer to ensure that the groundline is set in the preferred areas based on depth

contour and bottom structure. The second anchor is deployed, and the line is left to fish for 5 hours to 24 hours depending upon the catch rates. Upon haulback, the groundline is fed through a hauler, and the fish are carefully taken off the hooks. Fish are packed in the round, or bled and gutted, and put in the hold on ice or slush-ice. Catcher processors freeze headed and gutted sablefish.

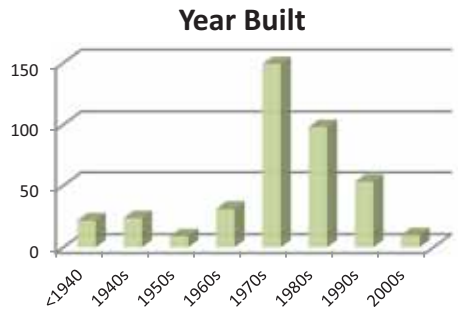
The sablefish longline fishery is prosecuted along the slope areas over gravel, cobble, and mud bottom at depths of 400 m to more than 1,000 m. This fishery is often a mixed halibut/sablefish fishery, with Greenland turbot, grenadiers, shortraker, rougheye, and thornyhead rockfish also taken.

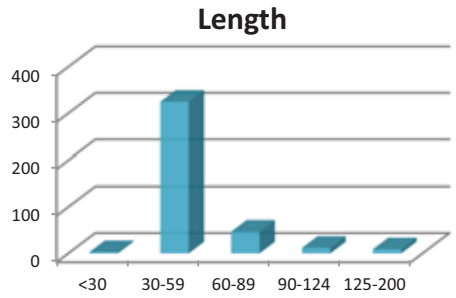
Vessels: In 2010, there were 397 vessels that participated in the sablefish IFQ and CDQ fisheries. Of this total, 17 vessels participated in CDQ fisheries and 389 in sablefish IFQ fisheries. About 90% (357 vessels) of the sablefish fleet also participated in the halibut IFQ fisheries. Pacific cod is the main component of the catch in this fleet due to participation of 17 freezer longliners.

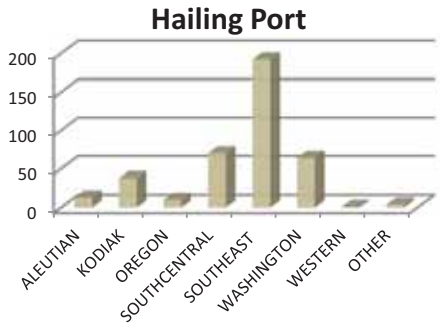
Rhonda Hubbard

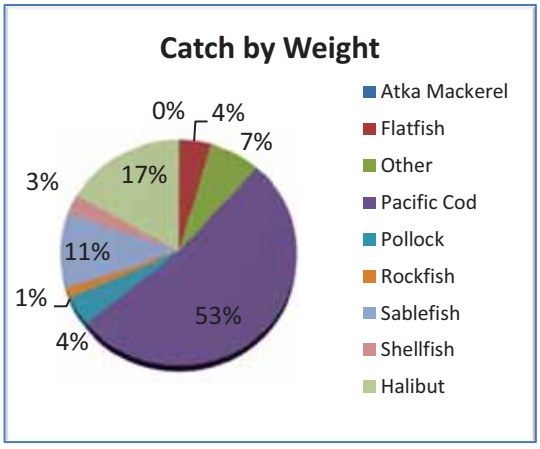
Economics: The fleet's primary target, sablefish, had an ex-vessel value of $91.9M in 2010. The fleet delivered to 25 different ports with the top three ports (Seward, Sitka and Kodiak) accounting for 40% of the landings. The average ex-vessel price per pound for sablefish was $3.66, an increase of 75¢ from the prior year.

Herman Savikko, ADF&G









Vessels active in the Sablefish IFQ Fleet, 2010.

Advantage
Adventure
Alaska Mist
Alaskan
Alaskan Dream
Alaskan Rose
Aleutian Beauty
Aleutian Belle
Aleutian Isle
Aleutian Lady
Aleutian Spirit
Aleutian Sun
Alexandra
Alitak
Alliance
Allstar
Aloma
Alrita
Andronica
Angelette
Angelique
Ann
Anna D
Anna Lane
Anne Louise
Archangel
Arizona
Arlice
Arrow
Artemis
Atka Pride
Augustine
Avalanche
Ballad
Ballyhoo
Baranof
Barbara J
Bavaria
Bear Claw
Beauty Bay
Bergen
Big Blue
Black Pearl
Blue Attu
Blue Dolphin
Bold Pacific
Bravado
Cape Alava
Cape Blanco
Cape Enchantment
Cape Falcon
Cape Fear
Cape Reliant
Captain Cook
Carlynn
Carole D
Cascade
Casino
Castaway
Castle Cape
Chandalar
Chaos
Charity
Charles T
Chelsea Dawn
Cherokee
Chikamin
Chisik Island
Christi-Rob
Clarena
Clipper Endeavor
Clipper Epic
Clipper Express
Clipper Surprise
Clyde
Commander
Competition
Conquest
Cora J
Coral
Coral Lee
Coral Sea
Cormorant Isle
Crusader
Cuatro Vidas
Currency
Cynosure
Day Star
Defender
Deliverance
Devyn Nicole
Discovery
Distant
Dolphin
Drake
Dream Maid
Dues Payer II
Dynasty
Early Times
El Tiburon
Emily Nicole
Endurance
Equinox
Erika Ann
Eve
Evening Star
Exception
Exodus
Expatriate
F/V Cobra
F/V Julia Breeze
F/V Lucky Island
Faith
Falcon
Fazan
Foreigner
Frigidland
Frontier Explorer
Frontier Mariner
Frontier Spirit
Gaff Rk
Glacier
Glacier Bay
Golden Chalice
Golondrina
Good Hope
Grant
Grizzly
Gulf Maiden
Hallark
Hannah Point
Hans Halvor
Hardy
Harlequin
Heather D
Heritage
Highliner
Hotspur
Hukilau
Huntress
Icelander
Icy Queen
Ida June
Ida Lee
Independence
Indigo
Intangible
Intrepid
Inua
Island Pride
Jackpine
Jaeger
Janene
Jani K
Janis M
Jean C
Jeanoah
Jennifer Lee
Jenny Marie
Jersey Girl
Jetta D
Joann Marie
Jon-K
Judi B
Kaia
Kalliste
Kamilar
Karelia
Kariel
Kasatka
Kathleen Jo
Katie J
Katie Jean
Katrina
Kayleigh Ann
Kelly Marie
Keltie
Kema Sue
Kesia Dawn
Kimber
Kingfisher
Kjevolja
Kodiak Isle
Kraken
Kristiana
Kristina
Kruzof
Lady Jo
Larisa M
Laura S
Leeward
Lesley Ann
Letun
Lindsey Marie
Lindy
Lisa Jean
Lisa Marie
Lisa Michelle
Lisov
Littleton
Lively Jane
Logan T
Lone Fisherman
Lorelei Ii
Lucky Lady
Lucy O
Major
Makai
Malachite
Malia
Mar-Jo II
Martin
Martina
Masonic
Maverick
Memories
Middle Pass
Middleton
Mikado
Mindalina
Minke
Miss Corinne
Miss Emily
Miss Lori
Miss Norma
Miss Roxanne
Miss Susan
Monarch
Mongoose
Monique
Morgan Anne
Motive
Myra
Myriad
Mystery
Nancy Ellen
Navigator
Nekton
Neptune
Nestor
New Day
Nickelodeon
Nikka
Nip 'N Tuck
Nite Lite
Nomad II
Nora C
Norcoaster
Norfjord
North Light
North Point
North Star
Northrn Endurance
Northern Mariner
Northern Prince
Norton Sound
Obsession
Ocean Bay
Ocean Cape
Ocean Harvester
Ocean Oasis
Ocean Ranger
Oceanaire
Odin
Olympic
Orion
Outlook
Pacific Dawn
Pacific Sojourn
Pacific Sounder
Pacific Sun
Pacific Wind
Pat
Patriot
Pelican
Peril Strait
Perseverance
Petrof
Phoenix
Phyllis Ann
Pierce
Pillar Bay
Polar Star
Polaris
Prime Time
Primus
Providence
Provider
Quest
Quiana
Radiance
Raidawn
Raven Bay
Reiver
Renegade
Republic
Resolute
Resurrection
Rocinante
Rocky B
Rose Lee
Rose Lynn
Rose Marie
Roshell
Ruff & Reddy
Runaway
San Juan
Sandra-Jo
Sara B.
Sara Dawn
Sea Angel
Sea Barb
Sea Dream
Sea Racer
Sea Roamer
Sea Valley II
Sea View
Seanna
Seazone
Sebrika
Sedna
Selah
Sequioa
Seymour
Shannon
Shemya
Sherrie Marie
Shinaku
Shuyak
Sierra Mar
Silver Lady
Silver Storm
Silver Tip
Siren
Southeast
Southern Seas
Spectre
Spicy Lady
Spirit
St John II
St Nicholas
Stillwater
Stingray
Stjilbe
Stormbird
Stormbringer
Stress Pt
Sulina
Sunbeam
Sundancer
Sunward
Talia
Tamarack
Tana C
Tara Lee
Teasha
Tempest
Terrigail
The Compromise
The Hungry Raven
Tiffany Lee
Tombo
Toni Marie
Tordenskjold
Tradition
Trask
Tribute
Trinket
Trumpeter
Tsiu
Vagabond Queen
Valle Lee
Vansee
Varag
Venus
Vigorous
Viking Maid
Viking Spirit
Vis
Vixen
Wendy Anne
West Bank
Westerly
Western Freedom
Western Mariner
Western Queen
Wilma Mae
Woniya
Yankee
Zealot
Zenith

Groundfish Longline Catcher Vessels


Peggy Kircher, NPFMC

Background: Some catcher vessels use longline gear to target groundfish, particularly Pacific cod. Licenses are be required to carry gear-specific (pot, hook-and-line, and jig) Pacific cod endorsements, in addition to the appropriate area endorsements, to be used to participate in the directed Pacific cod fisheries in Federal waters of the GOA. Licenses qualify for gear-specific Pacific cod endorsements based on directed Pacific cod landings during 2002-2008. The requirements for longline gear wer landings of 10 mt for catcher vessel licenses with a maximum LOA designation of <60', and 50 mt for catcher processor licenses and catcher vessel licenses with a maximum LOA designation of ≥60'. In the Bering Sea, catcher vessels using longline gear must have a non-trawl LLP and vessels ≥60' must have a catcher vessel cod endorsement to target Pacific cod.

Eligible CQE communities can also request Pacific cod endorsed non-trawl groundfish licenses for use on a designated vessel (which must be < 60' LOA) to catch Pacific cod with longlines or pots: a total of 27 licenses may be requested by Western GOA CQEs, and 58 licenses by Central GOA CQEs.

Fishery Management: Beginning in 2012, the GOA Pacific cod TAC is allocated among sectors. In the Western GOA, the longline apportionment is 1.4% for catcher vessels and 19.8% to catcher processors. In the Central GOA, the apportionment to hook and line is 14.6% to catcher vessels <50' LOA, 6.7% to catcher vessels ≥50' LOA, and 5.1% to catcher processors. These allocation are further apportioned between A and B seasons. In the BSAI, 2% of the Pacific cod TAC is allocated to a longline/pot catcher vessel sector < 60'LOA, and 0.2% to longline catcher vessels ≥ 60' LOA. The BSAI Pacific cod TAC is allocated such that the longline catcher vessels <60' LOA share a 2% allocation of the TAC with vessels < 60' using pot gear.

Gear Used: The cod longline fishery is prosecuted with stationary lines, onto which baited hooks are attached by gangions. For catcher vessels, anchors are two-prong standard anchors weighing 50 pounds, groundlines are generally constructed of 3/8-inch sinking line, 16" to 18" long gangions of #72 twine, and 12/0-14/0 circle hooks. Many of the catcher vessels use snap-on gear with gangions spaced at approximately 3' to 4' intervals. On catcher vessels, an average set consists of 12 skates of groundline, with each skate 300 fathoms long, for a total length of 3.5 nm. Squid is the preferred bait. Automatic baiting machines are used on some vessels. The ends of each set are anchored and marked with buoys. The lower shot(s) (33 fathoms each) of the anchor line is (are) made of 3/4-inch floating poly, and the upper shot of line is made of 5/8-inch sinking line. Attached to the line are plastic buoys or flags. Gear is set and retrieved similar to the halibut fishery. The line is left to fish for 2 hours to 24 hours depending upon the catch rates. Upon haulback, the groundline is fed through a hauler, and the fish are stripped off the hooks.

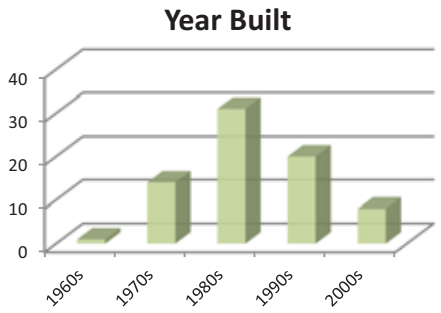

Herman Savikko, ADF&G

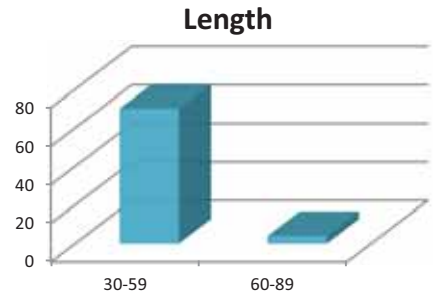
The Pacific cod longline fishery in the GOA takes place on the east side of Kodiak Island in the Central GOA and throughout the Western GOA.

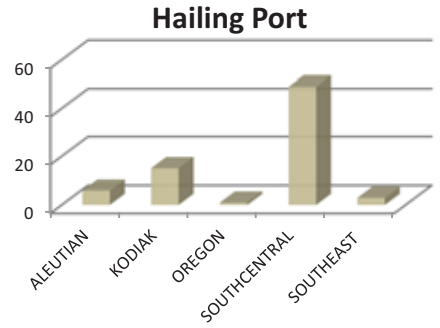
The fishery occurs over gravel, cobble, mud, sand, and rocky bottom, in depths of 25 fathoms to 140 fathoms (150′ 840′).

Vessels: There were 74 vessels participating in the groundfish longline catcher fleet in 2010, based on the criteria of having an LLP and landing Pacific cod as the target species. Most of these vessels also fish for halibut and sablefish.

Economics: The fleet's primary target; Pacific cod, had an ex-vessel value of $5.2M in 2010. This was down $.1M from 2009. A large portion of the fleet is also active in the halibut and sablefish IFQ fleets, 12 vessels targeted solely groundfish, while the other 62 vessels received a great portion of annual revenue from the IFQ fisheries. The fleet delivered 55% of its Pacific cod to Kodiak. The average gross ex-vessel price per pound for Pacific cod was 27.3¢, an increase of 3.5¢ per pound from the prior year.

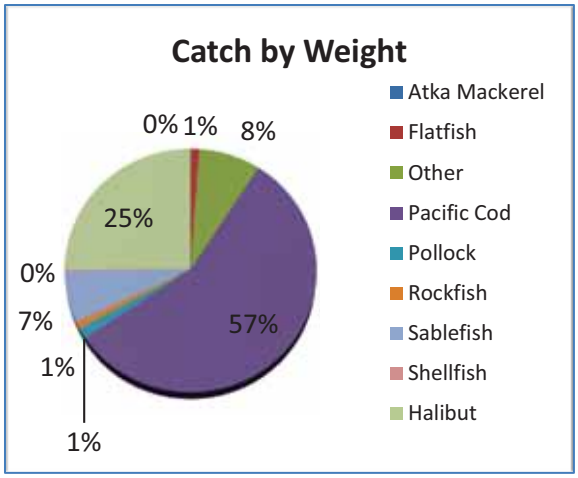






Vessels active in the Catcher Longline fleet, 2010.

Akula	Heritage	Paycheck
Alaskan Pride	Horizon	Pioneer
Ambition	Huntress	Provider
Arizona	Intrepid	Raidawn
Automatic	Investor	Reagan
Avalanche	Invisible	Redoubt
Black Pearl	Kasatka	Reliance
Blueberry	Kema Sue	Resolution
Butterfly	Kodiak Isle	Resurrection
Cascade	Larisa M	Riptide
Chaos	Letun	Ruffian
Clyde	Lindsey Marie	Runaway
Competition	Magnum	Sea Racer
Concord	Major	Shemya
Conquest	Miss Corinne	Silver Storm
Coral	Mu Rush	Sinai
Currency	Mystery	Spectre
Cyclone	Nature	St Nicholas
Defender	Navigator	Stillwater
Destroyer	Nite Lite	Terminator
Dolphin	Norse Maid	Transit
Dona Lina	Northern Endurance	Trident
Dynasty	Obsession	Volga
El Caporal	Ocean Harvester	Zenith
Glacier	Ocean Ranger	



Background: In the GOA, many vessels using jig gear have been exempted from the License Limitation Program (LLP) licensing requirements in the Western and Central GOA to potentially increase opportunities for jig vessels. The exemption from the LLP requirement is specifically for jig vessels that use 5 or less jig machines, 1 line per machine, and 30 hooks per line. Other vessels that held LLP licenses, and met a minimum qualifying threshold of one landing, received a jig gear endorsement and are not limited to the 5 machine limit or the 30 hook per line limit.

In the Bering Sea, an LLP is not required for catcher vessels <60′ LOA using jig gear.

Diana Stram, NPFMC

Fishery Management: The jig sector is allocated 1.4% of the BSAI Pacific cod TAC, after subtraction of the CDQ reserve. Beginning in 2012, the Federal GOA Pacific cod TAC will be allocated among different sectors, with the jig sector allocation taken off the top. The initial jig gear allocation is 1.5% in the Western GOA and 1% in the Central GOA. Stairstep provisions allow for increasing (up to 6% maximum) and decreasing of the jig sectors portion of the TAC, based on performance (whether or not the fleet harvests > 90% of its TAC allocation in any given year for an increase, or fails to do so for 2 consecutive years for a decrease). The jig allocation is apportioned 60:40 between the A season and B season (which begins on June 10), and rollover of TAC from A to B season is allowed. The A season opens on January 1 and closes when the A season jig allocation is reached. Many of the jig vessels also participate in the GOA State water fisheries, where the GHL for Pacific cod is set at 25% of the acceptable biological catch level in each subarea.


Darius Kasprzak

Gear Used: The fleet targets Pacific cod with actively fished vertical lines, onto which baited hooks or surge tube jigs are attached. Gear components include a 4 lb to 10 lb jig weight, a 200 lb to 900 lb test monofilament leader, clipped to a 300 lb to 700 lb test monofilament mainline, and long shank 8/0 to 11/0 J-hooks or 12/0 to 14/0 circle hooks that are looped directly onto the leader. The mainline remains constant, and interchangeable monofilament leader "set ups" (with different strengths and hook characteristics to reflect varying fishing conditions) are clipped to the mainline. Jig weights are clipped to the bottom end of leader "set ups" and are also interchangeable. Vessels employ two to five jig machines per vessel. Hooks are dressed with colorful segments of rubber surgical tubing and/or baited with squid, herring, or strips of Atka mackerel.

The vessels look for concentrations of Pacific cod and position their vessels to drift over the fish. The machines drop the jig weight to the bottom (or higher in the water column) and move the jigs up and down slightly to induce the fish to bite. Each jig machine is adjusted to haul back when the right amount of tension is on the line (a set amount of fish). Machines haul up the fish, which are then removed one by one. The vessels move often to stay over fish concentrations. The fishery occurs over gravel, cobble, sand, mud, and rocky bottom. In the spring and summer, the fish are found nearshore in shallow (5 fathoms to 40 fathoms) waters, but are deeper (40 fathoms to 60 fathoms) in the winter. Jig vessels fish primarily from the ports of Homer and Kodiak in the Central GOA and Sand Point in the Western GOA. In some areas, black and dusky rockfish are commonly targeted along with Pacific cod on the same trip.

Darius Kasprzak

Vessels: One catcher processor and 76 catcher vessels made up the jig fleet in 2010, based on those vessels that made a targeted groundfish landing with jig gear in Federal and "parallel" fisheries (not just those vessels with an LLP, or those vessels that landed only Pacific cod in the Federally managed jig fishery). Many of the vessels that fish with jig gear also participate in State managed fisheries for salmon or other Alaska fisheries.

Economics: The fleet's primary target; Pacific cod, had a gross ex-vessel value of $2.4M in 2010. Over half of the fleet targeted solely groundfish with 36 vessels also targeting salmon in state fisheries. The 36 vessels that targeted salmon received a great portion of their 2010 revenue from salmon. The fleet delivered 62% of its Pacific cod to Kodiak. The average ex-vessel price per pound for Pacific cod was 28.4¢, a decrease of 0.9¢ per pound from the prior year.

Camrin Dengel

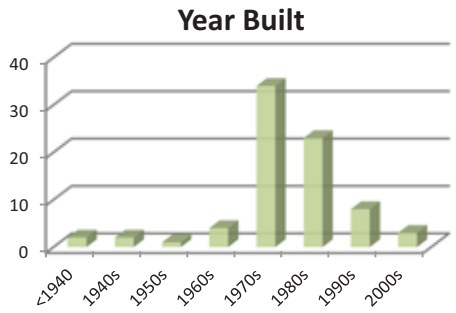
Dave Fraser

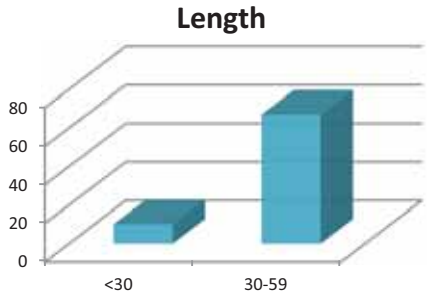
Herman Savikko, ADF&G

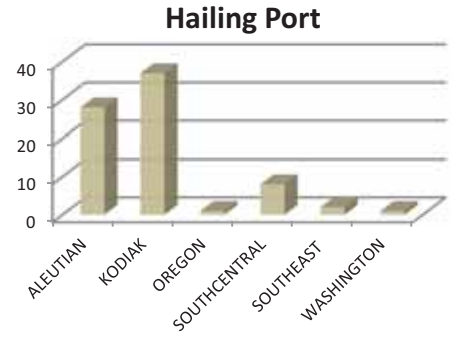
Herman Savikko, ADF&G

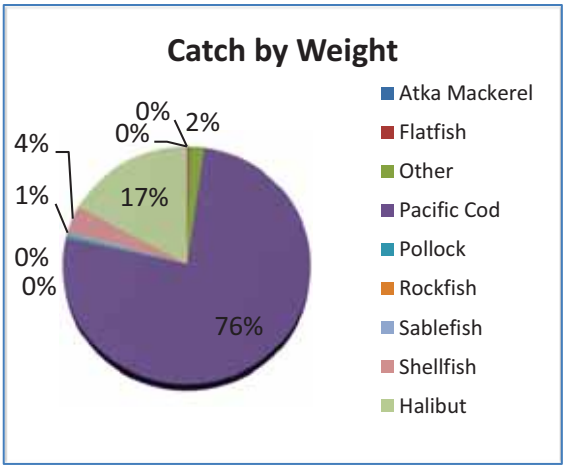
Camrin Dengel

Darius Kasprzak









Vessels active in the jig fleet, 2010.

Adaline II	Darren D	Julie M	Miss Charlotte	Samantha K
Adeline II	Day Tripper	Just Rite	Miss Lyn	Sandy Point Maid
Adgee	Denise Marie	Kahuna	Miss Michelle	Sea Haven
Adrian Jennifer	Dennis-John	Kala	Mist Harbor	Sea Nymph
Advantage	Desi Anna	Kanerva	Moon Dance	Sea Raider
Agnes A	Diana Bee	Karen Jeanne	Ms Agnes	Sea-Aira
Akun Bay Too	Dolphin	Karey Gale	Ms Orchid	Seafish II
Akusam	Don A	Karma	My Two Nussans	Senora
Alchemist	Dona Lina	Katie Lanae	Naluka	Shadow
Aleut Maid	Dynasty	Kazak	Nellie Rose	Shareena
Aleutian Vista	Eastwind	Kellys Rock	New Dawn	Sierra Seas
Allison Marie	El Caporal	Kendra H	Nicki J II	Silver Spoon
Alpha Centauri	Elena Molly	Kibitzer	Nina	Sisiutl
Aluska	Ella T II	Kimberly Ann	Nora C	Sixteen Foot Lund
Amanda Dawn	Emerald Sea	Kristy Em	Nor'gale	Skiff
Amber Nicole	Ewok	Lady J	Norma Kay	Sonray
Ambition	Fairbanks	Lady Viking	Northender	Soulmate
Ana Eve	Fairwind	Laguna Star	Northern Jaeger	St Frances
Andraska Bosco	Faith	Laura Jean	Northern Lights	St Peter
Andy Marie	Fayette	Lindsey Marie	Numo	St Seraphim
Andyn G II	Finner II	Lindy II	Obsession	Starduster
Aquarius	Fireweed	Luba Marie	Ocean Gold	Stephanie Lynn
Arthur Stanley	Fish Tale	Lucy D	Ocean Spray	Strike Zone
At Saq	Fishin' Magician	Lydia Anne II	Ocean V	Sukhoi
Ba Ba Button	Flower Girl	Lynx	Orca II	Surrender
Bandit	Four Winds	Magdalene	Orion	Susie Q
Bear Baiter	Galway	Malka	Otter	Sylvia
Bering Strait	Glacier Spirit	Mancho Man	Outlaw	Talisman
Betty H	Grouper	Manitou	Pacific Cloud	Tasha II
Bluefox	Harmony	Marilyn Jean	Patricia Jean	Teddy
Bobbi Dee	Helen A	Marona	Patricia Kay	Thunder Bay
Bottom Line	Hoody	Martha Marlene	Paydo	Tiny T
Breanna Holly	Horizon	Mary John II	Peterkins	Tony J
Brianne	Hoyden	Mary K	Petrel	Tracey B
Bristol Breeze	Huntress	Mason N Eli	Pintail	Tuckahoe
Cakuucin P	Indian Summer	Mathew Kids	Prime Time	Tuklung
Cape Corwin	Invictus	Matt-Michelle	Pt Amelia	Tupilluk
Carinna Z	Isanotski	Mbk	Ptarmigan	Unnamed
Carlsen Point	Islander	Meagan Chase	Puffin	Vigor
Challenger	Jamie Marie	Medina Jaz	Pursuit	Viking
Chanesa	Jan-D	Melanie Joann	Qayuu-Marraq	Volga
Charlyda	Jaxmax	Melinda Rae II	Rachel Lee	Wahoo
Christy	Jayne Marie	Melody	Radiance	Way To Go II
Competition	Jeanelle	Mercedes	Red Rider	Whalesong
Cori Ann	Jennie Girl	Merganser	Regulator	Xanadu
Crystal Dawn	Jericho	Meryle M	Restless Wind	Yentna
Cyclone	Jireh	Michelle B	Richard Carl	Yorjim
Daisy May	Joanne	Midnight Sun	Rita B	Zachary Jack
Dancia	Jon II	Mikado	Rosemary V	
Darian And Ryan	Journey Max	Mina Marie	Ryan John	
Darlene II	Julie C	Miss Charlene	Saint Herman	


Herman Savikko, ADF&G

Background: In April 2009, the Council took final action to add gear-specific (pot, hook-and-line, and jig) Pacific cod endorsements to GOA fixed gear licenses. Licenses must now carry gear-specific Pacific cod endorsements, in addition to the appropriate area endorsements, to participate in the directed Pacific cod fisheries in Federal waters of the GOA. Licenses qualified for gear-specific Pacific cod endorsements based on directed Pacific cod landings during 2002 through 2008. The minimum thresholds were 1 landing for jig gear; and for pot and hook-and-line gear, 10 mt for catcher vessel licenses with a maximum LOA designation of <60 ft, and 50 mt for catcher processor licenses and catcher vessel licenses with an maximum LOA designation of ≥60 ft. In addition, eligible CQE communities can also request Pacific cod endorsed non-trawl groundfish licenses for use on a designated vessel (which must be < 60′ LOA) to catch Pacific cod with longlines or pots: a total of 27 licenses may be requested by Western GOA CQEs, and 58 licenses by Central GOA CQEs.

In the BSAI, groundfish LLPs contain separate BS subarea and AI subarea endorsements, which were earned based on historical fishing patterns. Licenses may contain endorsements for both subareas (BS and AI), one of the two subareas, or neither of the subareas. Gear endorsements define what type of gear may be used: non-trawl, trawl, or both. Further, cod gear endorsements are required for non-trawl vessels ≥60′ to participate in the BSAI fixed gear Pacific cod fishery: hook-and-line catcher processors, pot catcher processors, hook-and-line catcher vessel, and pot catcher vessel.

Fishery Management: In the Bering Sea and Aleutian Islands, the pot catcher vessel fleet is allocated Pacific cod, depending upon vessel size. Pot vessels < 60′ LOA share an allocation of 2% with the

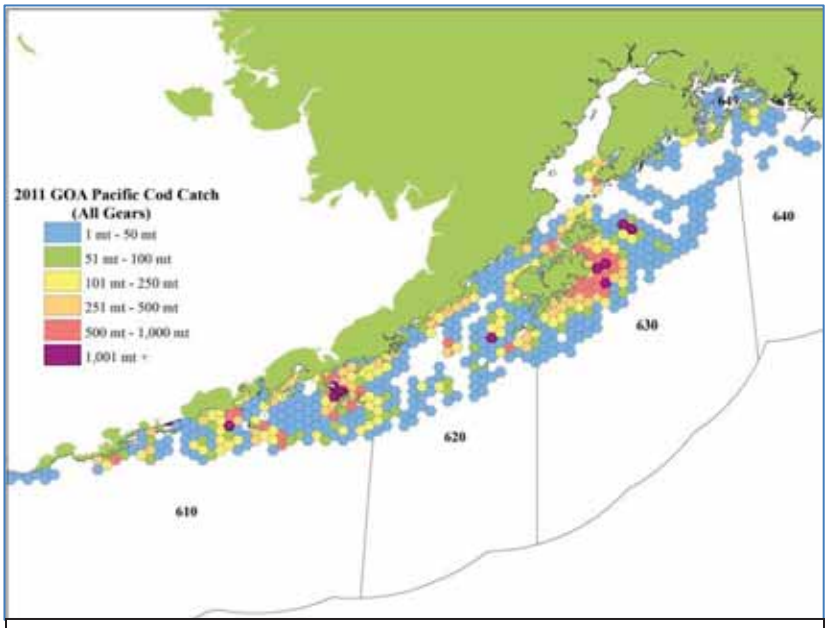
Herman Savikko, ADF&G

Herman Savikko, ADF&G

hook-and-line catcher vessels < 60′, while pot catcher vessels ≥ 60′ are allocated 8.4% of the TAC. Pot catcher processors are allocated 1.5% of the BSAI Pacific cod TAC.

Beginning in 2012, the GOA Pacific cod TAC is allocated among various sectors. After the allocation to the jig sector is made, the pot catcher vessels and catcher processors receive 38.0% of the Western GOA TAC and 27.8% of the Central GOA Pacific cod TAC. These allocations are further apportioned into A and B seasons.

Many of the vessels using pot gear in the Federal Pacific cod fisheries also participate in the State water fisheries for Tanner crab and Pacific cod. The State water GHL for Pacific cod is set at 25% of the acceptable biological catch level.



Distribution of Pacific cod catch in the GOA by all gear types, 2011. Source: NMFS.

Gear Used: The fleet targets Pacific cod with square or conical pots usually set on single lines. Pots used in a directed cod fishery are frequently modified crab pots, which are constructed with a steel bar frame (1.25″ diameter) and covered with tarred nylon mesh netting (3.5″ stretched mesh). Pot sizes range from 5′ to 8′ square. Each pot has two tunnel openings on opposite sides, with plastic "finger" funnels to retain the fish. The tunnel eye cannot be greater than 9″ in any one dimension. An escape panel of untreated cotton must be sewn into the mesh. The pot is attached with a 6′ to 8′ bridle, generally constructed of 1″ diameter poly line. A 30′ to 60′ surge, constructed of heavy duty line, is attached to the bridle. The lower shots (33 fathoms each) of line are made of ¾″ floating poly, and the upper shot of line is made of 5/8-inch sinking line. Attached to the line is a plastic buoy (bag), with an auxiliary buoy attached on a tether line.

Patrick Pikus

Pots are set in areas where Pacific cod are aggregated, and retrieved once every 24 hours. Pots are baited with chopped herring placed in hanging bait buckets in the center of the pot. On most vessels, the pot is tipped into the sea with a pot launcher. The shots of line are thrown overboard, followed by the buoys, and the pot sinks to the bottom. The pot rests directly on the bottom and remains stationary until it is retrieved.

Karla Bush, ADF&G

Patrick Pikus

Mark Fina, NPFMC

Mark Fina, NPFMC

David Witherell, NPFMC

Diana Evans, NPFMC

Pots are retrieved as follows: the crewman throws a hook between the buoys to get the line. The line is fed into the hauler, and the pot is brought aboard by a crane and placed on the pot hauler. Pacific cod are dumped into totes. On catcher vessels, the fish are put below deck on ice or in refrigerated sea water. The pots are rebaited and reset or stored if they are being moved or it is the end of the season. The average size of a Pacific cod caught by pot gear is 8 to 9 pounds.

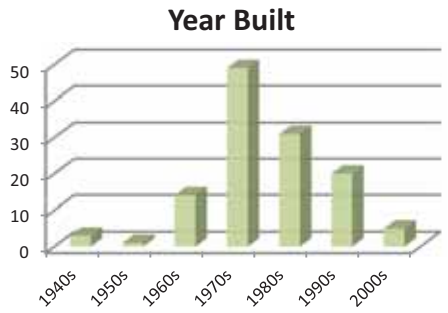
Vessels: The groundfish pot fleet had 6 catcher processors participating in 2010 and 117 catcher vessels, based on the criteria of making a targeted groundfish pot landing on a vessel with a non-trawl LLP. Most of the vessels participate in other Federal fisheries, particularly the halibut and sablefish IFQ fisheries, and the crab fishery. Some vessels use pot gear to catch Pacific cod for bait they later use in the crab fishery.

Economics: The fleet's primary target, Pacific cod, had a combined value of $48.1M in 2010; gross ex-vessel value was $29.9M (catcher vessels) and wholesale value was $18.3M (catcher processors). Catcher processors in the fleet produced 99% head and gut with the remaining products being ancillary. The catcher vessel portion of the fleet delivered 57% of its primary target to Kodiak and Dutch Harbor. King Cove, Sand Point, and Akutan also received significant landings. The average ex-vessel price per pound was 27.5¢, an increase of 2.0¢ from the prior year and 0.1¢ above the five year average. The wholesale value was 81.8¢ per pound, a decrease of 0.7¢ from the previous year. The groundfish pot fleet vessels that participate in the crab fleet receive a large portion of their revenue from that fishery.

Karla Bush, ADF&G

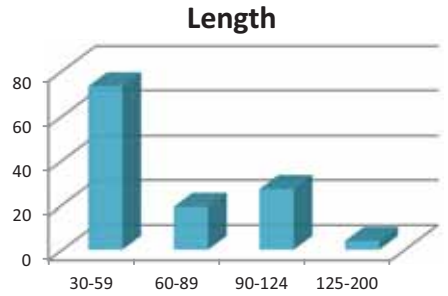
Justin Wilson

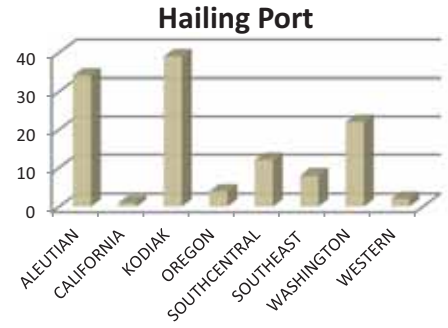
Justin Wilson

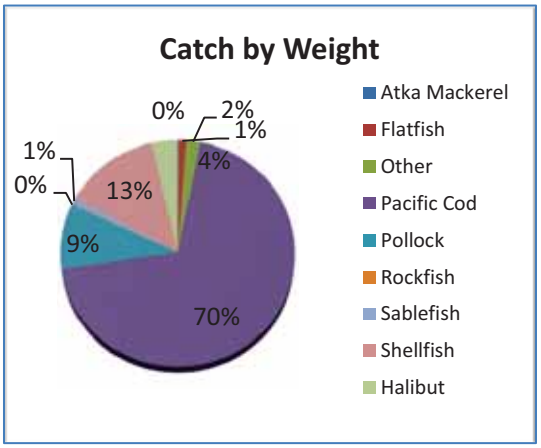


Vessels active in the groundfish pot fleet, 2010.

Advantage	Hadassah	Pacific Quest
Alaskan Dream	Heather Margene	Pacific Sun
Alaskan Frontier	Hotspur	Pacific Venture
Aleutian Belle	Icy Mist	Patricia Ann
Aleutian Lady	Independence	Pavlof
Aleutian Mariner	Irene H	Point Omega
Aleutian Spray	Jeanoah	Polar Star
Aleutian Star	Just In Case	Primus
Alysa June	Katherine	Providence
Arctic Lady	Katie Lynn	Rafferty
Arctic Mariner	Keta	Ramblin Rose
Atlantico	Kevleen-K	Raven Bay
Bandit	Kodiak	Ruff & Reddy
Barbara J	Kona Kai	Sabrina
Bering Hunter	Konrad I	Saint Paul
Bering Star	Kustatan	Scandies Rose
Billikin	Lady Lee Dawn	Sea Barb
Blue Ace	Laura S	Sea Dream
Blue Ballard	Linnea	Sea King
Bountiful	Lisa Gayle	Sea Venture
Bristol Mariner	Lucky Lady	Seabrooke
Bulldog	Mariah Dawn	Shareena
Cape Reliant	Melanie Sue	Shawna-Rae
Capt N Andrew	Melissa Rae	Shonna Jacole
Captain Kidd	Midnite Sun	Silver Spray
Castle Cape	Miss Brenda	Sound Pacer
Celtic	Miss Roxanne	St. Dominick
Cindria Gene	Neptune	St. Loretta
Commitment	Nordic Mariner	Stephanie Lynn
Desirae Dawn	Norse Maid	Strider
Destination	Northern Dawn	Sumner Strait
Devotion	Northern Dream	Sylvia Star
Enterprise	Northern Spirit	Temptation
Exceller	Northern Star	Tern
Family Pride	Northwestern	Tradition
Farrar Sea	Obsession	Van Elliott
Farwest Leader	Ocean Bay	Vicki Rae
Flying Ocean	Ocean Fury	Viekoda Bay
FV Champion	Old Squaw	Viking Star
Glennette C	Pacific Maid	Vixen
Good Deal	Pacific Mariner	Zachary R







Mark Fina, NPFMC

Background: The BSAI Crab Rationalization program was implemented in 2005, as a voluntary cooperative IFQ program. The rationalization program applies to all Federal crab fisheries except for Norton Sound red king crab and Pribilof golden king crab. The program issued harvest quota shares (QS) to vessel owners (LLP holders) and captains, as well as processor quota shares (PQS) to processors. Of the QS, 90% are issued as Class A shares that require delivery to a processor holding PQS, and the other 10% as Class B shares that can be delivered to any processor. The amount and type of QS originally issued depended on the vessel catch history during certain qualifying years. For example, for snow crab QS, catch history was based on the best 4 of 5 seasons (1996-2000), but the vessel must have participated in the 2000-2002 fisheries to qualify. The program allocated 10% of the TAC of each stock to the CDQ Program and 3% of the quota share pool to vessel captains.

Fishery Management: The Bering Sea and Aleutian Islands King and Tanner Crab FMP establishes a State/Federal cooperative management regime that defers crab management to the State of Alaska with Federal oversight. Measures under direct Federal authority include status determination criteria and annual catch limits, essential fish habitat, and limited access (including the BSAI Crab Rationalization program). ADF&G manages the fishery by setting the seasons, size limits, pot limits, gear requirements, fishing districts, closed areas, and other measures as appropriate. Only male crabs larger than a minimum carapace width can be retained. The FMP applies to 10 crab stocks in the BSAI: 4 red king crab, *Paralithodes camtschaticus*, stocks (Bristol Bay, Pribilof Islands, Norton Sound and Adak), 2 blue king crab, *Paralithodes platypus,* stocks (Pribilof District and St Matthew Island), 2 golden (or brown) king crab, *Lithodes aequispinus,* stocks (Aleutian Island and Pribilof Islands), EBS Tanner crab *Chionoecetes bairdi*, and EBS snow crab C*hionoecetes opilio*. The only crab fisheries not included in the BSAI Crab Rationalization Program are the Norton Sound red king crab and the Pribilof Islands golden king crab fisheries. Other BSAI crab stocks and GOA crab stocks are exclusively managed by the State of Alaska.

SeaAlliance/Poulsen

Crab vessels that qualified for QS are limited in the other fisheries they can participate (commonly known as 'sideboards'). Non-AFA vessels that qualified for snow crab QS are limited to their GOA groundfish catch history (excluding sablefish). Vessels with less than 50 mt total groundfish landings in the qualifying period are prohibited from participating in the GOA Pacific cod fishery. Some vessels are exempt from the

sideboards for GOA pollock or Pacific cod, however. Vessels with less than 750,000 lbs total snow crab QS and more than 680 mt of total cod history during the qualifying years are exempt from the GOA Pacific cod sideboard cap. Vessels with less than 0.22% of total Bering Sea snow crab catch history from 1996 through 2000 and 20 or more deliveries of pollock harvested in the GOA from 1996 through 2000 are exempt from the GOA pollock sideboard cap.


Alaska Bering Sea Crabbers

Gear Used: The BSAI crab fleet uses pot gear to catch crabs. The fisheries for red and blue king crab, Tanner crab, and snow crab use square pots that typically measure 7 feet by 7 feet by 3 feet deep, set one pot per line. Pots used in this fishery are constructed with a steel bar frame (1.25-inch-diameter) and covered with tarred nylon mesh netting (minimum 3.5-inch stretched mesh). Pots must include escape rings or large mesh (size depending upon the fishery) to sort out sublegal size crab. Pots are also equipped with a biodegradable panel that will open at least 18 inches. Pot sizes range from 6′ to 8′ square, with the average vessel using 7′ by 7′ pots.

Pots are constructed as follows: There is an outer frame consisting of weight bars on the bottom of the pot, typically 1.5-inch-diameter steel bar stock; a top frame and sides, typically 1 1/8-inch steel bar stock, to provide the structure; and an inner frame of 5/8-inch web bars to support the mesh and separate it from the sides and bottom of the pot. A rectangular door is hinged opposite the bridle, to allow easy unloading of catch. Each pot weighs from 500 to 700 pounds dry weight. Each pot has two tunnel openings on opposite sides, typically 9″ by 36″, with no dimension less than 5″ and a perimeter of at least 36″. When fishing for snow crab, the tunnel height cannot be greater than 4″, and 4″ diameter escape rings are required.


Mark Fina, NPFMC

The pot is attached with a bridle, generally constructed of 1-inch-diameter floating polypropylene line. The bridle is attached to floats via a buoy line or warp that consists of a 30′ to 60′ surge line, constructed of heavy duty floating polypropylene and coils of line sufficient to reach the surface. The lower coils of line (33 fathoms) are made of ¾″ floating polypropylene, and the upper coil of line is made of sinking line. The length of the floating line is not sufficient to reach the surface. The floating line keeps from fouling on the bottom and the sinking line avoids accidentally fouling in the vessel's propellers. Attached to the top coil is a plastic buoy (bag), with an auxiliary buoy attached on a tether (trailer) line.


Alaska Bering Sea Crabbers

Pots are baited with 1 to 2 gallons of chopped herring or other bait placed in hanging bait jars in the center of the pot. The bait jars are thoroughly riddled with small holes to provide water circulation, spreading a plume of scent down-current from the pot. Hanging bait, often consisting of whole Pacific cod or other fish, is also put in the pot, when available. On most vessels, the pot is tipped into the

Mark Fina, NPFMC

Alaska Bering Sea Crabbers

Mark Fina, NPFMC

David Witherell, NPFMC

sea with a pot launcher. The coils of line are thrown overboard, followed by the buoys, as the pot sinks to the bottom. The pot rests directly on the bottom. The pot remains stationary on the bottom until it is retrieved. Soak times have increased since the fisheries were rationalized and in recent years, have averaged about 60 hours in the Bristol Bay red king crab and Bering Sea snow crab fisheries.

Pots are retrieved as follows: the crewman throws a grappling hook between the buoys to get the line. The line is fed into an hydraulic hauler located on a davit, which is positioned over the starboard side of the vessel. The pot is brought to the surface, and a hook is placed in the bridle. The pot and catch are then lifted aboard and placed on the pot launcher. Crabs are dumped into a sorting table or totes and are sorted. Only legal sized male crab with a minimum carapace width may be retained. All other crabs are returned immediately to the sea. Careful handling is encouraged, and most vessels use a stream of water through a chute to carry the crab overboard with minimal loss or damage. Retained catch is placed in a hold that has circulating sea water and is retained alive until delivery to a processor. The pots are rebaited and reset, or are stored if they are being moved to a different area or it is the end of the season.

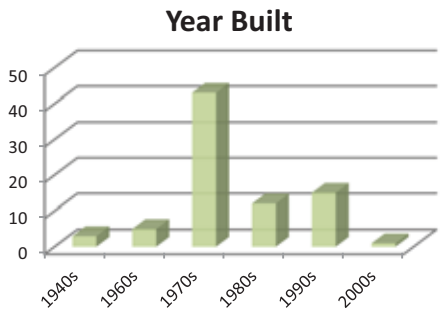
In the golden king crab fishery, strings of multiple rectangular pots are connected together to form a longline on the ocean floor. Vessels set 400 to 1,800 pots (700 pots each on average). Pots used in this fishery are constructed with a steel bar frame and covered with nylon mesh netting. A variety of pot sizes is used, largely depending on vessel size and area fished. Pots range from 5 feet by 5 feet by 32 inches high to 6 feet by 7 feet by 34 inches high. Pots are set in strings of 20 to 80 pots, each pot connected to the other by 80 to 100 fathoms of floating polypropylene line. Therefore, a single string may be 2 to 5 miles long. The ends of each string are marked with four buoys. The average soak time to allow maximum fishing is 10 to 23 days. Three to four pots may hang in the catenary as the gear is hauled up, with the vessel positioned directly above the pot that is next to leave the bottom.

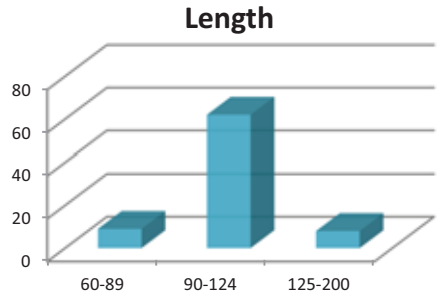
The Norton Sound red king crab fishery is prosecuted with smaller pots, generally no larger than 6 feet in largest dimension, and conical pots are used. Conical pots used in this fishery are constructed with a steel bar frame and covered with tarred nylon mesh netting (3.5-inch stretched mesh). Not all conical pots use an inner web bar frame. Conical pot sizes are generally 4 to 6 feet on the base diameter. These pots are built with a smaller diameter top ring and are designed to nest when stacked. Tunnels may be similar to the square pots or consist of a plastic collar approximately 18 inches in diameter and 10 inches high in the top of the pot. Pots may weigh from 70 to several hundred pounds. The depth fished is shallower, so the lines are short. Due to the small pot limits and the super-exclusive registration area, almost all of the vessels that participate in the Norton Sound fishery are < 32 feet and are from the

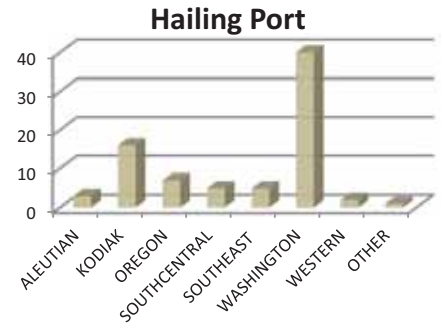
villages surrounding Norton Sound. The majority of the fleet is converted herring gill net boats, many of which are skiffs that do not have wheel houses or even lights. The Norton Sound winter fishery uses snowmachines instead of boats to harvest crab. Approximately 10 snowmachines are permitted to harvest king crab commercially by fishing small pots through the ice.

Vessels: The crab fleet had 3 catcher processors participating in 2010 and 76 catcher vessels participating in the rationalized BSAI crab fisheries.

Economics: The fleet's primary targets; king crab, snow crab, and Tanner crab, had a combined value including ex-vessel and wholesale value of $204.9M in 2010. Catcher processors in the fleet produced 99% sections. The catcher vessel portion of the fleet delivered 38% of its primary targets to Dutch Harbor. Akutan, King Cove, and St. Paul Island also received significant landings. The average ex-vessel price (all targets) per pound was $2.83, an increase of 71¢ from the prior year.

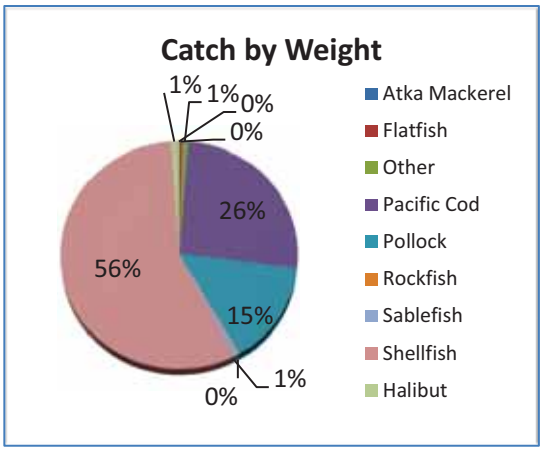






Vessels active in the rationalized BSAI crab fleet, 2010.

Adventure	Early Dawn	Pacific Sun
Alaska Spirit	Erla N	Paragon
Alaska Trojan	Farrar Sea	Patricia Lee
Aleutian Mariner	Farwest Leader	Pinnacle
Aleutian No 1	Fierce Allegiance	Polar Sea
Arctic Hunter	Guardian	Provider
Arctic Lady	Handler	Ramblin Rose
Arctic Mariner	Incentive	Rollo
Arctic Sea	Island Mist	Royal American
Atlantico	Kari Marie	Sandra Five
Baranof	Karin Lynn	Scandies Rose
Barbara J	Keta	Seabrooke
Bering Hunter	Kevleen-K	Silver Dolphin
Bering Sea	Kiska Sea	Silver Spray
Bering Star	Kodiak	Southern Wind
Big Blue	Kona Kai	Stormbird
Billikin	Kustatan	Tempo Sea
Bountiful	Melanie	Time Bandit
Bristol Mariner	Mystery Bay	Trailblazer
Bulldog	Nordic Mariner	Viekoda Bay
Cascade Mariner	North American	Vixen
Confidence	North Sea	Wassilie B
Constellation	Northwestern	Western Mariner
Controller Bay	Nuka Island	Wizard
Cornelia Marie	Ocean Fury	Zone Five
Destination	Pacific Mariner	
Determined	Pacific Sounder	



Background: Commercial scallop fishing began in Alaska during 1967, when two vessels harvested weathervane scallops from fishing grounds east of Kodiak Island. Participation fluctuated in the fishery over the years, until the early 1990s, when the Alaska weathervane scallop fishery expanded rapidly with an influx of boats from the East Coast of the United States. Concerns about overharvest of scallops and bycatch of crabs prompted the State of Alaska to implement a management plan, which contained provisions for crab bycatch limits and 100% onboard observer coverage. In 1995, a vessel fished in the EEZ without a State permit and thus unregulated, so as a result, Federal waters in the EEZ were closed to scallop fishing by emergency rule on February 23, 1995. The emergency rule controlled the unregulated scallop fishery in Federal waters until a Federal FMP could be implemented to close the fishery. The FMP initially closed the fishery for one year, but was amended in 1996 to allow the fishery to reopen in the EEZ, with the State actively managing the fishery.

Jim Stone, Alaska Scallop Association

In March 1997, NPFMC approved Amendment 2, a vessel moratorium under which 18 vessels qualified for federal moratorium permits to fish weathervane scallops in Federal waters off Alaska. By February 1999, the Council recommended replacing the Federal moratorium program with a license limitation program (LLP), which became Amendment 4 to the FMP. The LLP created a total of nine licenses with no area endorsements; each vessel is permitted to fish statewide. However, vessels that fished exclusively in the Cook Inlet Registration Area where a single 6-foot dredge was the legal gear type during the qualifying period were also limited to fishing a single 6-foot dredge in Federal waters outside Cook Inlet. The NPFMC later modified the gear restriction under Amendment 10 to allow these vessels to fish two

Jim Stone, Alaska Scallop Association

dredges with a combined maximum width of 20 feet. Amendment 10 was approved on June 22, 2005. NMFS published final regulations on July 11, 2005, which were effective August 10, 2005. NMFS implemented Amendment 10 by re-issuing the two LLP licenses with the larger gear restriction.


Alaska Scallop Association

In May 2000, six of the nine LLP owners formed the North Pacific Scallop Cooperative under authority of the Fishermen's Cooperative Marketing Act. The cooperative is self-regulated with individual vessel allocations within the guideline harvest range and crab bycatch caps under the terms of their cooperative contract. Vessels not in the cooperative are not bound by any contract provisions. The cooperative does not receive an exclusive allocation of the scallop harvest. Some owners opted to remove their boats from the fishery, but get benefits from the cooperative based on the vessels traditional catch, which is caught by other member vessels in the cooperative.

Fishery Management: The scallop fishery is managed jointly by NMFS and ADF&G under the Federal FMP for the Scallop Fishery off Alaska. Most management measures under the FMP are delegated to the State for management under Federal oversight. ADF&G management of the weathervane scallop fishery covers both State and Federal waters off Alaska.

Catch of scallops is limited by guideline harvest ranges (hard caps) established for each of the nine registration areas. The upper end of the guideline harvest ranges summed together is equal to MSY of 1.24 million pounds. Within each range, a guideline harvest limit establishes a pre-season target for each fishing area (registration area, district, or statistical area).

The regulatory fishing season for weathervane scallops in Alaska is July 1 through February 15 except in the Cook Inlet Registration Area. In the Kamishak District of Cook Inlet, the season is August 15 through October 31. Scallop fishing in any registration area in the State may be closed by emergency order prior to the end of the regulatory season.

Bill Harrington

Observers are required on all vessels fishing for scallops in Alaska outside Cook Inlet to monitor the fishery during the season and transmit data to ADF&G several times per week. ADF&G may close

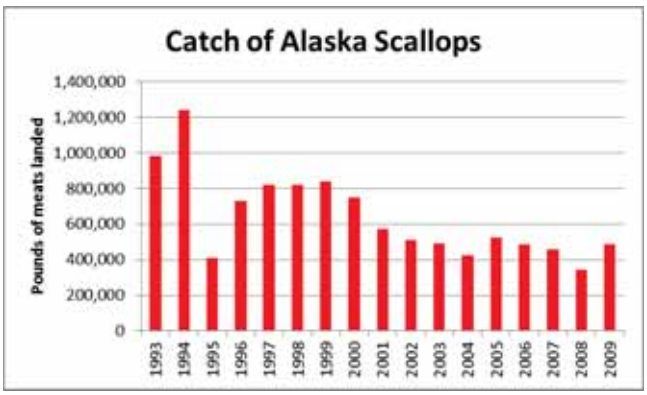
Gregg Rosenkranz, ADF&G

fishing in any area before the GHL is reached due to concerns about localized depletion, trends in CPUE, or bycatch rates. Inseason data are also used by the scallop industry to avoid areas of high bycatch.

Gear Used: The scallop fishery is prosecuted with dredges. Dredges are of a standard 'New Bedford' design, with the steel dredge shoe and 4-inch-diameter steel rings contacting the bottom during fishing. The tops of the bags are constructed of 6-inch-stretched mesh polypropylene netting. Each dredge is attached by single steel wire cable that is operated from a deck winch. Vessels fishing outside Cook Inlet are limited by regulations to a maximum of two dredges with a maximum width of 15'. The 15-foot dredges weigh 2,400 pounds dry weight each, consisting of a frame and a bag. The 1,900-pound frame rests on two 4" by 9"shoes. The bags weigh 500 pounds each. The shoes are changed every 4 days to 5 days because they bear most of the weight. Rubber chafing gear is sometimes used for fishing on rough bottom areas to protect the links connecting the rings. In Cook Inlet, only one dredge with a maximum width of 6' can be used.

Scallop fishing operations involve the following steps: (1) dredge setting, (2) towing for about 45 minutes on the bottom at 4.3 knots to 4.8 knots, (3) dredge retrieval, (4) dumping the catch on deck, (5) sorting out the scallops to be retained, (6) discarding debris, small scallops, and other bycatch, and (7) repairing gear as needed. The gear is then reset, or the boat moves to a different area. Retained scallops are shucked by a hand-held knife, with the adductor muscle retained and the shells and remaining tissues discarded overboard as the scallops are shucked. The yield of shucked meat is approximately 10% to 11%. The discarded shell serves as substrate for settling scallop spat and other marine organisms.

Weathervane scallops occur in discrete beds in areas 60 m to 140 m (average of about 90 m) deep, over predominantly clayey silt and sandy bottoms, but they are also found in areas with gravelly sand and silty sand. Bottom type and depth depends on the area fished. For example, in the EBS, the fishery occurs at depths of 100 m to 120 m, but occurs at 60 m to 85 m near Kayak Island in the eastern GOA. The fishery occurs from the Southeast Alaska out to the AI and the EBS, with the area fished each year equaling approximately 200 nautical square miles over the entire State.



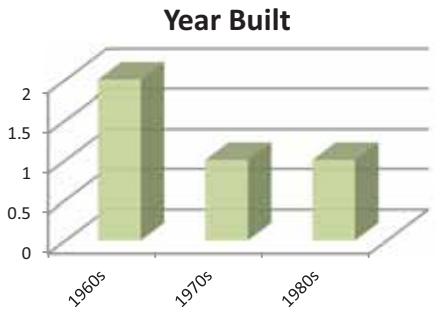
Vessels: Only 4 vessels fished for weathervane scallops in 2010. Two of these were older wooden eastern rigged vessels, and two were modern western rigged vessels with steel construction. All vessels hail from Kodiak.

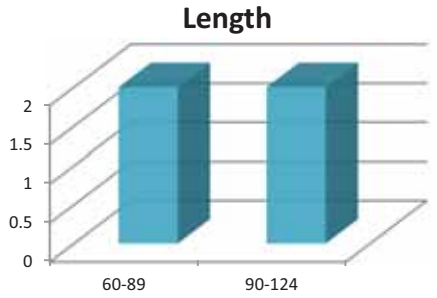
Economics: The fishery targets weathervane scallops. Catches have declined from a high of 1.2 million pounds in 1994 to about 500,000 pounds in 2009. This reduced catch is due to changes in regulations as well as fluctuations in crab bycatch limits and estimated scallop abundance. One of the vessels also participates in BSAI Pacific cod trawl fishery.

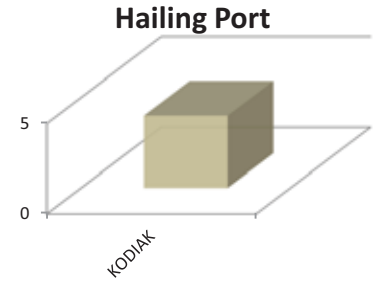
Prior to 1996, almost all scallop meats were placed in muslin bags and iced (not frozen) at sea. While some fresh product sales may continue to occur at dockside or roadside in the Cook Inlet region, nearly all landed scallop meats are processed (shucked) and plate frozen at sea.

The ex-vessel price per pound (adjusted for inflation) has fluctuated during the past; trending upwards from $6.95 in 1993/94 to $8.13 in 1997/98, then falling to $5.88 in 2003/04, rebounding to $8.10 by 2006/07, and then falling to $5.94 in 2007/08. The statewide average 2008/09 price increased to $6.34.

First wholesale revenue in this fishery has varied considerably as both price and landings have varied. The peak value in the fishery, since 1993, occurred in 1994/95 season when about $9.6 million was earned. Since that time, real total first wholesale revenue in the fishery has fluctuated with prices. Overall, the total value has trended downward as landings have fallen from more than 1.2 million pounds down to a low in 2008/09 of 342,434 pounds. The total real first wholesale revenue of a little less than $2.2 million in the 2008/09 season was the lowest revenue total since 1993. In 2010, weathervane scallops had a wholesale value of $3.9M. The average wholesale price per pound was $8.42, a large increase from the previous year.







Jim Stone, Alaska Scallop Association

Vessels active in the Alaska scallop fleet, 2010.

Arctic Hunter
Ocean Hunter
Provider
Kilkenny


Tim Evers

Background: Alaska has a large number of boats that take out sport fishermen on charter fishing trips, and many of these boats target halibut exclusively, or provide combination trips that also target salmon, lingcod, and rockfish. Increasing catches of halibut in the charter (or guided sport) sector in the early 1990s raised concerns about localized depletion of halibut and the potential reallocation of halibut from the commercial halibut Individual Fish Quota (IFQ) fisheries to the charter fisheries in Southeast (Area 2C) and Southcentral (Area 3A) Alaska.

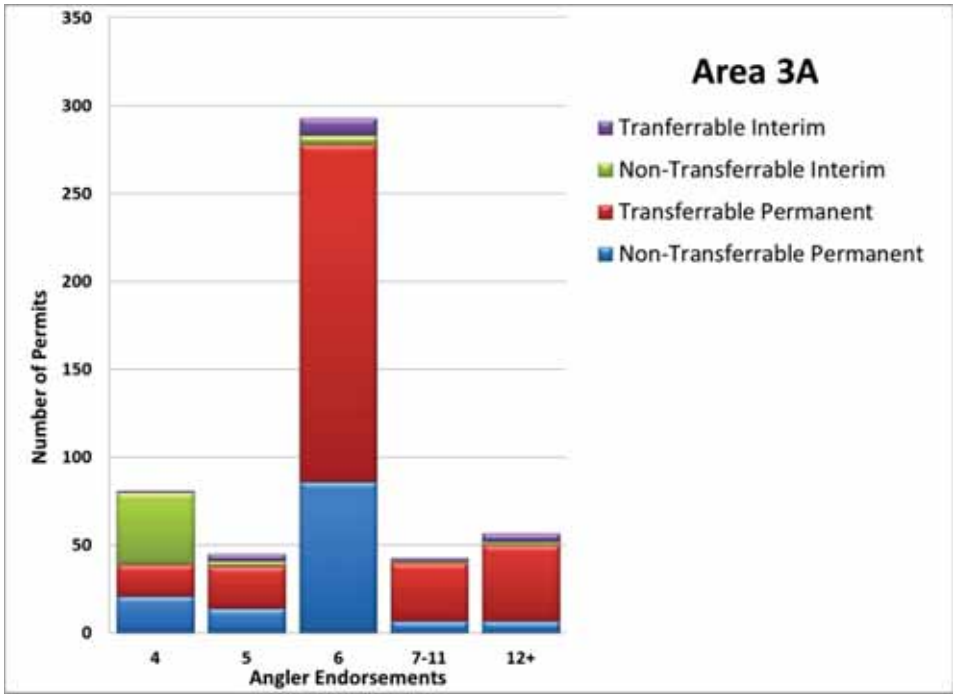

Tim Evers

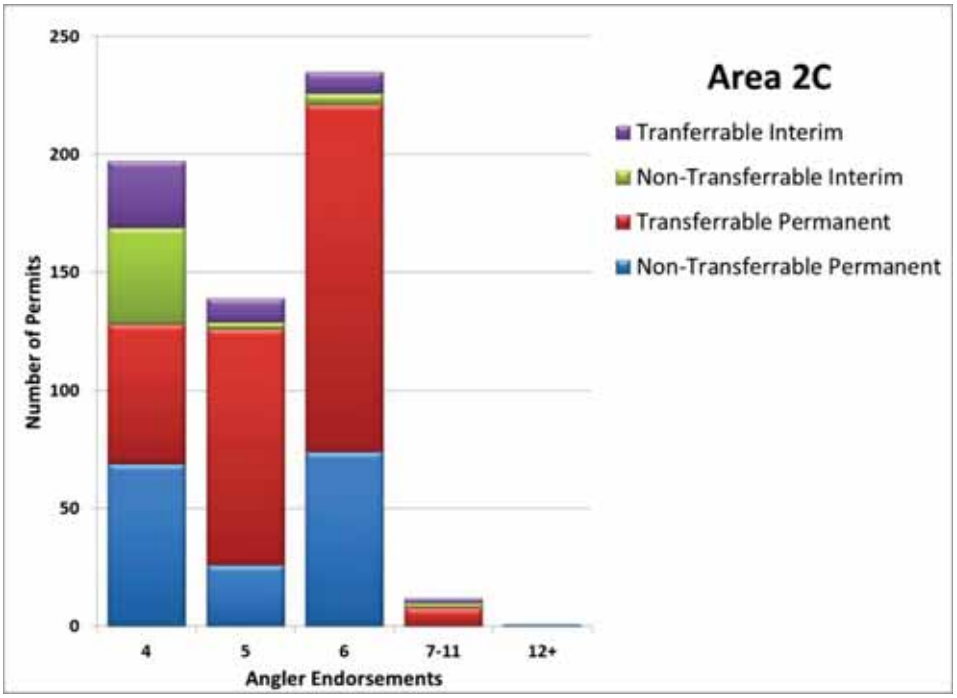
The Council developed a number of actions to limit growth of the charter halibut sector. In 2000, the Council adopted a guideline harvest level (GHL) program for Area 2C and Area 3A. The GHL established a pre-season estimate of acceptable annual harvests for the halibut charter fishery, beginning in 2004. To allow for limited growth of the charter fleet while approximating historical harvest levels, the GHLs were based on 125% of the average of 1995-99 charter harvest estimates, as reported by ADF&G. The GHLs were set at 1,432,000 lb net weight in Area 2C and 3,650,000 lb net weight in Area 3A. In the event of a reduction in either area's halibut biomass, as determined by the International Pacific Halibut Commission, the area GHL would be reduced incrementally in proportion to the quota reduction.


Rex Murphy

In 2011, a limited entry program was implemented for the Area 2C and Area 3A charter halibut fisheries to provide stability for the guided sport halibut fishery and decrease the need for regulatory adjustments to the fishery. Under the program, permits were issued to qualifying individuals or businesses that documented fishing trips during a qualifying year (2004 or 2005) and the recent participation year (2008). Permits were deemed transferrable or non-transferrable, depending on

the number of fishing trips made by the qualifying businesses. Charter halibut business operators are required to have a charter halibut permit on board to fish for halibut, and permit holders are subject to limits on the number of permits they can hold and on the number of charter boat anglers who can catch and retain halibut on their charter boats. The permit does not limit the number of trips an operator can take each season. A total of 1,089 permits (including interim permits) have been issued through January 5, 2012, with 574 in 2C and 515 in 3A.In Area 3A, most permits are endorsed for 6 anglers, with 100 permits for endorsed for 7 or more. In 2C, almost all the permits are endorsed for 4, 5, or 6 anglers, with only 12 permits endorsed for 7 or more anglers. In addition, permits will be issued upon request to community quota entities representing specific rural communities in Area 2C and 3A.





Fishery Management: The halibut charter fishery is managed by the IPHC, NMFS, the Council, and the State of Alaska. In October 2008, the Council adopted a Catch Sharing Plan between the charter and commercial IFQ sectors, which would replace the GHL Program. If approved, the plan would implement a matrix of management measures for charter anglers that would be linked to halibut biomass and different allocations. It would also allow charter halibut limited entry permit holders to lease commercial halibut IFQ for use by anglers in the charter sector, thereby compensating the commercial sector for seasonal increases in the charter sector allocation.

Tim Evers

Gear Used: The fleet takes out clients who fish under State of Alaska sportfish regulations, where fishermen are allowed one line in the water with a maximum of two hooks

Tim Evers

Tim Evers

Tim Evers

per line. On most charter vessels, each fishermen uses a fairly stout rod, 5′ to 7′ in length, equipped with 60-130 pound test braided Dacron or a braided superline. Terminal tackle consists of a 1-3 pound lead sinker and a single 8/0-16/0 circle hook on a heavy monofilament leader, frequently assembled as a slip sinker rig. Bait is usually whole or cut herring, although squid, octopus, cod, or salmon heads may also be used. The hooks are dropped down to fish on the bottom. Once hooked, the fish are reeled up and either retained, or unhooked and released. In most cases, fishermen are seeking to retain the larger halibut, although regulations may restrict the size that can be retained. Regulations can also affect whether an angler is allowed to retain one or two halibut per day.

Vessels: There are a wide variety of vessels that participate in the guided sport halibut fishery, from small open skiffs to large vessels with staterooms that operate multi day eco-tourism and fishing trips. Most of the fleet, however, consists of 22-34 foot boats constructed of aluminum or fiberglass and carry up to 6 fishermen. Most boats make day drips, leaving early in the morning and returning in the afternoon. Several outfits offer half day, or extended overnight trips as well. Also, a limited number of charter businesses own land-based or floating lodges where clients are housed on a larger vessel and may also use smaller vessels to fish for halibut. Even with the variety of charter business structures, the fishing vessels are typically small vessels (e.g. six-pack vessels). However, in Area 3A, there are a many larger vessels that carry more than 6 fishermen. These larger vessels can fish 8 -

Tim Evers

24 fishermen depending on their size. Some are also used for multi-day long range trip that travel outside of the range of day charters. These vessels are inspected by the USCG for safety and stability in the waters where they are licensed to operate.

Andy Mezirow

Economics: Boats in the guided sport halibut sector may target halibut exclusively, or provide combination trips depending upon the season and location. For example, in Southeast Alaska, many charters may provide a combination trip for salmon, halibut, rockfish, and lingcod, depending upon the season. In Cook Inlet, boats may target halibut exclusively, or do combination trips if Chinook salmon or silver salmon are available, or if the lingcod season is open. Charter businesses provide the necessary fishing equipment and knowledge to give clients the opportunity to harvest halibut and other species. They also provide assistance in cleaning the harvest, and may also help preserve, store, and ship the harvest back to the client's home. Depending on client needs and location, they may provide half-day trips, full-day trips, multi-day trips, or any combination of those types of trips. Some operators are also part of a larger lodge business; their clients often stay at the lodge and take halibut trips as part of their wilderness adventure. Some charter operations also offer sightseeing trips, guided hunting trips, or water taxi service to drop off locations.

The price of a halibut trip varies depending on time of the year, the type of vessel used, and the length of the trip. In general, full-day trips originating from Homer in 3A, cost between $150 and $350 per day. Some trips are priced higher if the client wants to book a vessel with four or fewer clients for private trips or more individualized attention. Discounted trips are offered by most of the charter operators for trips outside of the most popular fishing season (before early June or after the middle of August). Rates for Seward are similar to those out of Homer. Rates for trips from Area 2C ports (e.g., Sitka, Kechikan) vary more than in Area 3A ports because 2C trips are affected by cruise ship timelines (four-hour trips or six-hour trips), are combined with other activities (e.g., salmon fishing), or are part of a lodge package that also includes accommodations. In Area 2C, the price for a full-day charter ranges from $250 to $350 per person.

Tim Evers

In 2010, a total of 1,090 vessels were used in the charter halibut fishery. Of this total, there were 574 vessels operating as charters in Area 2C, and the average vessel took 33 trips with an average client load of 4 passengers. In Area 3A, there were 516 vessels recording charter trips for halibut in 2010, and the average vessel took 37 trips with an average client load of 6 passengers.

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April 2012

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Produced by NPFMC under NOAA Award # NA10NMF4410005
Prepared by NPFMC in association with Alaska Fisheries Information Network, PSMFC