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The Advocate for the Commercial Fisherman

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CONTENTS

DECEMBER 2024

News

Features

Departments

Next Issue

Among the articles planned for the January issue of *Fishermen's News* are **Fish Finders**: Fish-finding electronic devices are an indispensable tool in the commercial fishing industry. Which are among the best and most popular for at-sea fishing? And **West Coast Fisheries Preview**: A look at the spring fisheries from Baja California, Mexico to Neah Bay, Wash.

The Advocate for the Commercial Fisherman

THE JOURNAL OF RECORD FOR THE WEST COAST COMMERCIAL FISHING INDUSTRY FOR MORE THAN 75 YEARS

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MARITIME PUBLISHING

Dear Readers,

Dave Abrams, Publisher

It is with mixed emotions that I am writing to let you know that future issues of *Fisherman's News Magazine* will be presented in digital format only.

While I am a big believer in print publications, and it is my preferred medium for reading magazines, the economics of printing and mailing magazines continues to move in the wrong direction. Our revenues simply cannot keep pace with the ever-increasing costs.

When I revived *Fisherman's News* back in 2021 after the former publisher decided to cease the publication, I really felt that the magazine needed to be saved, as it provides valuable information to the commercial fishing community in the Pacific region. I still feel that way.

We are transitioning to a new, more mobile friendly e-Magazine. This new experience will allow you, the reader, to have a better reading experience, without having to zoom in and out to read content as is the case with traditional "flipbook" type digital editions that we produce today.

The new e-Magazine version will also allow for better search capabilities for topics in current and archived issues. We will be rolling out this new format with the January 2025 issues. To emphasize, we will still be producing a great magazine—just not printing it and putting it in the mail.

To those of you who have supported us with print edition subscriptions, thank you. I feel bad for having to let you down. You are owed a refund for print issues that you have paid for and will not receive as part of your subscription.

To claim that refund, please contact **subscribe@maritimepublishing.com**. If you would be willing to transfer your print subscription to a digital subscription, I would be most grateful. We do plan on charging for certain access levels to the digital edition, but we will automatically credit you for any un-used portion of your print subscription should you choose to not request a refund.

To our advertisers, thank you for your support of the print publication, and I hope you will continue to support us as we transform into the digital age. The digital edition allows us to provide an enhanced experience to people who are interested in your products and services, as they will be able to visit your web sites, watch video and interact with your brand directly from the digital edition of our magazine.

I am excited to get underway into the digital age with *Fisherman's News Magazine* and I do believe that everyone will find the new e-Magazine to be a great reading experience. I look forward to having you on this voyage with me. Thank you for your continued support.

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ON THE COVER
Fresh fish at a market. Photo: Rachel Martin via Unsplash.

Calif. Commercial Dungeness Crab Fishery Delayed to Protect Whales from Entanglement

California's 2024 commercial Dungeness crab fishery, which had been scheduled to open on Nov. 15, has been delayed due to a high abundance of humpback whales and large number of recent entanglements in fishing areas.

The California Department of Fish and Wildlife announced Oct. 25 that the commercial Dungeness crab fishery south of the Sonoma/Mendocino County line would not open as scheduled in Fishing Zones 3, 4, 5 and 6 due to the aforementioned issues regarding whales.

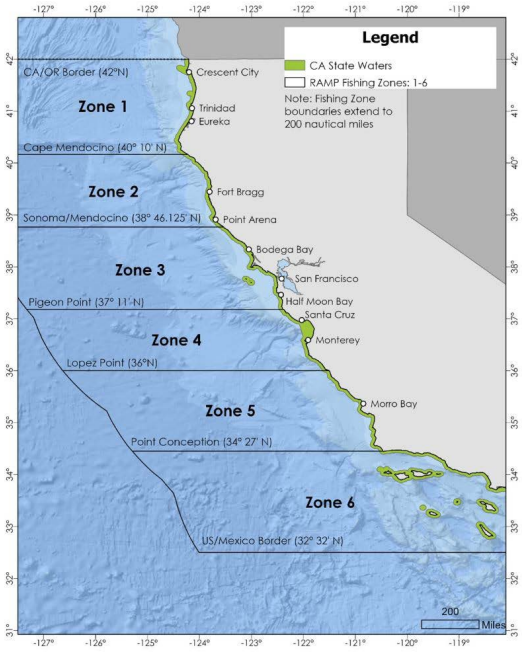
CDFW said that it anticipates the next risk assessment will take place on or around Nov. 15, at which time the agency's director will re-evaluate risk for the Dungeness crab fisheries.

That risk assessment is expected to inform the potential for a statewide commercial fishery opener on Dec. 1, as well as the potential to modify an existing recreational trap restriction.

The recreational Dungeness crab season opened statewide on Nov. 2, but the use of traps will be temporarily prohibited between the Sonoma/Mendocino County line and Lopez Point, Monterey County (Fishing Zones 3 and 4) when the season opens due to presence of humpback whales and potential for entanglement from trap gear. ■

More information related to the risk assessment process is available at the CDFW's Whale Safe Fisheries page: **https://www.wildlife.ca.gov/Conservation/Marine/Whale-Safe-Fisheries**.

More information on the Dungeness crab fishery is available at **www.wildlife.ca.gov/crab**.



A map of California fishing zone boundaries. Image: California Department of Fish and Wildlife.

Alaska Fisheries Suffered $1.8B Loss in 2021-23

By Margaret Bauman
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NOAA Fisheries economists say the fishing industry in Alaska suffered a $1.8 billion loss in 2022 and 2023, and that the state's commercial fisheries overall saw a 50% decline in profitability from 2021 through 2023.

"The Alaska seafood industry is a major contributor to the U.S. seafood sector," Robert Foy, director of the Alaska Fisheries Science Center (AFSC), said in a report released Oct. 9. "The social and economic ramifications of Alaska's losses have reverberated down the West Coast and across the country."

Image: Alaska Fisheries Science Center.

The downturn resulted in the loss of over 38,000 jobs nationwide and a $4.3 billion loss in total domestic value of all goods and services produced. Alaska, California, Oregon and Washington were the states most affected, showing a loss of $191 million in state and local tax revenues.

AFSC economist Steve Kasperski noted that commercial fisheries flourished in Alaska for generations, shaping social structures, cultural identity and robust local economies.

"Beyond the economic impacts, the decline of fisheries in the region threatens a way of life, sense of place, community and identity," he said.

The economic impact on fisheries in 2023 prompted the seafood industry to ask NOAA Fisheries to undertake an independent analysis into the data behind the pressure on fishermen, seafood workers and communities.

The agency set about gathering data from fishing boats, processors and international trade databases for federal and state fisheries in Alaska and by interviewing those in the industry, fishing associations, dependent businesses and community members.

NOAA Fisheries personnel also considered trade articles, news stories and reports about Alaska to produce what's called the Alaska Seafood Snapshot for 2023.

Economists found that starting in 2022, the industry experienced higher costs associated with increased wages while facing both higher energy prices and interest rates. Revenue fell in 2023 due to declining prices for every major species group, they said.

They also found changes in post-pandemic years in retail operational strategies and consumer seafood purchases, with retailers altering how they handle the seasonal influx of seafood products.

Historically retailers lowered prices to clear inventory, but retail demand for seafood was strong during the pandemic as people ate more at home, followed by a dramatic decline in demand as restaurants and schools opened up again. That left retailers saddled with high-priced inventory and lower demand.

Economists found retailers transitioned to keeping supply lower by slowly moving inventory out of cold storage. This meant the seafood supply was lower in the market, keeping prices higher, allowing retailers to stay afloat. But it also resulted in seafood producers, processors and wholesalers in Alaska demanding a lower quantity of seafood.

While seafood prices softened somewhat this year, it was not enough to lure consumers to purchase the amounts they bought in 2020 and 2021.

International competition, including that from several Russian fisheries, also posed challenges. NOAA economists noted that the Marine Stewardship Council certified Russian fish using the trade name "Alaska pollock" in marketing, giving domestic fisheries less of an edge in global markets.

Russian fish also had lower labor and operating costs in production and processing, resulting in lower environmental and labor standards, hurting the competitive edge of genuine Alaska pollock.

Further competition came from international trade barriers, the strengthened U.S. dollar, inflationary prices that impacted consumer demand for higher priced seafood and declines in seafood processing jobs and plant closures in the U.S.

These issues collectively contributed to a 32% decline in vessel revenues from 2022 to 2023, a total of $617 million. First wholesale values dropped 26% or $1.2 billion, bringing the total direct loss to $1.8 billion.

Kasperski said NOAA also looked at regional trends across Alaska.

A decade of ecological and economic challenges in the Gulf of Alaska have resulted in declining participation and an undermining of the economic status and social well-being of fishing communities.

The Bering Sea experienced different, but similarly scaled ecological changes over the last decade. NOAA researchers noted that the total number of active commercial fishing vessels declined by 29 from 2003 through 2023 in the Bering Sea and Aleutian Islands, and the number of active seafood processors fell by 32%.

Meanwhile in the Gulf of Alaska, those numbers declined by 20% and 7%, respectively.

Climate change also played a role in the economic impact on fishing communities.

A marine heatwave in 2017-18 led to the crash of the lucrative snow crab fishery in 2022 and coincided with Bristol Bay red king crab fishery closures from 2021 to 2023. The economic impact of the closures was particularly devastating to the community of St. Paul, which is largely dependent on a big shoreside seafood processing facility; 60% of the community's budget was lost.

The future of the seafood industry in Alaska is still clouded by warming ocean conditions associated with climate change, as the industry itself and associated communities work to remain resilient. ■

Washington Natural Resources Dept. Begins Cleanup of Puget Sound Pollution

Officials with the Washington Department of Natural Resources are removing makeshift tire reefs from Puget Sound as part of the agency's new Tire Pile Removal Program, which is part of a strategy to protect and restore salmon habitat.

The tires were installed as artificial reefs from the 1960s to 1980s by several Washington state groups to increase habitat or dwindling rockfish and lingcod populations.

On Oct. 24, Washington State Public Lands Commissioner Hilary Franz said it was important to remove pollutants like these tire reefs now, before they become a larger problem across Puget Sound.

The polypropylene rope holding bundles of tires together is wearing

Polluting tires being removed from Puget Sound. Photo via Washington Department of Natural Resources.

down, causing tires to drift and pollute waterways and beaches. Once on land, the tires break down faster, which can result in microplastics spreading into the environment.

The piles also collect fishing line and other debris underwater that can entangle wildlife.

The Natural Resources department said that it has identified 14 sites with tire reefs in Puget Sound. Its crews spent several years mapping the tire reefs with multibeam sonar and Geographic Information System.

The first removals began in mid-October, with crews using an excavator and die team removing some 2,500 tires from the site of Tolmie State Park near the mouth of the Nisqually River.

According to DNR spokesperson Zoe Love, the Natural Resources Department has received more reports of tires washing ashore in the past several years. This, she said, poses a risk as tires may break down faster on shore and create microplastics and micro-rubbers in the environment.

With so many removal sites left, the agency said that it hopes to secure more funding for more removals in the upcoming legislative session.

DNR officials also said that cataloging and surveying the tire piles of Puget Sound has been a joint effort that includes the collaboration of the Washington Department of Ecology, the Washington State Parks and Recreation Commission, the Washington Department of Fish and Wildlife, the Washington Scuba Alliance and Native nations and tribes of Washington state. ■

Trident Declines to Open Snow Crab Processing Facility in St. Paul, Alaska

Trident Seafoods' St. Paul, Alaska processing facility, located 770 miles southwest of Anchorage. Photo: Trident.

A decision by the Alaska Department of Fish and Game to reopen the snow crab fishery this year could have offered some economic relief to the Pribilof Island city of St. Paul, with a population of some 300 people, but now Trident Seafoods says its plant there won't reopen for economic reasons.

Trident in mid-October confirmed plans to work with stakeholders and the community of St. Paul, after telling the North Pacific Fishery Management Council during its October meeting in Anchorage that there were many reasons for its decision to keep the plant closed.

Unalaska public radio station KUCB noted that Shannon Carroll, Trident's director of public affairs and fisheries development, told the council that the low total allowable catch (TAC) set by ADF&G would mean a significant loss for just opening Trident's facilities there.

According to Carroll, poor conditions in other fisheries, including pollock, salmon and cod, would mean Trident can't subsidize its operation in St. Paul as they have done during many years of low TACs.

Carroll said Trident was not expecting the snow crab opener even a few weeks ago, but he wanted to be clear that this was not a signal that the company was pulling out of St. Paul or pulling out of crab.

The snow crab TAC of roughly 4.7 million pounds this season is a small fraction of what's traditionally harvested.

St. Paul City Manager Phil Zavadil told KUBC earlier this year that the city has had to boost utility rates and use money from savings to stay afloat. ■

NOAA Recommends Projects to Support Bycatch Reduction Research

NOAA Fisheries has recommended 13 projects—including six for the West Coast, Alaska and the Pacific Islands—to support innovative bycatch reduction research through its Bycatch Reduction Engineering Program.

Agency officials said that as of early October, the application approval and obligation of funds were not finalized. Each application is currently listed as recommended and not a guarantee of funding.

NOAA FISHERIES

Image: NOAA Fisheries.

NOAA Fisheries provided detailed information for just some of the recommended projects, but for the West Coast, the recommendations include $245,743 for the Pacific States Marine Fisheries Commission and $193,391 for Sub Sea Sonics, a San Diego firm that provides low-cost solutions for underwater equipment recovery.

The fisheries commission would evaluate the efficacy of longline-configured crab gear compared to conventional single-pot gear. The project would help identify configurations of longline gear that can significantly reduce the presence of vertical lines in the fishery.

Alaska would potentially receive $197,595 for bycatch reduction research at the University of Alaska Fairbanks and $199,998 for FishNext Research of Mountlake Terrace, Wash., a research organization that does conservation work through grants and contracts.

The goal of the UAF project is to reduce or eliminate killer whale mortalities and serious injuries caused by net entanglements in the Amendment 80 deep-water flatfish trawl fishery through development and implementation of gear modification. The device is a barrier across the net entrance to deter or prevent killer whales from entering.

The FishNext project would accelerate adoption of active selection systems, improving their use through experience and familiarity, while continuing to improve related technology.

In the Pacific Islands, the International Seafood Sustainability Foundation would receive $205,625 to conduct a comprehensive search for organic materials suitable for biodegradable Fish Aggregating Devices (or bio-FADs in the western and eastern Pacific region).

The Pacific Islands Fisheries Group would get $74,328 to build on traditional knowledge of shark-fisher interaction across the Pacific Islands small boat commercial fishery. ■

First Salmon Since 1912 Spotted in Oregon's Klamath Basin Following Dam Removal

On Oct.16, a fall-run Chinook salmon was identified in a tributary to the Klamath River, becoming the first of the fish to return to the Klamath Basin in Oregon since 1912 when the first of four hydroelectric dams was constructed, blocking migration.

The salmon—part of a species which travel up rivers from the sea to breed—was identified by Oregon Department of Fish and Wildlife fish biologists. The Chinook and others likely traveled about 230 miles from the Pacific Ocean to reach the tributary, months after the Klamath River dams were removed to ensure fish passage from California to Oregon.

"This is an exciting and historic development in the Klamath Basin that demonstrates the resiliency of salmon and steelhead," ODFW Director Debbie Colbert said. "It also inspires us to continue restoration work in the upper basin. I want to thank everyone that has contributed to this effort over the last two decades."

"This is what our members worked for and believed in for so many decades," Klamath Tribes Secretary Roberta Frost said. "The salmon are just like our tribal people and they know where home is and returned as soon as they were able."

Fish biologists have been surveying the Klamath River and tributaries since the removal of the dams as part of the agency's responsibility to monitor the repopulation of anadromous fish species to the basin in collaboration with the Klamath Tribes, a federally recognized Native American Nation. It consists of three Native American tribes that traditionally inhabited Southern Oregon and Northern California: the Klamath, Modoc and Yahooskin.

The tribes are headquartered in Oregon.

ODFW, the Klamath Tribes and other partners have been working together on the restoration project to monitor Chinook salmon, coho salmon, steelhead and Pacific lamprey once they're able to repopulate habitat above the dams.

A fall-run of Chinook salmon seen on Oct. 16, in a tributary of the Klamath River after removal of the dams to allow the first fish to return since 1912. Photo: Mark Hereford/ODFW.

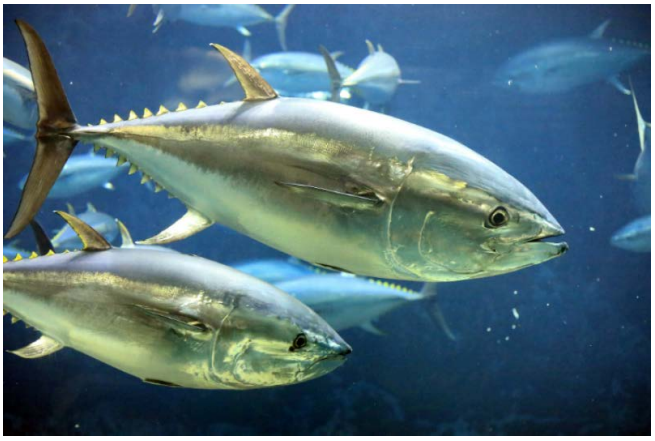
Mark Hereford, ODFW's Klamath Fisheries Reintroduction Project Leader, who was part of the survey team that identified the fall-run Chinook, said his team was ecstatic upon seeing the first salmon.

"We saw a large fish the day before rise to surface in the Klamath River, but we only saw a dorsal fin," Hereford remarked. He recalled thinking, "was that a salmon or maybe it was a very large rainbow trout?"

Once the reintroduction team returned on Oct. 16 and 17, they were able to confirm that salmon were in the tributary. ■

More U.S.-Caught Pacific Bluefin Tuna to Hit U.S. Markets Next Year

Increased catch limits culminate a decade-long international effort to rebuild the once-imperiled species.



(Left) Pacific bluefin tuna swim underwater. Photo: Adobe Stock via NOAA Fisheries.

By NOAA Fisheries

Commercial Pacific bluefin tuna vessels in the United States can harvest almost 80% more fish in 2025-26 after a regional fishery management organization, the Inter-American Tropical Tuna Commission, increased catch limits during a meeting in Panama in September.

This decision came three months after a stock assessment by the International Scientific Committee for Tuna and Tuna-Like Species in the North Pacific Ocean found the Pacific bluefin tuna stock to be rebuilt—and a decade ahead of schedule.

U.S. fishermen harvest Pacific bluefin tuna using hook-and-line, purse seine and drift gillnet gear and land their catch mainly in Southern California ports. Additionally, increases in commercial catch limits are expected to benefit recreational anglers who also catch Pacific bluefin off Southern California, as the Inter-American Tropical Tuna Commission resolution that increased commercial catches also called for consistent management of sport fishing.

In 2022, U.S. commercial fishers harvested 368 metric tons, or more than 800,000 pounds, of Pacific bluefin tuna, and earned more than $2.2 million for the catch. The two-year catch limit for 2025-26 is increasing almost 80%, to 1,822 metric tons from 1,017 in 2023-24.

This means the U.S. fleet can bring more Pacific bluefin tuna to the docks and seafood markets, which would be a welcome change for captains, crew and seafood distributors after more than a decade of belt tightening in the fishery.

"We rebuilt the stock as a result of stringent management measures put in place on both sides of the Pacific, and the effort was not just thanks to scientists and fishery managers," said Ryan Wulff, assistant regional administrator for NOAA Fisheries West Coast Region and Alternate U.S. Commissioner to the Inter-American Tropical Tuna Commission. "We have to acknowledge the efforts the fishing industry has taken to ensure harvests remain sustainable."

"The rebuilding of the Pacific bluefin stock is not only a success from a biological perspective but is also a success for the fishing communities and consumers, leading to greater economic opportunity and more U.S. seafood available for U.S. plates," Wulff said.

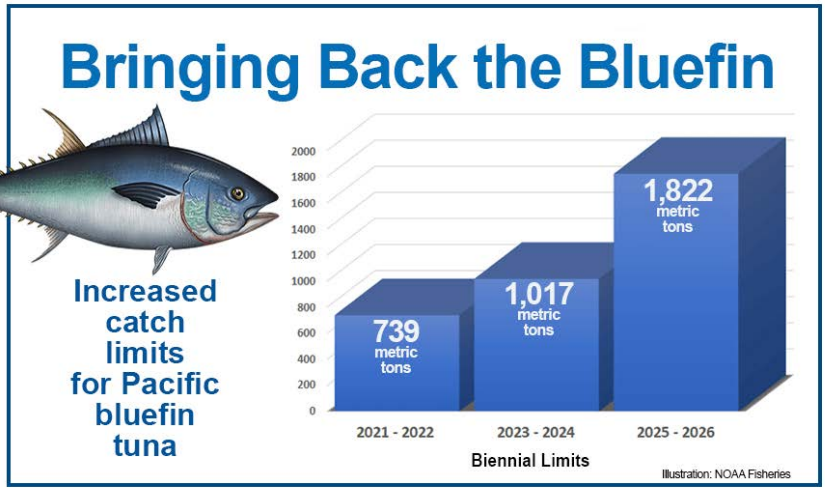
Decades of overfishing depressed the abundance of Pacific bluefin tuna to historically low levels from 2009 to 2012. This precipitous decline sparked international steps to drastically reduce fishing across the Pacific, giving the commercially prized species a chance to stabilize and rebuild. That led to rebuilding the population a decade ahead of schedule.

The next challenge for the industry is to rebuild markets—specifically those within the U.S.

Many Countries, One Stock

Pacific bluefin tuna are a highly migratory species, whose habitat mostly spans the temperate waters of the North Pacific, from East Asia to the North American West Coast. The Inter-American Tropical Tuna Commission manages catches of tuna and tuna-like species in the eastern Pacific.

The U.S. and Mexico are the only countries in the eastern



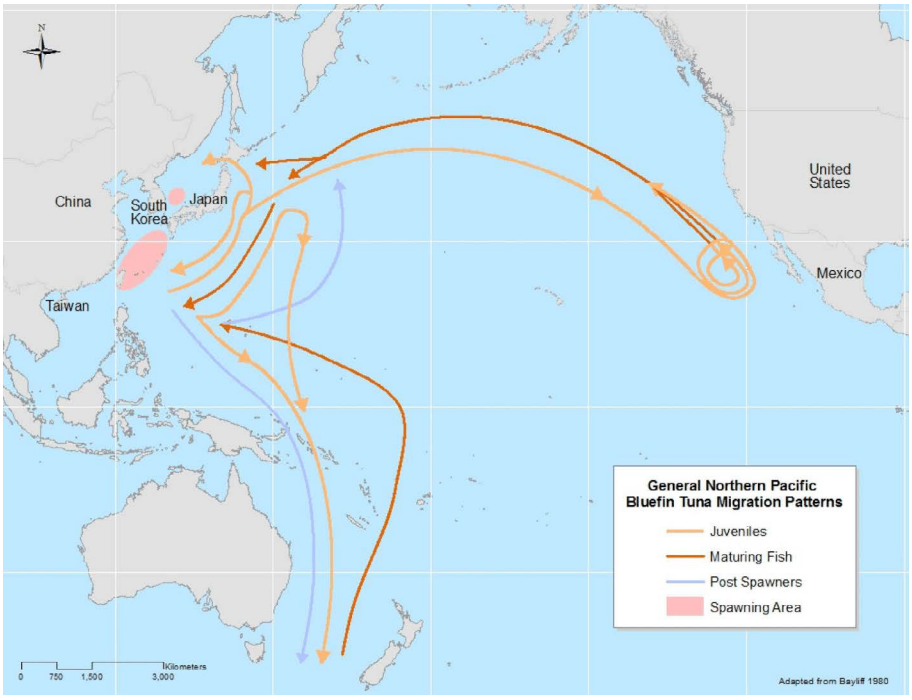
Pacific that harvest Pacific bluefin. The Western and Central Pacific Fisheries Commission manages Pacific bluefin tuna harvests throughout the rest of the Pacific.

Both organizations adopt bluefin tuna management and conservation measures by consensus, based on science produced by the seven-country International Scientific Committee for Tuna and Tuna-Like Species in the North Pacific Ocean.

The international coordination encompasses the migration pattern of Pacific bluefin across a 6,000-mile swath of the North Pacific and spans their spawning grounds in the Sea of Japan to the abundant feeding grounds off Southern California and Baja California, Mexico.

Another subset of Pacific bluefin also travel south from the spawning ground to waters between Australia and New Zealand.

Japan and Mexico catch the most bluefin across its range. Mexico has a highly developed fishery that uses net pens to raise 1- to 2-year-old fish in captivity until they're ready for harvest. The commission set new catch limits for the Western Pacific at its November meeting.



A subset of Pacific bluefin tuna migrate across the Pacific Ocean to feed off the West Coast of Mexico and North America, returning to the waters near Japan to spawn. Mexico and Japan harvest the most bluefin, with commercial and recreational fishing in the United States taking about 10% of the annual harvest of the species. NOAA Fisheries map, adapted from Bayliff 1980.

Rebuilt Stock, Rebuilding Markets

Large highly migratory species such as swordfish, Pacific bluefin and other tunas have rebounded in the past decade through effective fishery management and international cooperation. Consumer sentiment and domestic markets are still adjusting to these successes.

"Fishermen are working to rebuild relationships with processors, restaurants and other customers," NOAA Fisheries Senior Advisor for Seafood Strategy Michael Rubino said. "They will, in their turn, have to rebuild and potentially educate their consumer base, often consisting of environmentally minded consumers who may be unaware of bluefin's improved status."

"Increased catch limits," he added, "represent market opportunity, but we also have to maintain, and in some cases, rebuild working waterfront infrastructure to land and process increased catches."

NOAA's National Seafood Strategy includes actions aimed at strengthening the resilience of the sector and the communities that depend on fishing businesses.

The strategy guides NOAA Fisheries staff in working with fishermen and seafood producers around the country to address challenges posed by climate change, market disruptions such as those caused by the coronavirus pandemic, international trade and the need to modernize and recapitalize fishing vessels, processing plants and other U.S. seafood infrastructure. ■

Final Step in Klamath River Dam Removal Opens Path for Returning Salmon

NOAA Fisheries led coordination efforts to protect water quality.

(Left) The removal of four large dams from the Klamath River allows salmon to again reach about 400 miles of their original habitat that had been blocked for many decades. Photo: Jason Hartwick/Swiftwater Films. (Right) Heavy machinery scoops away a cofferdam that diverted Klamath river water while crews worked on the first of the four Klamath dams that have now been removed. Photo: Matt Maise/Yurok Tribe.

By NOAA Fisheries

Heavy equipment removed the final obstacle separating the Klamath River from the Pacific Ocean on Oct. 1. The reconnected river was turbid but remained safe for fish after crews took steps to avoid erosion and impacts to water quality.

"These final dam removal steps set the stage for salmon to return to reclaimed habitat and expand their population recovery," NOAA Fisheries West Coast Region Klamath Branch Supervisor Jim Simondet said.

NOAA Fisheries analyzed the impacts of dam removal on Endangered Species Act-listed species in a biological opinion. That analysis found that short-term impacts, such as the potential effects of sediment in the water on salmon, would be outweighed by much greater long-term benefits as river ecosystem processes return at a landscape scale.

The project looks to reopen more than 400 miles of habitat to salmon, steelhead and lamprey.

The final step in removing the Klamath dams involved dismantling a final cofferdam (a temporary watertight enclosure within the body of water) that temporarily diverted the river to allow for deconstruction.

In advance of that step, NOAA Fisheries convened a group called the Fisheries Coordination Team to discuss how to best protect fish and water quality. It included experts from tribes, states and other federal agencies.

The team provided technical recommendations to manage water quality impacts, such as those observed earlier in the year when the reservoirs were initially drained. Crews used a strategy of releasing sediment and organic material that muddied the river but avoided a decline in dissolved oxygen that could have otherwise harmed fish.

The Coordination Team developed recommendations for the Klamath River Renewal Corporation, which is responsible for completing the dam removal project. The team advised the Renewal Corporation to consider using methods that would release the material

DAM REMOVAL, CONTINUED ON PAGE 13

The Klamath River, once the third-largest salmon-producing river on the West Coast, flows through Oregon and Northern California. It has faced drastic declines in fish populations since construction of hydroelectric dams began in 1918. The river's blocked flow reduced water quality, increased temperatures and made it nearly impossible for salmon and steelhead to complete their life cycles.

With the removal of four of the six dams on the river in August, water began running free in the lower portion of the river for the first time in over a century. In October, California's governor announced that the restoration project completed the final work to remove all dams from the river.

The removal of the dams, which had long blocked the river's natural flow, restores nearly 400 miles of vital habitat for salmon and other species that are essential to the river's ecosystem and the communities that depend on them.

SF Commercial Fishermen Come Out Against Fisherman's Wharf Development Plan

Commercial fishermen in the San Francisco area have come out in opposition of a $550 million development proposal that proponents say would revitalize the city's Fisherman's Wharf area, but that opponents say would devastate local commercial fishing.

The proposal moved a step forward when it was endorsed by the San Francisco Port Commission in early October. But members of the San Francisco Crab Boat Owners' Association are saying that the redevelopment of portions of Pier 45 would be an existential threat to their livelihood.

Under the proposal, a development company seeks to build a dynamic mixed use waterfront project that includes a museum and event center on the eastern half of Pier 45.

A rendering of a proposed redevelopment of Fisherman's Wharf, which would include a new seafood market, food hall, performing arts space and a beer garden. Image: Revitalized Fisherman's Wharf LLC.

Core elements of the museum would include a new fish and seafood processing facility where visitors could view the work as it's happening, a wholesale and retail market selling fresh fish and seafood, and a seafood-centered food hall.

"Interactive exhibits scattered throughout the museum grounds would provide education and celebrate the rich history of the fish and seafood industry," according to the development proposal.

However, fishermen are saying that the project would upset commercial fishing at Pier 45 by placing tourist activity in the middle of their workplace, and that the city should instead focus on supporting local businesses and finding tenants for empty storefronts in parts of the wharf what are already geared toward tourists.

The situation was detailed in an Oct. 9 article in the San Francisco Chronicle.

Sarah Bates, a fisherman and member of the San Francisco Crab Boat Owners' Association's board of directors, told the San Francisco Examiner newspaper that the biggest issue for her is that Pier 45's atmosphere would transform from that of a working industrial space to an amusement park.

She specifically criticized parts of the plan that would construct areas where tourists could watch fishermen work from glass observation areas, comparing it to working in a fish bowl, according to a report by the Examiner.

Now that the Port Commission has given its approval, the plan next goes to the San Francisco Board of Supervisors, which is expected to review it in the coming weeks. If ultimately approved, construction could begin in 2028. ■

DAM REMOVAL, CONTINUED FROM PAGE 12

in a controlled way prior to the complete removal of the cofferdam.

"The network of water quality monitoring sites managed by the tribes are providing real-time data to the Fisheries Coordination Team, allowing them to manage sediment inputs and adaptively manage fisheries needs during the final removal process," Toz Soto, Fisheries Program Manager for the Karuk Tribe, explained.

The Renewal Corporation followed the recommendation to remove sediment and organic material from behind the cofferdam before the dam was fully removed. That resulted in a slower release of the material. The Fisheries Coordination Team plans to hold weekly check-ins to track extensive water quality monitoring up and down the river.

"Our goal was to provide a forum that allowed for transparent sharing of information, collection of observations and recommendations from experts who live and work on the river," said Shari Witmore, a fisheries biologist in the Klamath Branch of NOAA Fisheries West Coast Region.

"Leaning on the advice of our partners, we were able to minimize impacts to fish in the Klamath River during the final step of dam removal," she added.

"Given all the complexities and details necessary to remove the four dams, the work has gone pretty smoothly and commensurate with our expectations," Simondet said. "That is a testament to the hard work and expertise of the KRRC and its contractors and the planning we all contributed to ahead of time to get this right." ■

Setnet Fleet Saves Season, Links Up With Silver Bay Seafoods Amid Industry Upheaval

A setnet fisher. File photo via NOAA Fisheries.

By Margaret Bauman
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Veteran salmon setnetters in Kodiak's Alitak District have struck a deal with Silver Bay Seafoods after long-time buyer OBI dropped the Alitak setnet fleet from its roster, citing economic concerns.

The former processor's decision to drop the setnetters left them with no established means for gearing up remote fishing camps, fueling boats and selling their catch, according to veteran harvester Hannah Heimbuch.

Many of the 40 setnet fishing businesses affected by that Alitak decision are family operations with a multi-generational history in the fishery. Village residents, including commercial and subsistence fishermen, always have been able to purchase fuel, groceries and other goods and sell their commercially caught fish.

Heinbuch—also a fisheries policy and communications consultant with Ocean Strategies, a public affairs firm specializing in seafood fisheries and marine resources—said that OBI is working with community and tribal leaders to problem solve the most critical services, but it still feels like a long shot due to consolidations. OBI was formed by the merger of Ocean Beauty Seafoods and Icicle Seafoods four years ago, but is now primarily owned by Cooke Inc., a Canadian multinational seafood company.

This is the latest in a series of industry shake-ups in Alaska that began in December 2023 when Trident Seafoods announced plans to sell processing facilities in Kodiak, False Pass, Petersburg and Ketchikan, Alaska. Then, Peter Pan Seafoods shuttered its King Cover processing facilities, which have been there for over 100 years, and also lost its Sand Point plant to a fire.

After a spring of chaos, the fish ultimately pulled the fleet through in Alitak this year, Heimbuch wrote in Ocean Strategies' latest fisheries policy report, released Oct. 1.

"While salmon runs statewide were inconsistent in both returning numbers and fish size, 2024's returning cohort ultimately pulled through for Kodiak's Alitak District in a short-order Hail Mary," Heimbuch wrote.

All this came as the early run never did materialize, and there was a drought that hit the island in 2020 that likely wiped out most of that season's eggs.

"But one day in August, the late-run sockeye poured into the bay, and didn't stop. Day after day we drove to the net, and gradually replenished our hope, our fish holds and our freezers. The loan payments got made, another race in the books," Heimbuch said.

A lesson learned, she added, is what happens tomorrow will depend on what is prioritized.

"For better or worse these shake-ups are trending, across Alaska and in other regions of the country, pushing coastal communities and fishermen to reconsider what resilience and prosperity look like today, and for the years to come," she said. "Ecological well-being and biodiversity are fundamental to that resilience, and so are myriad factors of tangible and intangible community infrastructure—port facilities, workforce, market competition, etc."

"Fishing operations function like a watch," she continued. "It takes a series of gears working together effectively to make the hands turn. If one of those gears falters, so do the others."

It was waterfront diversity that got setnetters through the good, bad and the ugly, Heimbuch said, adding that resilience isn't about preventing change or even preventing crisis.

"Crisis gives us an opportunity to reflect on what keeps our working waterfronts working and our communities strong," she stated. "Keeping the fleet going has a ripple effect within the port and maritime trades of a community—the welders and mechanics and boat builders."

They pivoted to supplemental markets, like selling pink salmon to crabbers who needed fresh bait. These shifts took work and wrangling, but they helped make ends meet from beach to beach. ■

Image: Silver Bay Seafoods.

Washington Fish & Wildlife Seeking Members for New Engagement Committees

The Washington Department of Fish and Wildlife (WDFW) is seeking members for new Regional Engagement Committees (RECs) in the North Puget Sound and North Central regions.

The committees will represent local interests, as well as provide input on regional conservation efforts.

Members of the public and relevant organizations interested in fish, wildlife and habitat conservation are encouraged to apply. Applications are due by Dec. 2 and may be submitted through an online form or by completing an application form and submitting via email or postal mail.

Members will be appointed to two-year terms, with committees are expected to begin quarterly meetings in 2025. Meetings are planned as to be a mix of in-person at WDFW's regional headquarters or other locations within each region, with opportunities for hybrid (in-person and online) meetings.

"We're excited to launch WDFW's Regional Engagement Committees to increase our engagement with the diverse communities, partners and stakeholder groups in our regions," North Puget Sound Regional Director Brendan Brokes said. "Abundant fish, wildlife and habitat support our quality of life in the Puget Sound region and across Washington. The new RECs will help grow and guide our efforts to conserve Washington's natural heritage and manage outdoor opportunities."

Image: Washington Department of Fish and Wildlife.

"As we continue to advance our mission of conserving fish, wildlife and habitats across Washington, these RECs will play a crucial role in incorporating regional perspectives into our decision-making processes," North Central Regional Director Brock Hoenes said.

WDFW operates six regional offices, with each led by a director and management team. The RECs will serve as a forum to provide input to management on the department's work within each region, according to the WDFW.

The department is currently piloting RECs in two regions, North Central (Region 2) and North Puget Sound (Region 4) and anticipates establishing the other four RECs in the 2025-2027 biennium.

REC candidates may be individuals or affiliated representatives of clubs, groups, businesses, associations or other non-governmental organizations. More information is available in the REC application form as well as on the North Puget Sound Regional Engagement Committee and North Central Regional Engagement Committee webpages.

Those interested in joining are encouraged by Fish and Wildlife to review its Advisory Member Handbook and advisory groups and committees webpage for background information.

The handbook is available at https://tinyurl.com/2x6xz43e. An application form is available at https://tinyurl.com/2s42cpwr. ■

New Science Plan Outlines Research Priorities on Effects of Offshore Wind Development

NOAA Fisheries seeks to further build its expertise in the emerging ocean use.

By NOAA Fisheries

Offshore wind energy may represent the most significant new commercial use of the ocean seen in many decades. As new offshore wind technology emerges off the U.S. West Coast, NOAA Fisheries has developed a strategic science plan identifying both opportunities and challenges for advancing the agency's research and understanding of offshore wind in the region.

The West Coast Offshore Wind Energy Strategic Science Plan outlines research needs for NOAA Fisheries to gauge the effects of wind turbines that could one day float off California and Oregon, where current leases exist and future lease sales are planned.

Ocean depths off the West Coast require developers to pioneer wind technology using floating platforms that have not yet been employed on a large commercial scale. The industry envisions new port facilities in Long Beach and Humboldt Bay to construct the large turbines, and new transmission lines to feed the new power into the region's electric grid.

A floating offshore wind project. Photo: TetraSpar Demonstrator ApS.

"Offshore wind is an important tool and technology to help reduce greenhouse emissions," NOAA Fisheries West Coast Regional Administrator Jennifer Quan said. "And we need to be prepared with sound science to help inform decisions affecting the marine species and the commercial and recreational fisheries that we manage as well as other important uses of the marine ecosystem."

NOAA Fisheries works in support of the Biden-Harris Administration's goal of deploying 30 gigawatts of offshore wind energy by 2030 while protecting biodiversity and other uses of the ocean, and specifically deploying 15 gigawatts of floating offshore by 2035. Standing up this new energy sector represents investments of hundreds of millions of dollars in infrastructure and jobs.

All offshore wind energy development in the United States so far has occurred off the East Coast, but the Bureau of Ocean Energy Management (BOEM) awarded five lease sales off California in 2022 and had a lease sale planned for areas off Oregon in October 2024.

NOAA Fisheries Provides Expertise

While BOEM leads federal leasing and development of offshore wind, NOAA Fisheries manages the nation's sustainable fisheries, provides conservation measures for species such as marine mammals and sea turtles, and studies, and monitors the marine ecosystem.

Powerful wind-driven upwelling of deep, nutrient-rich waters along the West Coast makes the California Current Ecosystem one of the most productive in the world.

While we have already begun some offshore wind research activities on the West Coast, the new Science Plan outlines six research areas for NOAA Fisheries to pursue to better understand how offshore wind development on the West Coast will affect living marine resources. It also highlights how we fulfill our stewardship mandates for fisheries and protected species through investigating important questions:

Socioeconomic Impacts to Fisheries and Fishing Communities: How will wind development affect cultural resources and economic drivers of West Coast fishing communities?

Habitat Impacts: How will wind energy development affect species' habitats and the oceanographic features they depend on, such as upwelling?

Physiological and Physical Effects: What new physical phenomena, such as electromagnetic fields and noise, will wind farm infrastructure and related marine traffic create that could impact marine life?

Species Abundance and Distribution: How will floating wind farms, including their mooring and transmission lines, affect marine life populations and their movements?

Ecosystem and Climate Interactions: How will the effects of wind energy development cascade through the marine ecosystem, including any potential cumulative effects of multiple wind farms, and how will these effects manifest in a changing climate?

Impacts to NOAA Fisheries' Scientific Surveys: How can NOAA Fisheries ensure continued integrity of data collections the agency relies on to determine the numbers of fish available to fisheries, assess marine mammal populations, and monitor ocean conditions and climate change?

We will need additional resources to fill research gaps, building on our long-term data and programs in studying and managing marine species and their habitats to make the most

of our existing capacity.

For example, NOAA Fisheries has decades of ocean survey and monitoring data collected, including with collaborators such as the California Cooperative Oceanic Fisheries Investigations, called CalCOFI.

The priorities in the plan are also informed by NOAA Fisheries' East Coast experience, where offshore wind development has been underway for several years and already has multiple projects undergoing environmental review and some in construction and operation.

To address the impacts to our Northeast surveys, we collaborated with BOEM on a survey mitigation strategy, and this is a model for the West Coast.

The plan will guide our scientific activities, investments, and directions with partners related to this new energy sector. The Science Plan combines the work of our Northwest and Southwest Fisheries Science Centers, and our West Coast Regional Office that uses the Centers' research to inform management and protection of marine species.

"We want to study this new ocean use at the ecosystem scale because so many elements of offshore wind energy will interact with so many parts of the California Current Ecosystem," Kristen Koch, Director of the Southwest Fisheries Science Center, said. "The more information we have earlier in the process, the better prepared we are to make choices that maximize both the benefits from wind energy and protections for the ecosystem."

Applying New Technologies

Innovation and technology are cornerstones of NOAA Fisheries' continuing work in this space. For instance, the Southwest Fisheries Science Center's Ecosystem Science Division will extend its use of autonomous undersea gliders, originally deployed to study commercial fishing impacts in Antarctica, to the California Current Ecosystem off the West Coast.

The Division's scientists have begun testing the remotely operated gliders off California, where they can help monitor ocean conditions at lower cost than large research ships. The gliders may also more safely pass through the future wind farms where ships cannot.

"We have learned a lot about how to make the most of the gliders from our Antarctic experience," George Watters, Director of the Center's new Ecosystem Sciences Division, said. "Now we have a chance to apply that track record to gather good baseline information in advance of wind construction and operations and understand how it may impact the California Current Ecosystem."

The agency will also look for opportunities to work with offshore wind developers and other partners to integrate monitoring systems into offshore wind energy infrastructure as it is developed, adding to the long-term record of ocean data.

Partnerships Are Critical

Success of the Science Plan will depend on both robust partnerships and identifying multiple funding streams. The Science Plan is intended to also help foster collaboration on research priorities and opportunities with our partners.

We are committed to working with West Coast tribes, many of which depend on fisheries that could be affected by wind energy development, on the science to fulfill our trust responsibilities and considering indigenous knowledge in our decisions.

"This is a chance to build on our existing partnerships and create new relationships to bring in information from different sources," Kevin Werner, Director of the Northwest Fisheries Science Center, said.

"We all want to understand the implications of wind energy development, and by working together we can make the most of our collective expertise and experience to provide a clearer view of how wind development may affect the ecosystem," he added.

NOAA Fisheries also plans to explore collaborations with BOEM and the Department of Energy, which have undertaken and funded research to address pressing information needs for offshore wind development.

On the East Coast, for example, we have worked with these partner agencies to study potential impacts of the new energy sector on right whales and fishing communities. On the West Coast, we have begun collaborative studies with BOEM focused on marine mammal distributions, habitat mapping, upwelling modeling, and West Coast fisheries.

"We are fortunate to have long-term records of conditions off the West Coast that help us identify and measure changes," Werner said. "Here we have a new opportunity to build on that by working with federal and state partners, tribes, the wind industry, and others to better understand what wind energy development will mean for the marine ecosystem." ■

New 'Franken Pot' Design Aims to Change the Crabbing Industry

By Mark Edward Nero
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Views of the "Franken Tunnel" crab pot. Photos courtesy of Custom Crab Pots.

The inventor Thomas Edison once said that the value in an idea lies in the using of it. And his quote definitely applies to what's being called the "Franken Tunnel," the latest innovation from Eureka, Calif.-based Custom Crab Pots.

Seth Griggs, co-owner of the business, said the "Franken Tunnel" is a new, patent pending design made for catching Dungeness crab. The design is ramp-less, so crabs don't have to crawl up, but instead walk straight into the pot, thereby eliminating impediments and resistance.

"The Franken Tunnel is what we would consider the best style pot we make," Griggs said. He explained that the device's name comes from Frankenstein's monster, the fictional humanoid creature that was stitched together out of various parts by a mad scientist called Dr. Frankenstein.

"That's just kind of how it got coined. It was just so outside the box that it made me think of Frankenstein—it's just not normal," he said. "Looking at it, people are not going to think it's going to keep or catch (Dungeness crab)."

Griggs, who said he's worked at the shop since he was a kid, said the idea for the Franken Tunnel first came to him when he was a teenager in the 1990s, after he saw a video of a crab trying to get into a pot until it gave up after getting its legs stuck in the mesh.

"That's when it kind of clicked," he said, recalling how he thought that there has to be a way for a crab to not fight to get into a pot.

"How many crabs are guys missing out on that are trying to get into a pot but for some reason, can't get in, or they just give up?," he remembered thinking. "That's when I started thinking of how to flatten that surface and get 'em into the pot. It's been on my mind for a long, long time."

"The product's been in development now for probably over seven years, but the concept wasn't finalized until the 2023-24 crabbing season. Griggs said he passed out about 70 crab pots to a handful of fishermen for testing in California, Oregon and Washington last fall, followed by testing in Alaska this crabbing season. Results have been promising, he said.

According to him, the Franken Tunnel was catching a 12-crab average compared with standard nylon tunnels at roughly an eight-crab average and wire tunnels at a three-crab average.

"They've put it through its paces and put it all over the place (along the Pacific coast) and have had good results," Griggs remarked. "The results were pretty much unanimous across the board for how good they were fishing."

The device has been submitted to the U.S. Patent and Trademark Office for review.

"I believe that they also go and make sure that no other product is similar to its type in use," Griggs explained. "And if they find that there's nothing else like it on the market—if it's unique enough—they'll issue a patent for it at that time."

But no matter whether the federal government approves or disapproves a patent, the devices, which measure 6.75 inches tall and 7.75 inches wide, are a hit, Griggs said.

"That's been what's driving sales this year, is the Franken Tunnel," he remarked. "We're manufacturing right now probably close to 1,000 pots of that design that are going to be hitting the water this coming season."

Custom Crab Pots can also produce the devices as a hybrid four-tunnel, made up of a combination of two Franken Tunnels and two standard tunnels.

"Before, (fishermen) were very skeptical. They looked at it and kind of gave me a little sideways look like, 'are you sure'?"

But now, after they've tested them and seen how well they do, they're convinced. One fisherman even said that he only plans to order the Franken Pot from now on.

"I stand behind this product," Griggs said. "It outproduces everything (else)." ■

APA CEO Madsen Retiring in December, Tinning to Fill Role

Seafood industry veteran Stephanie Madsen is retiring as CEO of the At-Sea Processors Association (APA) at year's end. Matt Tinning has been tapped as the organization's next CEO, with Caitlin Yeager joining APA as vice president of policy and engagement.

The upcoming changes were announced Oct. 28.

Matt Tinning. Photo: At-Sea Processors Association.

Madsen began working in the seafood industry more than 40 years ago after moving to Unalaska. She served two terms on the North Pacific Fishery Management Council—four years as the first woman chair—and as vice president of the Pacific Seafood Processors Association.

She has been executive director of APA for the past 18 years.

APA President Jim Johnson noted that when Madsen arrived in Dutch Harbor over four decades ago, the Alaska pollock industry was in its infancy. Madsen's strategic guidance during this period of growth and improvement was instrumental at every step, he said.

She has been a remarkable leader for APA, the Alaska pollock sector and the North Pacific fishing industry, Johnson added.

Tinning, APA's Director of Sustainability and Public Affairs joined the organization in 2019 after 11 years working with environmental entities. He's expected to also continue leading the APA's national policy, global sustainability and corporate social responsibility portfolios while serving as CEO.

Yeager has worked in North Pacific fisheries for 14 years, most recently as general manager of Alaska Boat Company, a Seattle-based boat dealer.

APA represents five companies that operate catcher-processor vessels in the Eastern Bering Sea Alaska pollock fishery: American Seafoods, Trident Seafoods, Glacier Fish Company, Arctic Storm Management Group, and Coastal Villages Region Fund. For almost four decades, the association has engaged in science, policy and advocacy to support its members, the 30,000 Americans who rely on Alaska pollock for their livelihoods, and the wider North Pacific seafood sector. ■

Poll: Overwhelming Majority of Americans Care About Sustainable Seafood

Four out of five Americans agree that sustainable seafood and ocean health are important, according to survey results released in October on behalf of the Walton Family Foundation.

The survey, conducted by business intelligence company Morning Consult, found that 80% of respondents view the health of fish and oceans, and the ocean's ability to provide enough fish and seafood as personally important.

File photo.

The poll shows that promoting sustainable seafood and protecting the health of fish in oceans is top of mind for Americans, Walton Family Foundation said in an Oct. 9 statement announcing the study's results.

"From middle America to the coasts, choosing sustainable seafood that prioritizes ocean health will help foster healthy communities and a healthy planet," Moira Mcdonald, director of the Walton Family Foundation's Environment Program, said.

"The ocean plays a critical part in our food security, and this poll shows that Americans understand that connection. People increasingly understand that taking care of nature is the key to taking care of people and communities too. Sustainable seafood is a great example of that mindset put into action," Mcdonald said.

Among the survey's findings:

A strong majority of adults (84%) believe that, because three billion people worldwide rely on seafood as their primary source of protein, it's important to "promote sustainable seafood and protect the health of fish in oceans." This issue has bipartisan consensus, with 82% of Republicans, 92% of Democrats and 78% of independents agreeing on the statement.

Concern for the health of fish in oceans is driven by two factors: continued availability of seafood and ocean health more broadly. Broad majorities believe in the importance of food security in America (85%), the health of the oceans (83%) and the ability of the oceans to provide fish and seafood (80%).

Half of all respondents (51%) think the U.S. government isn't doing enough to protect the health of fish in oceans. The dissatisfaction spans partisan lines and is rooted in a deeper concern for environmental health and food security; Democrats (56%) are more likely than Republicans (47%) and independents (49%) to think the government isn't doing enough.

The Walton Family Foundation is a nonprofit that focuses on environmental and educational causes. Detailed findings of its sustainable seafood survey can be seen at https://tinyurl.com/mwfbkt69. ■

U.S. Coast Guard Cutter *Oliver Berry* Returns Following 46-Day Anti-IUU Patrol

Crew from the U.S. Coast Guard cutter ***Oliver Berry*** conduct a ship-boarding operation in support of anti-illegal, unreported and unregulated fishing efforts. Photo: USCG.

The crew of Coast Guard cutter ***Oliver Berry*** returned to its homeport of Honolulu in late September after completing a 46-day patrol in Oceania.

The crew's efforts included enhancing maritime domain awareness, combatting illegal fishing activities across Oceania and strengthening relationships with regional partners. During the patrol, the cutter's crew enacted two bilateral maritime law enforcement agreements with Fiji and Samoa.

The cutter departed Coast Guard Base Honolulu in August and traveled more than 7,600 nautical miles from the Hawaiian Islands to the west coast of Fiji. The patrol was in support of Operation Blue Pacific, a Coast Guard District 14 mission promoting security, safety, sovereignty and economic prosperity in Oceania.

While in Fiji, the crew exercised the shiprider provision of the bilateral maritime law enforcement agreement by hosting local law enforcement officers from the Fiji Revenue and Customs Service, Ministry of Fisheries and the Navy, which conducted boardings in Fiji's archipelagic waters.

The shipriders patrolled both the east and northwestern side of Fiji near the Yasawa Island chain group. While aboard the ***Oliver Berry***, the shipriders conducted 35 boardings, including on commercial fishing vessels, allowing Fiji to monitor and protect their archipelagic waters from potential illicit maritime activity.

Following operations in Fiji, the cutter patrolled in the vicinity of Samoa, exercising an enhanced bilateral maritime law enforcement agreement for the first time to detect and monitor vessels actively engaged in fishing in their Exclusive Economic Zone.

Additionally, the ***Oliver Berry*** conducted two Western and Central Pacific Fisheries Commission boardings in the Convention Area to identify and counter illegal, unreported and unregulated (IUU) fishing activity.

Commissioned in 2017, the ***Oliver Berry*** is one of six Fast Response Cutters stationed across the Coast Guard's 14th District. She provides year-round search and rescue and maritime law enforcement coverage across a 15-million square mile area of responsibility. ■

Ailing Crewmember Medevac'd from Fishing Vessel 78 Miles Offshore Maui

The Coast Guard medevac'd an ailing man from a commercial fishing vessel 78 miles offshore Kahului, Maui on Oct. 22.

Coast Guard Sector Honolulu command center watchstanders say they received a medevac request at 4:57 p.m. on Oct. 21 from personnel aboard the 70-foot fishing vessel ***Pacific Dragon II***. The personnel stated a crew member was experiencing abdominal pain.

Watchstanders then consulted with the on-duty flight surgeon, who recommended a medevac.

An MH-65 Dolphin helicopter crew from Coast Guard Air Station Barbers Point launched and rendezvoused with the ***Pacific Dragon II*** about 78 miles northeast of Kahului. The helicopter crew arrived on scene at 4:03 a.m. and transported the 35-year-old man to Maui Memorial Medical Center in Wailuku, Hawaii. He was in stable condition two days after the incident, the Coast Guard said. The cause of his medical issue was not revealed by the Guard. ■

Image: U.S. Coast Guard 14th District.


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Innovations in Work Vessel Deck Machinery

By Karen Robes Meeks
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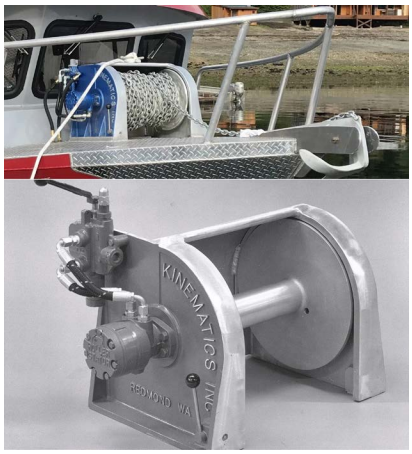
In the commercial vessel deck machinery market, companies have been improving upon product lines of reels, cranes, winches, power blocks and other forms of equipment and technology in recent years.

And deck machinery and vessel services provider MacGregor, for one, has said there's "a growing market for electric deck systems."

"As with electric cranes, electric deck machinery enables significant OpEx savings—especially when factoring in its reduced maintenance and spare parts requirements," Thomas Kappel, a senior MacGregor executive for deck machinery, said. "It is also more compact and easier to install than hydraulic-electric systems, while the absence of hydraulic oil makes it safer for the crew and the environment."

Marine power solutions firm MER Equipment Chief Operating Officer and Engineering Director Tyler Allen said he continues to see the progress of vessel electrification.



A Kinematics KAW-20 series aluminum anchor winch. Image: Kinematics Marine.

"This can be in the form of hydraulics being replaced with electric drive motors and VFD (variable-frequency drives) or the addition of three-phase battery systems used to augment auxiliary engine power generation," Allen said.

"The industry will need to work hard to bring more technicians into the fold that are trained to work on these systems," he added.

Here's what companies are offering in the way of the deck machinery for fishing vessels and other work boats.

Kinematics

Marysville, Wash.-based Kinematics Marine Equipment, which carries the motto "landing your catch with confidence," has been a supplier of marine deck equipment for fishing and work boats and research vessels for more than 40 years.

The company's offerings range from gill net drums and rollers to power blocks and custom survey, research and anchor winches.

While 70% to 80% of its business in the last 10 years mainly came from Bristol Bay, Alaska, Kinematics has been seeing a stream of new business from a new fishery in Kentucky, where Asian carp have proliferated, according to Kinematics President James Davis.

The growing presence of the invasive species has brought the commercial fishing community and seafood processors to the area. Davis said his company has been supplying customers in the Midwest area with commercial fishing equipment such as power blocks and gill net rollers.

Kinematics is also looking to diversify its offerings with the development of an electric winch.

"We've always been so busy with the hydraulic side of things that we get calls all the time about electric winches, for years," Davis said, adding that the inquiries come from the public sector such as state and fire departments.

"I don't see hydraulics going away. However," he added, "there is more and more of a demand for electric stuff."

One reason for the heightened demand for electrical winches and products like them is the advancement of the equipment.

"Outboard motors have come a long way in the last 10 or 15 years," Davis remarked. "They used to only be able to get like a 200-hp or a 250-hp motor. Now they're making motors with 400 hp and 450 hp."

The company decided to capitalize on the opportunity and is teaming up with Australian firm Savwinch on an electric winch. Savwinch's proprietary enclosed brushless motor would go into Kinematics' aluminum winch model, Davis said.

Davis added he's hopeful that Kinematics can bring its electric winches to market by early 2025.

MER Equipment

Seattle-based marine power solutions firm MER Equipment has been at work introducing newly released projects. They include the fPTO for the new Cummins QSB4.5 generator, propulsion engines for powering hydraulics and deck gear and a new sound shield for the John Deere 6068 engine.

The company is excited for the newest addition to its generator enclosure lineup, said Allen, who's the company's COO and engineering director.

"Based (on) the John Deere 6068 engine, we now have enclosed power gen models from 40-184 kWe," he said. "This sound shield is a jump forward in sound deadening."

MER Equipment is now working on a new, heavy-duty 40 kW T3M generator model, as well as next-generation diesel generator paralleling systems. They distribute paralleling breakers that also incorporate hybrid power supplies, like three-phase paralleling battery systems, Allan said.

The company's also developing diesel particulate filters and NOx reduction systems for marine auxiliary engines

operating in California.

"I think the most interesting developments are around what's going on in California with CARB (the California Air Resources Board) and the focus on emissions reduction," Allen said. "It is driving equipment suppliers throughout the supply chain to develop novel solutions to meet emissions requirements that don't compromise vessel operability and conform with marine classification society safety requirements. It has been very interesting to see the new technologies evolving to meet these challenges."

Markey

The longtime Seattle-based company, which has seen its business expand with the October 2023 acquisition of JonRie InterTech, was honored at the TugTechnology Conference in May as an Innovation Award finalist for its Agile Concept Bow Hawser Winch, Class III with ARR.

The Agile Concept design was created to work in limited spaces, including what's between the staple and the ship-escort hawser winch, according to the company.

Four longtime customers already have submitted orders for the winch design, according to the company.

Also new to Markey's line—the DESH-5 Two-Sheave Level Wind, which the National Oceanic and Atmospheric Administration has ordered for the biggest ship in its fleet, the 274-foot-long ***Ron W. Brown,*** as part of the vessel's upgrades.

The DESH-5 Two-Sheave Level Wind expands on the prior three-sheave unit design, adding a number of safety improvements, according to Markey.

"For instance, the absence of reverse bends in the cable path extends the cable service life," the company said. "The rotating flagging sheaves eliminate the need for a winch turntable, reducing both cost and complexity."

Mechanical actuation using a hand wheel attached to the diamond screw lowers the overall level-wind cost even more by removing the need for extra sensors, motors and variable frequency drives, Markey said.

Palfinger

Austria-based mechanical engineering company Palfinger Marine provides crane and lifting solutions and partners on deck and life-saving equipment globally.

It showcased some of its new product developments at the SMM 2024 trade event in Hamburg, Germany from Sept. 3-6.

The company spotlighted the newly launched PFM 2100, Palfinger's first heavy-duty foldable knuckle boom crane with the company's patented P-profile. The product has been years in the making, with a feasibility analysis that took place in 2021. The main project launched in November 2022.

The initial model consisted of about 1,250 individual parts, according to Palfinger.

Created for aquaculture activities and service and workboat customers, the PFM 2100 has a nine-boom extension and a high-lifting capacity of more than 4,000 kilograms (8,818 pounds) with up to a 29-meter (95-foot) outreach, making it "a significant advantage over other solutions available on the market," the company said.

According to its blog, the company plans to launch serial production at its facility in Marburg, Austria with the first two cranes expected to head to Norway by early 2025.

Palfinger also showed off the latest redesign of its PK slewing cylinder generation with the PK 25.001 M, a CE-compliant knuckle boom crane that's completely foldable.

The new version features "optimized lifting geometry, offering enhanced performance for various applications," and other improvements, the company said.

Naust

The Iceland-based deck machinery solutions company announced Aug. 20 that it has delivered to Falkland Trawler's ***Argos Berbés*** fishing vessel a complete electric deck machinery package.

The new Orion Fishing Co.-owned 85-meter (279-foot) factory trawler, which is expected to be commissioned this fall and enter service in early 2025, features two trawl winches, four sweepline winches, an outhaul winch and other equipment to help fishers do their jobs.

The company also announced in May that it secured a contract with Nodosa Shipyard in Spain to provide a full electrical winch package and control system solution for a new generation factory trawler, to be called ***Voyager***.

Anticipated to be 79 meters long (259 feet) and 15.50 meters (almost 51 feet) wide, the factory trawler is set to be the biggest vessel in the Talley's Group fleet, able to process and freeze various species found in the New Zealand waters.

Voyager is anticipated for a 2026 delivery, according to Naust.

MacGregor

Deck machinery and vessel services provider MacGregor announced in June that it has secured an order for its 50-ton AHC crane to be placed on the MMA ***Valour***, a multi-purpose platform supply vessel whose work spans energy and offshore wind activities.

The company's line of AHC cranes allows customers to accomplish precise lifting in extreme conditions, including in temperatures to -40 degrees Celsius. MacGregor previously delivered AHC cranes to MMA Offshore for the MMA ***Pinnacle*** and MMA ***Prestige***.

"We are looking forward to fitting the MMA ***Valour*** with a MacGregor active heave compensated crane, which will enhance the vessel's capability to provide a broader range of marine and subsea services to our clients," MMA Offshore Managing Director David Ross said.

"The conversion of the ***Valour*** to a multi-purpose support vessel will enable the vessel to provide light construction, ROV (remotely operated vehicle), survey and geotechnical support in addition to traditional supply services," he explained.

Crane supply is set for the third quarter of 2025, the company said. ■

Dungeness crab. Photo: C. Juhasz/California Department of Fish and Wildlife.

Revised Commercial Fishing Rules, Program Amendments Coming in 2025

By Sara Hall

There are some changes in regulations related to commercial fishing coming down the pike for Pacific Coast states next year.

While many rule-setting processes don't follow the calendar year, some regulation changes or program amendments have already been adopted this year or are expected in the upcoming season.

Fishermen's News reached out to officials in California, Oregon, Washington, Alaska and Hawaii to find out some of the new rules and regulations that may impact commercial fishers working in Pacific waters in the upcoming season.

ALASKA

At the state level, while some fishing regulation changes come directly from the state's Department of Fish and Game, the majority go through the Alaska Board of Fisheries. As of early fall, the board had yet to discuss regulatory proposals.

On Sept. 2, the Alaska Board of Fisheries announced that its 2024-25 Proposal Book is now available online. The board accepted 311 proposals for review during its Prince William Sound finfish/shellfish, Southeast/Yakutat finfish/shellfish and Statewide Shellfish regulatory meetings.

NFMS proposed a rule to implement amendment 126 to the Fishery Management Plan for groundfish of the Bering Sea and Aleutian Islands Management Area and amendment 114 to the FMP for groundfish of the Gulf of Alaska.

The rule makes an electronic monitoring program an option for participants in the partial and full-coverage observer categories, with pelagic trawl pollock catcher vessels and tender vessels delivering to shoreside processors and stationary floating processors in the specified areas.

The rule went into effect Aug. 28.

NMFS issued a final rule to implement amendment 113 to the FMP for the groundfish of the Gulf of Alaska. This rule modifies specific provisions of the Central Gulf of Alaska Rockfish Program to change the season start date, remove the catcher vessel cooperative quota cap and revise the processing and harvesting caps.

This final rule changes the start date for this fishery from May 1 to April 1 to enhance flexibility for processing plants and vessel operators. It also increases the use cap for rockfish processors from 30% to 40% of the catcher vessel quota share pool for rockfish primary species, Pacific cod and sablefish.

The change went into effect Sept. 16.

CALIFORNIA

At its August meeting, the California Fish and Game Commission adopted proposed regulations related to commercial halibut and white seabass set gill nets to address potential bycatch concerns in the state.

Quillback rockfish. Photo: Michael Carver/ Cordell Bank National Marine Sanctuary/ NOAA.

The new regulations will require a maximum service interval, or soak time, of 48 hours, and orange-colored gear marking while establishing a maximum net-height limit, California Department of Fish and Wildlife Senior Environmental Scientist Amanda Van Diggelen explained.

The rule was adopted Aug. 14, but it has yet to be reviewed by the Office of Administrative Law. At press time, the effective date was still pending.

The proposed regulations establish a service interval for checking or raising set gill nets. They also require marking of gear to address concerns related to unidentified set gill net gear involved in marine mammal entanglements. Mesh depth must be defined for California halibut or white seabass to potentially reduce bycatch and prevent the expansion of set gill net gear.

Service intervals are proposed to include a range to be decided through the commission public noticing process of 24-to-48 hours.

Exemptions are proposed to be considered in cases where a permittee

Sardine being pumped out of a net. Photo: Oregon Department of Fish and Wildlife.

might not be able to comply with the regulation due to unsafe weather conditions or catastrophic events.

A timeframe of seven consecutive days is suggested for consideration of abandonment without servicing, cleaning or otherwise raising the net if there is no approved exemption.

A requirement is also proposed for permittees to incorporate a one-inch wide, one-foot-long colored nylon strap weaved into the existing head rope. The recommended marking interval for the straps along the headrope is proposed for 20 fathoms.

There are currently no CDFW standards for the maximum net height (also known as mesh depth) for either species. The new rule proposes a maximum of 25 meshes deep for the California halibut fishery and a maximum of 50 meshes deep for white seabass.

Also in August, Fish and Game adopted proposed regulations to update and define areas of commercial marine fishing activity and associated forms and logbooks, Van Diggelen said. The improvements, she explained, aim to better document fishing locations and reported catch to support effective fishery management.

The revisions to state code related to marine logbooks and fishing block charts were adopted Aug. 14 and filed with the Administrative Law office on Oct. 3, but a decision had yet to be made at the time of publication, on the effective date.

According to the statement of reasons for regulatory action, the aim is to improve issues in the current version of the charts, including fishing blocks that overlap with blocks of another scale, leading to inconsistent reporting and poor resolution of location. Blocks with pool alignment with the southern border also cause some confusion when U.S. catch cannot be distinguished from Mexican catch.

Van Diggelen noted that the National Marine Fisheries Service recently announced a proposed rule setting harvest limits and management measures for the 2025-2026 recreational and commercial groundfish fisheries off the West Coast. It is anticipated that the final rule will be effective on or around Jan. 1.

According to NOAA Fisheries, the proposed rule is an amendment to the Pacific Coast Groundfish Fishery Management Plan. Amendment 33 proposes 2025–2026 harvest specifications and management measures intended to prevent overfishing and keep the total annual catch of each groundfish stock or stock complex within the annual catch limits.

If approved, the proposed rule also would establish a rebuilding plan for California quillback rockfish and revise the allocation framework for shortspine thornyhead.

NOAA Fisheries announced in December 2023 that the quillback rockfish off California is overfished. The finding was reported to Pacific Fishery Management Council so that both groups can work on a rebuilding plan to return the stock to a healthy population size.

Although the rebuilding plan isn't legally required to be implemented for two years, moving ahead with 2025-26

management measures without it would make it challenging to approve the specifications, NMFS officials explained.

In January, CDFW proposed emergency changes for the commercial nearshore groundfish fishery. The Office of Administrative Law approved the new regulations which went into effect on Feb. 12 for 180 days.

The action created a California Groundfish Restriction Area and established new trip limits for the commercial take of both shallow and deeper nearshore rockfish (except quillback), and California scorpionfish in state waters outside of the restricted area.

An extension was approved to take effect until Nov. 12, and CDFW plans to request another 90-day re-adoption to extend the regulation into early 2025.

A school of anchovy. Photo: NOAA Fisheries.

The initial emergency regulations established a 20-fathom boundary line approximating the 20-fathom depth contour because available fishery data indicate quillback rockfish off California are infrequently encountered in waters shallower than 20 fathoms.

The boundary line was re-adopted and available for use in management for both the commercial and recreational groundfish fisheries, as needed.

OREGON

There are a few changes to the Tillamook Bay clam fisheries, Oregon Department of Fish and Wildlife State Fishery Management Program Leader Troy Buell said.

The Oregon Fish and Wildlife Commission approved revised rules on April 19.

The action closed commercial harvest of intertidal cockle clams on weekends and state and federal holidays. A temporary rule adopted in February was meant to reduce conflict between commercial and recreational clam diggers. The commission's vote in April made it permanent.

Annual catch limits were also adjusted (from the temporary thresholds to the newly approved numbers) for commercial harvest of subtidal clams (i.e., dive fishery), based on updated stock assessment surveys. Cockle is decreased from 185,000 pounds to 110,000 pounds; gaper is increased from 235,000 pounds to 260,000 pounds, and butter is increased from 225,000 pounds to 260,000 pounds.

The new rules went into effect April 23.

On Sept. 1, the commission adopted regulations for the ocean commercial Dungeness crab fishery, including revisions to the Tri-State pre-season testing protocol. There are also line marking requirements to help identify gear involved in marine life entanglements and electronic monitoring requirements for crab vessels to transit closed areas.

The revised rules require crabbers to use bi-colored black and yellow line in certain parts of the gear to help track where fishery gear involved in whale entanglements came from, Buell explained.

They go into effect Dec. 1, 2026 for all line used in surface gear and above the main buoy, excluding buoy gangions. For the top 15 fathoms of vertical line below the main buoy, it's effective Dec. 1, 2028.

Through Aug. 15, 2033, crabbers may use solid marks of two feet yellow within six inches of 2 feet of black as a substitute for bi-colored line. One set of marks is required between any two buoys on the surface gear, and three sets are required in the top 15 fathoms of line about at the top middle and bottom, with the same effective dates. Methods for making solid marks aren't specified.

The new regulations prohibit marks required in any West Coast fishery from being used in another fishery to avoid attributing gear to the wrong fishery.

Buell also noted that at the December meeting, ODFW staff planned to recommend reducing bi-monthly vessel limits for black rockfish in response to a 2023 federal stock assessment that will reduce federal annual catch limits by about 35% starting in 2025.

Details of the reduction level recommendations are not yet public.

A stock assessment was completed in early 2024 on the Pacific sardine, ODFW Nearshore Policy and Coastal Pelagic Species Fisheries Project Leader Greg Krutzikowsky said. Officials were expecting new fishery regulations based on that assessment, but the previously adopted sardine rebuilding plan was challenged in court, putting the 2024-2025 regulations on hold, he noted.

Basically, Krutzikowsky explained, the court ruled that there are some portions of the sardine rebuilding plan that need to vacated. Those sections must be rewritten, reviewed and in place by June 2025.

To comply with remedy orders issued in June and July last year by the U.S. District Court for the Northern District of California in

Chinook salmon. Photo: Ryan Hagerty/U.S. Fish and Wildlife Service.

Oceana, Inc., v. *Raimondo, et al.*, NMFS was directed to implement interim regulations that are no less restrictive than the 2023-2024 specifications.

Pursuant to the order, a rule went into effect July 29 that re-instates limits that were in place for the 2023-2024 fishing year. That includes an overfishing limit of 5,506 metric tons; acceptable biological catch and annual catch limit of 3,953 mt, and an annual catch target of 3,600 mt.

This also temporarily re-instates certain management measures for commercial sardine harvest. They include closing the primary directed commercial fishery; if landings in the live bait fishery reach 2,500 mt of Pacific sardine, applying a 1 mt per-trip limit of sardine to the live bait fishery and an incidental per-landing limit of 20% by weight of Pacific sardine to other coastal pelagic species (CPS) primary directed fisheries (*e.g.,* Pacific mackerel); if the ACT of 3,600 mt is attained, then a 1 mt per-trip limit of Pacific sardine landings would apply to all CPS fisheries; an incidental per-landing allowance of 2 mt of Pacific sardine would apply to non-CPS fisheries until the ACL is reached.

The interim rules are expected to remain in effect until the 2024-25 annual specifications are adopted.

An update to the stock assessment is planned for 2025 and there is some uncertainty regarding how that will be affected by the results of the lawsuit and the rebuilding plan, he added.

Based off a stock assessment done in 2023, the 2024-2025 Pacific mackerel fishing season harvest specifications have increased since the previous season.

The allowable harvest levels for 2024-2025 include: Overfishing limit of 12,765 mt; an acceptable biological catch and annual catch limit of 10,073 mt; a harvest guideline of 8,943 mt, and an annual catch target of 7,943 mt.

If the fishery attains the annual catch target, the directed fishery will close, reserving the 1,000-mt difference between the harvest guideline and annual catch target as a set-aside for incidental landings in other coastal pelagic species fisheries and other sources of mortality.

In 2025, ODFW anticipates that there will be a catch-only projection, Krutzikowsky said.

New harvest specifications will be set in June 2025, reviewed by PFMC, and the recommendations sent to NMFS to implement, he explained.

NMFS issued a final rule and revised the overfishing limit and acceptable biological catch for the central subpopulation of northern anchovy (CSNA) in the U.S. exclusive economic zone off the West Coast under the Coastal Pelagic Species Fishery Management Plan; the change is to 243,779 mt and 60,945 mt, respectively. This final rule also maintains an annual catch limit of 25,000 mt for CSNA.

It went into effect May 20.

At its September meeting, the PFMC adopted a preliminary 2025 Catch Sharing Plan and annual regulations. It included a number of options for the structure of the non-Tribal directed commercial Pacific halibut fishery.

The council is in the process of soliciting public input on specific proposals to the Pacific halibut Catch Sharing Plan, ODFW Groundfish and Halibut Assistant Project Leader Melanie Bukovec said.

"There are a handful of proposed changes to the CSP that we will be seeking feedback on, and they mainly focus on providing more flexibility for our fishery and simplifying the process to set up the Pacific halibut seasons," Bukovec said.

In response to requests from the groundfish advisory subpanel and the salmon advisory subpanel, the council directed NMFS to explore options, in addition to status quo, for the fishery that would improve flexibility, including:

Increasing the landing limits for the first two or three periods of the directed commercial halibut fishery; announcing the potential first three fishing periods prior to the start of the directed halibut fishery; structuring the first three fishing periods preferably with two weeks in between each opener; moving the permit deadlines later in the year per the recommendation in the advisory subpanel report, and considering a longer fishing period, up to 24 hours.

Once the fishing quota is set in January 2025, ODFW will again seek public input to set up the season dates, which will be finalized in April 2025, Bukovec explained.

WASHINGTON

With the 2024 salmon season still in progress, officials didn't have any information for 2025 available at the time of publication, Washington Department

of Fish and Wildlife spokesman Mark Yuasa said.

Post-season recreational and commercial fishery and forecast information will be compiled in December, but not finalized until early 2025, he said.

The season-setting process to plan for the fisheries in the Evergreen State is known as the North of Falcon. The conferences for the upcoming season, a series of meetings conducted by NOAA, the PFMC and WDFW, will start in early 2025; they typically culminate in late spring. At the end of those meetings all the new state commercial (and recreational) fishing seasons will be set, including tribal fisheries.

In a report on Sept. 19, officials provided information on stock status determinations.

The report noted that the Strait of Juan de Fuca (SJF) and Queets natural coho salmon stocks are rebuilt, consistent with Magnuson-Stevens Fishery Conservation and Management Act criteria.

The most recent three-year geometric mean of the spawning escapement reported for both stocks (2020-22) exceeds the stocks' spawning escapement required to achieve SSBMSY (spawning-stock biomass at maximum sustainable yield). Spawning escapement reported for SJF coho is 14,461, notably more than what's required to achieve SSBMSY, 11,000 spawners. For Queets coho, reported at 6,624 compared to the SSBMSY of 5,800 spawners.

According to the report, NMFS proposes to remove the rebuilding plans for both stocks from regulation. They anticipate the proposed rule to remove the plans should be published in the Federal Register in advance of the 2025 salmon season.

HAWAI'I

In December 2023, the Hawaii Board of Land and Natural Resources (DLNR) approved amendments to the Hawaii Administrative Rules chapter on "regulating the taking and selling of certain marine resources." The action covered practices for fishing specific herbivorous reef fish (manini, kole, kala and uhu) and Kona crab.

The new regulations were included in the state's fishing regulation booklet in May.

For commercial fisheries, the amendment establishes new restrictions on the commercial harvest and sale of kala (bluespine unicornfish), including requiring commercial kala fishers to obtain a $100 annual commercial kala fishing permit; setting a commercial annual catch limit (ACL) for kala of 15,000 pounds, and requiring commercial marine dealers who sell kala to register with the Department of Land and Natural Resources.

The action also established similar restrictions on the commercial harvest and sale of uhu (parrotfish), including the requirement to obtain a $100 commercial uhu fishing permit and for commercial marine dealers who sell uhu to register with the DLNR. It prohibits the commercial harvest of any uhu species other than scarus rubroviolaceus (redlip parrotfish) and sets a commercial ACL for uhu of 30,000 pounds.

An uhu-uliuli (spectacled parrotfish). Photo: Kevin Lino/NOAA Fisheries/Pacific Islands Fisheries Science Center/Ecosystem Sciences Division.

The DLNR Division of Aquatic Resources is also in the process of implementing a new optional commercial marine vessel license, Communications Director Dan Dennison said in September.

The new license was approved by the Board of Land and Natural Resources at its Jan. 12 meeting and included in the fishing regulations booklet published in May.

The fee for the issuance or renewal of a commercial marine vessel license is $100 for any vessel less than 22 feet in length that is not used for longline fishing; $200 for any vessel 22 feet in length or greater that is not used for longline fishing. and $1,500 for any vessel used for longline fishing.

Officials are proposing establishing boundaries and rules for a new Fisheries Management Area on the island of Oahu.

The aim is to create long-term sustainable fishing within Maunalua Bay and protect ecologically critical and socially important marine life while minimizing impacts to sustainable fishing. The rules would allow for conducting data collection and monitoring to inform fisheries management and developing an inclusive stakeholder-endorsed and science-based decision-making process. These rules will prohibit the take of five invertebrate species (ʻalakuma, horned helmet, Triton's trumpet, ula and ula pāpapa) and prohibit spearfishing at night. ■

SARA HALL has 15 years of experience at several regional and national magazines, online news outlets, and daily and weekly newspapers, where coverage has included reporting on local harbor activities, marine-based news, and regional and state coastal agencies. Her work has included photography, writing, design and layout.

Good Physical, Mental Health Key to Successful Fishing

By Margaret Bauman
margie@maritimepublishing.com

Harvesting commercial seafood on the coastal waters of Alaska demands physical and mental fitness to begin with, and the rougher the weather, the more important it is to be ready to handle whatever the job demands.

The Northeast Center for Occupational Health and Safety (NEC) in Cooperstown, N.Y., describes commercial fishing as a stressful, dangerous occupation. Injuries, chronic pain, sleep deprivation, anxiety, depression and other stressors are common, and research has concluded that fishermen are four times more likely to die from a drug overdose and 16 times more likely to die by suicide than the average person.

An NEC study found that post-traumatic stress disorder rates in commercial fishermen are three times higher than the national average for men. The center's advice to fishermen: invest in your mental health as you would invest in your gear.

Top health and wellness concerns for fishermen mental health, physical health, diet and exercise, muscular, skeletal and ergonomic issues, sleep, a supportive home life and addictions, according to Jerry Dzugan, who has been with the Alaska Marine Safety Education Association (AMSEA) in Sitka for 35 years.

There are a lot of things fishermen can do to achieve or stay in good physical and mental health. Photo courtesy of the Alaska Seafood Marketing Institute.

The stress of commercial fishing can affect one's sleep and mental and physical health, including the heart, Dzugan said. Crew members can be unpleasant, disagreeable and refuse to interact with other crew members. Finding good crew itself is a big problem nationwide, because people don't have the necessary life skills.

"They can't even tie knots. They don't listen to you. They don't pay attention," Dzugan said.

Concern over health issues prompted AMSEA to collaborate with NEC and Oregon State University to conduct a survey that included interviews with and physical assessments of commercial fishermen.

The good news is there are a lot of things fishermen can do to achieve or stay in good physical and mental health, while finding sources of information for various health issues.

AMSEA offers a variety of training courses for commercial fishermen, including instructing trainers who can then provide their own classes on everything from ergonomics to first aid to safety drills and firefighting on board.

Information about these courses and a place to sign up are on the AMSEA website, www.amsea.org.

Ergonomics

Ergonomics training, which Dzugan has taught for years, is the science of adapting workstations, tools, equipment and work methods for more efficient, comfortable and error-free use.

While there are inherent risks in commercial fishing, from weather to gear handling, the routine work involved in commercial fishing puts the human body at risk. Repetitive motion strain on the back, for instance, from lifting and other forces, causes injury over time, AMSEA notes.

Classes in ergonomics, including online, teach safety practices and routine exercises to help reduce the risks of strains, sprains and pains.

The Pocket Guide to Ergonomics on AMSEA's website can be downloaded at no cost. The guide recommends stretching as a regular part of one's daily routine all year long, particularly six weeks before the fishing season.

During the season, harvesters are advised to develop their own 2-5-minute exercise routine to warm-up before going on deck. Stretching helps put more oxygen in the blood, makes the body more flexible and agile, and the mind more alert and productive.

Helpful hints to avoid strain to the back, for example, include keeping the body upright as much as possible, keeping the load to be lifted close to the body and tightening the stomach muscles and exhaling when lifting. But also this—asking for help moving heavy objects.

To prevent shoulder problems, the guide recommends avoiding work at or above shoulder level, or again, asking for help. If none is available, keep shoulders square and the back rolled. Also do exercises for the shoulders and mid-back.

For carpal tunnel syndrome, with symptoms from cramping to numbness to burning pain, the guide recommends stopping the repetitive activity causing the issue, doing exercises in the guide, wearing splits and keeping warm. As far as medical attention, seek Cortisone shots, vitamin B-6 or anti-inflammatories like aspirin. If necessary, surgery is an option.

Diet

A healthy diet is important for fishermen. Avoid junk food, eat more complex carbohydrates (beans, vegetables, fruits and whole grains), and look for energy bars with the least amount of sugar and more protein, Dzugan advised.

"The older you get the more protein you need," he said.

NEC collaborates with fishing organizations and communities to develop solutions to keep fishermen safe and well at work. The NEC section on safety gear includes a hearing, eye and chemical protection catalog.

NEC also provides online information on dealing with anxiety and depression, via the Anxiety and Depression Association of America.

"There is no right way to handle trauma," writes ADAA's Debra Kissen. "Each individual moves at their own speed and has their own readiness to confront pain and suffering."

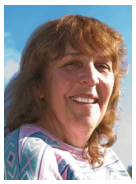
While there's no one way to heal from trauma, the good news is that the intensity of emotional pain always lessens with time, she said.

Kissen also notes that the main difference between PSTD and experiencing trauma is that a traumatic event is time-based, while PSTD is a longer-term condition. One continues to have flashbacks and hearkening back to the traumatic event. To meet the criteria for PTSD, there must be a high level of ongoing distress and life impairment, she said.

Helpful hints to avoid back strain include keeping the body upright as much as possible. Photo courtesy of the Alaska Seafood Marketing Institute.

Finally, on the issue of addiction, remember the U.S. Coast Guard advisory that a vessel's voyage may be terminated for instability. Operation of a vessel while under the influence of alcohol or drugs is prohibited.

For those dealing with substance abuse issues, Dzugan recommends StartYourRecovery.org, a website with topics ranging from substance use to signs and risks factors to treatment and recovery. The site includes links to rehabilitation centers, counseling and support groups. ■



MARGARET BAUMAN is an Alaska journalist and photographer with an extensive background in Alaska's industries and environmental issues related to those industries. A long-time Alaska resident, she has also covered news of national and international importance in other states on the staff of United Press International, the Associated Press, and CBS News.

Vessel Profile: Unique Partnership Produces California Patrol Boat

By Daniel Mintz

California's marine law enforcers carry out their missions in a challenging environment, and a new patrol vessel—the ***Barracuda***—is designed to meet that challenge effectively and efficiently.

Launched last summer and starting operation Sept. 18, the 74-foot long, 27.5-foot wide ***Barracuda*** is built to make a demanding job as safe and productive as possible.

The catamaran is the result of a collaboration between the Bellingham, Wash.-based All American Marine (AAM) shipyard and New Zealand-based Teknicraft Design.

All photos courtesy of All American Marine.

This year marks a quarter century of the North American builder-designer partnership. Daniel Zech, AAM's business development manager, describes it as symbiotic.

"Our relationship with Teknicraft over 25 years means that Nic De Waal, the managing director there, knows exactly what our construction techniques are," he said. "So he can design vessels to what we do and vice-versa."

The result is a versatile, fuel-efficient vessel tailored for patrol work.

One of the ***Barracuda***'s key design features is what AAM calls its "dynamic hydrofoil system," which together with the hull design reduces wave resistance and enhances stability.

As the vessel comes up to speed, the hydrofoil lifts its bow out of the water and "by doing that, the foil is minimizing the wetted surface area of the hull, thereby reducing drag and increasing fuel efficiency," Zech said.

The catamaran hull has inner and outer chines that help 'peel away' oncoming waves as the foil creates vertical lift.

California's Biodiversity Enhancement Fund covers the new vessel's $5.4 million cost.

"When it comes down to it, the foil is just like an aircraft wing except instead of air it's water flowing over it to generate lift," Zech said.

He added that "riding on top of the waves rather than plowing through them" reduces repetitive bouncing and increases crew comfort and safety.

Another key design feature is Teknicraft's Rigid Hulled Inflatable Boat (RHIB) system. Stationed between the aft hulls, it allows launching and docking of a standalone skiff. Zech describes the system as a "force multiplier that allows the California Department of Fish and Wildlife (CDFW) to do multiple things at the same time."

The ***Barracuda***'s width contributes to stability and allows plenty of deck space for storing seized illegal traps, carrying dive tanks and accommodating up to 10 crew members.

The ***Barracuda*** isn't the first patrol boat of its class crafted by AAM. The 80-foot P/B ***Captain Murchison***, also designed by Teknicraft, has been at work for the Texas Department of Parks and Wildlife since 2020. Zech describes it as "the brainchild" of the CDFW vessel.

With the ***Barracuda***, the CDFW will have five patrol boats; an older vessel, the P/B ***Steelhead***, will go to auction.

California's Biodiversity

PATROL BOAT *BARRACUDA* SPECIFICATIONS

Builder:
All American Marine, Bellingham, Wash.

Designer:
Nic de Waal of Teknicraft Design, Auckland, New Zealand

Engine Manufacturer:
Caterpillar, Inc. aka CAT

Gensets Manufacturer:
Northern Lights, Inc.

Fire Suppression System:
FireBoy-Xintex

Navigation Electronics:
Furuno

Communications:
I-Com

Safety Gear:
Lifesling, C-Hero

Winches:
Kolstrand

Transmissions:
Twin Disc

Air Compressor:
Nuvair

Water Maker:
Spectra

HVAC:
Webasto

Enhancement Fund covers the new vessel's $5.4 million cost, having been approved when the state had "a more enhanced budget year," CDFW Patrol Lt. Brian Bailie said.

Bailie captained the ***Steelhead*** for 19 years and is now helming the ***Barracuda***. One of his first post-construction tasks was to define the new vessel's identity with a list of names voted on by his supervisory staff.

The names were all of predatory fish, as mandated by state law for patrol boats; the ***Barracuda*** won out. It refers to a species known for its striking appearance and one whose range aligns with the ***Barracuda***'s patrol area—the entirety of the central California coast to 250 miles offshore.

Given the variety of patrol operations, including protection of marine resources and enforcement of fisheries regulations, the ***Barracuda*** is built for versatility.

"The patrols are set up to be offshore for multiple days at a time in different areas of the state doing different activities related to certain fisheries—sometimes we're dealing with net fisheries, sometimes we're dealing with trap fisheries, sometimes we're dealing with longline fisheries," Bailie explained.

"So we need boats and people capable to be offshore and to be able to handle all the ever-changing situations that we get into on a given day," he added.

All of the CDFW's patrol boats have RHIBs and skiffs, which are used to contact near-shore recreational and commercial fishing vessels.

"We can do it in a much safer manner—it's hard to talk to someone on a 20-foot boat when your boat's 75-foot," Bailie said. "We need a smaller boat to reach out and communicate with people and to have better investigations."

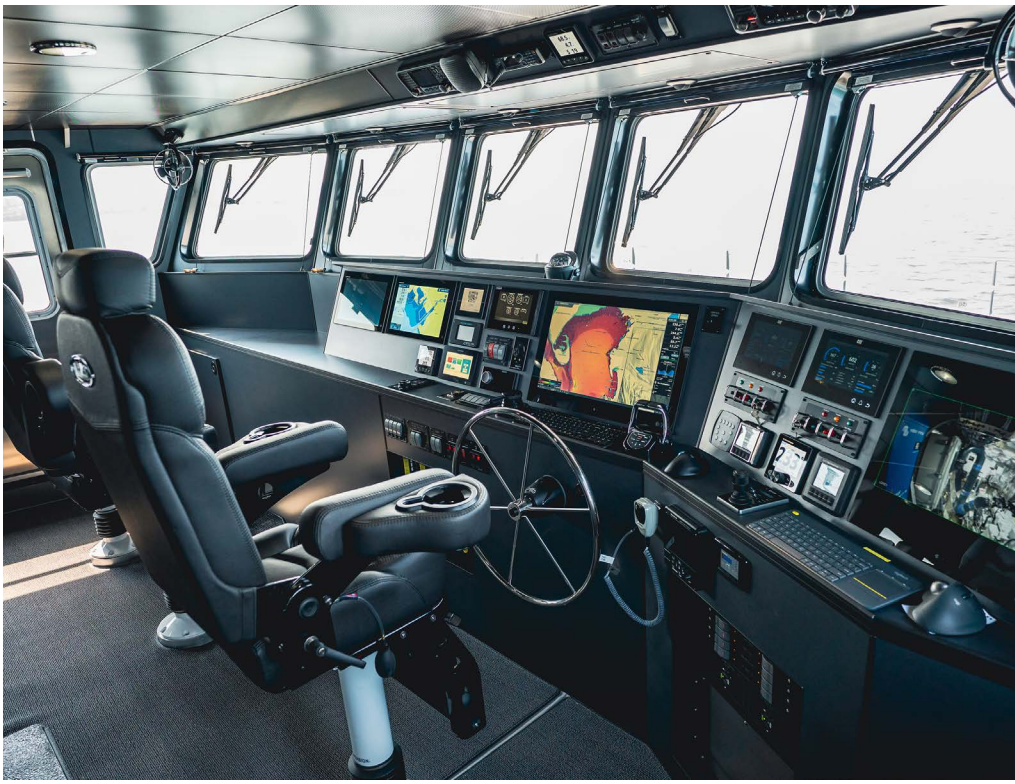
The ***Barracuda***'s skiff is 19-feet long and equipped with a Mercury 115 outboard motor.

"Having that skiff is a force multiplier for us because the skiff can go one way and the patrol boat can go the other way and if I have enough staff running these long range vessels, we can cover way more ground in a shorter amount of time," he said.

The older catamarans in the CDFW's fleet use A-frame systems where it takes "multiple steps" to launch and dock skiffs. Bailie describes the new design as "a big game-changer," as the skiff can be launched while the patrol boat is moving and "the (risk) factor is pretty much minimal if not zero."

With three patrol staffers in the skiff, "You just unstrap the boat, the cradle gets lowered hydraulically into the water, and the boat just backs off and you're on your way," he said.

Skiff retrieval—which is a logistical "nightmare" on the A-frame systems—is as smooth as launching with the new design, Bailie continued. Onboard gear includes twin CAT C-18 800 horsepower diesel engines, giving the boat a top speed of 27 knots.



The vessel's 2,000-gallon fuel capacity allows for extended range and operation time. A Teledyne FLIR M346C thermal imaging video system is considered key to the CDFW's night patrols.

The high-resolution night vision unit is especially useful in search-and-rescue operations.

"It almost like you have to have them, because they can pick up things in complete darkness and complete fog—which we have a lot of at night, especially along the coast," Bailie said.

Thermal imaging video also helps with navigation.

"During, say, the Dungeness crab season, there's thousands of buoys in the water and we don't want to run anybody's gear over," Bailie remarked. "You can see buoys on the FLIR in pitch darkness and it can link to the navigation system's radar to track an object so you always know where it is in relation to where you're going."

The vessel's gear also includes a state-of-the-art suite of Furuno communications, navigation and transducer equipment.

All the vessel's staff members are trained for emergency responses and the boat has plenty of gear for them, including oxygen tanks, trauma kits and "all the necessary lifesaving equipment to extract people."

The vessel has a C-Hero man overboard rescue kit, which Bailie described as "basically a big fishing net but it's for a human," with a body sling and lifting straps.

Interviewed the day after the ***Barracuda*** began its first patrol out of the Half Moon Bay area, Bailie said the vessel's crew is quickly becoming familiar with the new systems and "it turned out to be a very good first patrol." It's the start of what likely will be many years of ***Barracuda*** patrols.

Zech noted that the CDFW's first catamaran is still active and was designed by Teknicraft in 1999.

"It's a testament to both Teknicraft design and how well this current vessel will serve them for decades to come," he said. ■

Commercial Fishing Sleep and Health – NEC study

By Jerry Dzugan, AMSEA

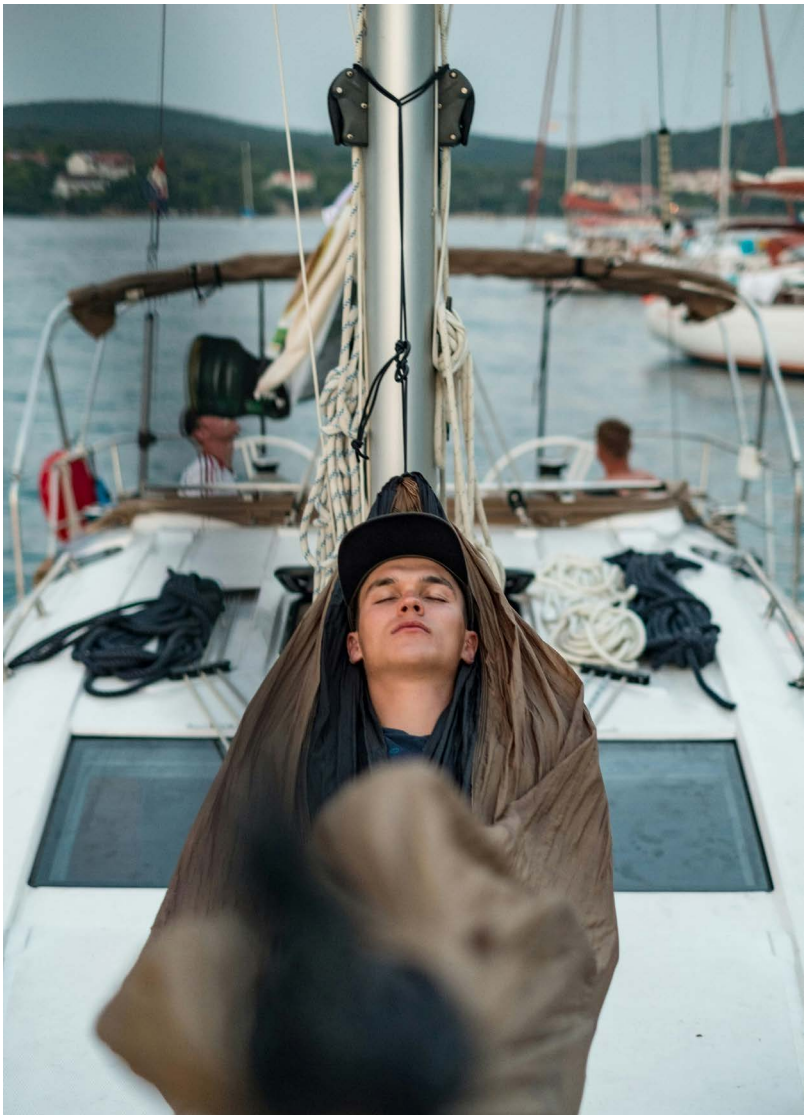
"To sleep perchance to dream. Ay, there's the rub!" wrote the Bard. It's unlikely that Shakespeare ever went commercial fishing. If so, he would have known that trying to get to sleep on a vessel could be the rub.

The Northeast Center for Occupational Health & Safety (NEC) has been partnering with the Alaska Marine Safety Education Association (AMSEA), Oregon State University and George Mason University since 2019 to better understand sleep and other health risk issues in fisheries. It's one of the most comprehensive studies of sleep and health on commercial fishing vessels.

The study involved sleep surveys with 262 fish workers and free in-person health exams provided by health care teams in fishing harbor locations for 162 workers. These fish workers came from Alaska, Massachusetts and Oregon and represent folks in the salmon gillnet, Dungeness crab, scallop and lobster fisheries.

Since much of our physical and mental health is based on sleep, the survey was used to better understand sleep and look at what factors affect sleep on a fishing vessel. The data below on length of sleep fish workers get in different fisheries was based on 262 interviews.

How much sleep workers are getting on the vessel in a 24 hour period:



A man sleeps in a hammock on a boat. Photo: Sebastian Sammer via Unsplash.

Sleep Measures	AK. Salmon Gillnet	Massachusetts Scallop	OR. Dungeness Crab
Average total hrs.	4.9 hrs.	4.5 hrs.	5.0 hrs.
Least total hrs.	1.6 hrs.	1.1 hrs.	2.6 hrs.
Average consecutive hrs.	4.0 hrs.	3.5 hrs.	3.7 hrs.
Least consecutive hrs.	1.4 hrs.	1.0 hrs.	2.2 hrs.
Consecutive days hrs.	4.4 hrs.	3.9 hrs.	5.2 hrs.

Lobster fishing was used as a control group for the study, since it is largely a day fishery. In the study, researchers found that of those surveyed:

- 40% of fish workers on vessels reported having pain that was severe enough to interfere with sleep.
- Nearly 50% reported they do not have great quality of sleep.
- Nearly 33% said they had trouble getting to sleep.
- Nearly 50% said they had trouble staying asleep.
- Nearly 20% reported having a diagnosed sleep problem.

Keep in mind that the adult human body needs eight hours of sleep in a 24-hour period to operate at full function. There are no exceptions to this need for sleep, unless you are the 1 in 12,000 people who have a rare gene that allows you to operate at full function with just six hours of sleep. Your chances of

getting hit by lightning are greater than having this gene.

There are many reasons why sleep is difficult on a fishing vessel: screaming hydraulics, engine noise, the motion of the ocean, erratic work and delivery schedules, stress, caffeine, alcohol, pain or the straining of the anchor gear in a dark and stormy night, to name a few reasons.

Many health and safety issues associated with insufficient sleep have been demonstrated by other studies with adults who do not commercially fish. Sleep deprivation has been proven to increase accidents and injuries and results in higher risk taking decisions, memory problems, obesity, cancer, diabetes, cardiac problems and dementia.

Other studies outside of the NEC study have also demonstrated that sleep deprivation also has a significant negative effect on immunity.

Flu vaccinations given to young adults who had only four hours of sleep before a vaccination had only a 50% immune reaction to the flu shot compared to people who had a seven-to-nine hour sleep. Even if the test subjects had two or three weeks of recovery sleep, they never developed a full immune response to the shot.

Lesson learned: if you want the full benefit of a vaccination, get seven to nine hours of sleep before and after your shot. The idea that you can make up for your lost sleep is just a myth when it comes to the body defending itself from illnesses.

Sleep deprivation has long term consequences for your body's own immune system as well. Your killer T cells are produced by your body's immune system to destroy deadly virus, cancer and foreign cells.

A study was conducted with young males who were only allowed four hours of sleep in one night. They were found to have lost 70% of the killer T cells circulating in their immune system compared to a group that had a full

SAFETY, CONTINUED ON PAGE 38

SAFETY, CONTINUED FROM PAGE 37

eight hours of sleep.

One can imagine the effect that weeks or years of poor sleep would have on your cancer immune system. A large European study of almost 25,000 people demonstrated that sleeping just 6 hours a night or less was associated with a 40% increase in cancers. Similar associations were demonstrated in a group of 75,000 women who were traced over eleven years.

The NEC study realistically notes that obtaining eight hours of sleep on a commercial fishing vessel is not an option in many cases. NEC suggests focusing on other areas that can positively affect brain health such as physical exercise, diet, medical and mental health and having a positive social network.

We will look at other tips to improve sleep health in the next issue of *Fishermen's News*.

There were several other phases that were an outgrowth to the NEC study. One outgrowth is a 16 series podcast aimed at fish workers called *Fishing Forward* which has been very well received.

About 25% of the podcasts were on sleep health and sleep strategies in commercial fishing. All episodes can be found at: coastalroutes.org/fishingforwardpod.

More on sleep deprivation and the health study can be found at https://tinyurl.com/54dd3jx7.

Funding for the study was provided by the U.S. Coast Guard & National Institute for Occupational Safety & Health. ■

Holiday Best Wishes from PCFFA

By Lisa Damrosch

Pacific Coast Federation
of Fishermen's Associations
pcffa.org

As 2024 draws to a close, I'm feeling all of the holiday feels—joy, hope, faith and, because I work in fisheries, I feel a bit Grinch-y as well. Most of all though, I find myself filled with gratitude.

It's hard to believe I'm nearing my one-year mark as executive director of the Pacific Coast Federation of Fishermen's Associations. This year has been a whirlwind of challenges, growth and learning.

At its core, it's been a year filled with appreciation for this community and the commercial fishing families who, despite the incredible obstacles we face, continue to support our coastal communities and work tirelessly to bring sustainable, local seafood to America's tables.

I know how fortunate I was to grow up in one of those families, a family that continues to fish now with the fifth generation on board. This year, I've reflected a lot on the legacies of commercial fishing, both professionally in this new role and personally after the loss of my dad this year.

The future of commercial fishing is personal for me, just as it is for each of you. We are not just working to sustain an industry, we are fighting for a way of life that has supported families, strengthened communities and fed millions.

It can be difficult to find peace and the holiday spirit in the storms we face. But when I reflect, I am reminded of my wholehearted belief in the essential contributions of the commercial fishing fleet to the culture, economy and food production of California and beyond. I continue to have unwavering faith in the tenacity, grit and problem-solving abilities of commercial fishermen.

I experience overwhelming joy when I watch my family vessel glide through the jaws of our harbor with my brother and son on board and fish or crab on the deck.

Don't get me wrong, I also feel the fury of the Grinch when commercial fishing families and communities are sacrificed because curtailing the responsible harvest of sustainable ocean resources is used as an easy answer to complex questions.

It will take persistence, tenacity and ingenuity to face the obstacles ahead.

All of these things can be true at the same time, and at this time of year it is important to reflect, learn from what worked and what didn't, and prepare for what comes next.

No one chooses a life in commercial fishing expecting it to be easy. The ocean can be bountiful and kind one moment, then relentless and unforgiving the next. Commercial fishermen have always accepted the unpredictability of the ocean and been willing to live and die by her power.

Every commercial fisherman has at one time or another stood on the back deck and looked out at the horizon and felt that power. It can be impossible not to, at least for a split second, breathe in that salt air and be filled with gratitude

CONTINUED ON PAGE 40

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while reflecting on how small and insignificant we really are as humans.

This is why it is so hard for us to accept the human-created storms, often in the name of conservation, that have truly become unrelenting. We have been knocked down and beaten, and it can feel like every day brings a new threat to our livelihoods and way of life. But we have no choice but to keep fighting, and maybe it's the holiday spirit speaking, but we also have to be mindful not to let these storms wash away the joy, hope and gratitude that make life beautiful.

There is no doubt that in 2025, the storms facing commercial fishing will keep coming and likely grow in intensity. We will need to balance our optimism and rage and channel them into meaningful action. It will take persistence, tenacity and ingenuity to face the obstacles ahead.

The good news is that these qualities are deeply rooted in the very nature of commercial fishermen, and there is no doubt that we will never back down from a challenge. This is what fills me with optimism for what lies ahead, no matter how bleak the forecast.

Yet none of us can face these challenges alone, and when we are divided and focused on only our own businesses and agendas we play directly into the hands of the human storm makers. Our greatest strength only comes from unity and our power lies in our collective voice, strategic organization and disciplined messaging.

In California, PCFFA has been focused on building that unity and creating an organization of fishermen and for fishermen that taps into the collective wisdom and expertise of fishermen from every port and fishery.

We have seen this work in small battles this year and we must build on it to survive. Standing together, learning from one another, agreeing where we can, focusing on results and advocating with a unified voice is what will give us strength.

Over the past year, we have laid the groundwork for even more collaboration, and we are excited to share our plans for 2025, including greater transparency, results-driven projects and priorities and continued hard work.

We are committed to ensuring that PCFFA serves as a resource and hub for communication and action and is your place to go for updated information, resources and ways to engage. We're also expanding our social media channels to keep you informed about the latest developments, advocacy efforts and opportunities to get involved.

I encourage every fisherman to get involved, join your local port associations, participate in the conversations that matter and help drive the change we want to see in our industry. Together we can weather the storms ahead, just as we have done for generations.

In the year ahead, let's remain optimistic, united and engaged. The challenges we face are real, but so is our determination. Together, we can continue to fight for the future of our fisheries, our livelihoods and our way of life.

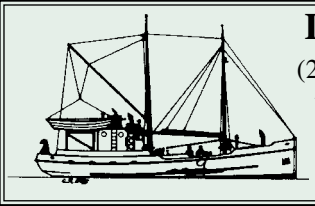
As the holiday season approaches, and fishing openers await, I hope each of you will find at least a moment to rest, recharge and connect with those who give you strength, and that you are able to experience some peace and calm between storms.

Know that we are grateful for you, for the work you do and the food that you provide—and that I personally am grateful for your commitment to working toward common goals.

From the bottom of my heart, I wish you and your families peace, joy and strength this holiday season, and a safe and prosperous fishing season.

Warmly,
Lisa

LISA DAMROSCH is the executive director of the Pacific Coast Federation of Fishermen's Associations (PCFFA), and comes from a fifth-generation commercial fishing family working from Half Moon Bay, Calif. She can be reached at the Southwest Regional PCFFA office at P.O. Box 29370, San Francisco, CA 94129-0370, or at lisa@pcffa.org. The phone number for the SF office is (650) 209-0801.



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IFQ NEWS

Price differences reflect the range from small blocks of D or C class on the lower end to unblocked B class unless otherwise indicated.

HALIBUT

At the time of this writing approximately 76% of the overall 2024 halibut TAC has been landed, with areas 2C, 3A, and 3B exceeding 80% harvested. Despite effort, Area 4 harvest remains challenging. Ex-vessel prices remain mostly stable. QS sellers have been reluctant but agreeable to lower offers in desirable areas like 2C and 3A, resulting in some sales. Availability of halibut QS remains high in all areas. We expect sales to remain limited through the end of the year. The latest is as follows:

AREA	ESTIMATED VALUES
2C - Recent sales of unblocked at reduced prices.	$34.00/# - $50.00/#
3A - Limited activity.	$21.00/# - $28.00/#
3B - Blocked and unblocked available, no recent sales.	$19.00/# - $25.00/#
4A - Make offers.	$5.00/# - $7.00/#
4B - Make offers.	$4.00/# - $7.00/#
4C/4D - Recent activity, make offers.	$5.00/# - $8.00/#

SABLEFISH

Harvest efforts continue to be focused in CG and SE with 10% of each area's allocations harvested in the past month. WY sits at 80% harvested, WG at 65%. Total landings increased to 54% of the TAC, up 5% from last month. There has been little market activity to report over the past month. Sellers continue to reduce prices incrementally, buyer interest remains limited. The latest is as follows:

AREA	ESTIMATED VALUES
SE - Limited sales at reduced price.	$5.00/# - $7.00/#
WY - Unfished, unblocked B-class available for $7/#.	$5.00/# - $7.00/#
CG - Unfished, unblocked B-class available for $5.50/#.	$4.00/# - $6.00/#
WG - A shares available for $7/#.	$4.00/# - $5.50/# (A class)
AI - A shares available for lease.	$1.00/# - $2.00*/# (A class)
BS - Make offers.	$1.00/# - $2.00*/#

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ALASKA PERMITS	ESTIMATED VALUES
AK Power Troll	$17k
Area M Drift	$110k
Area M Seine	$90k
Bristol Bay Drift	$133k
Bristol Bay Setnet	$53k
Cook Inlet Drift	$32k
Kodiak Seine	$25k
Kodiak Tanner <60'/<120'	$45k/$75k
PWS Drift	$76k
PWS Seine	$140k
SE Dungeness (75-300 pots)	Variable
Southeast Drift	$46k
Southeast Herring Seine	$190k
Southeast Salmon Seine	$150k
SE Chatham Black Cod	$410K

WEST COAST PERMITS	ESTIMATED VALUES
California Crab We recommend that all permit holders request that CDFW verify the maximum allowable length of their permit. The latest is as follows: - 175 pot: $15k-$25k range. - 250 pot: $25k-$40k <40'. $30k-$55k for 40' - 60'+. - 300-350 pot: $45k-$100k. Value dependent on length. - 400-450 pot: $70k-$160k. Value dependent on length. - 500 pot: $150k-$325k. Highest value in 58' and above.	Variable - Call for info
California Deeper Nearshore	$30k
CA Halibut Trawl	$35k - $60k
California Squid	Variable - Call for info
California Squid Light/Brail	Variable - Call for info
Oregon Pink Shrimp	$45k - $55k
Oregon Crab No supply and high demand for 500 pot permits 58'+ - 200 pot: $45k-$60k. - 300 pot: $100k-$200k. - 500 pot: $200k-$300k for <50', $6k-$7k per foot for >50'.	Variable - Call for info
Puget Sound Crab	$185k
Puget Sound Drift	$7k
Puget Sound Seine	$75k
Washington Crab High demand for leases. Buyers looking for WA 300 permits. - 300 pot: $90k - $170k depending on length. - 500 pot: $300k - $425k depending on length.	Variable - Call for info
Washington Pink Shrimp	$50k
Washington Troll	$26k
Longline - Unendorsed - Increased demand for leases.	$80k - $110k
Longline - Sablefish Endorsed - Permits available, call for more info.	Variable
A-Trawl	Variable - Call for info

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CR24-020 92'x26' steel crabber built in 1967 by Pac Fish. Twin 360hp Caterpillar 3406B main engines w/ Twin Disc MG-5140 gears. (2) 190 kW Caterpillar 3306B gen sets, 20 kW Isuzu gen set. Packs 275k# reds, 130k# crab in (2) fish holds. 80-ton RSW system with (4) 20-ton chillers. Includes complete tender and crab setups, and appx 1,000 Trilogy crab pots. (2) deck cranes. Comprehensive electronics including TimeZero and WASSP. Includes WA 500 pot permit good to 99.5', OR 500 pot permit good to 99'. Asking $3,200,000 for the package.

CO24-004 58'x20'x9.5' steel combination vessel built in 1995 in Reedsport, OR. 425hp John Deere 6135 main w/ Twin Disc 5114 gear. (2) John Deere 4045 65kW gensets. Fish hold packs 33,000 lbs crab w/ aft section as bait freezer, or 30 tons tuna. (2) blast freeze systems and brine tank on deck. Junes block, davit, tuna pullers, salmon gurdies, tuna landing table, 30' alum boom, and more. Excellent electronics. OR 500 pot crab permit, CA 300 pot crab permit, and CA/OR salmon permits available. Inquire for survey and more info. Asking $780,000.

BB24-035 32'x15'x2' Bristol Bay jet boat, built in 1995 by Edwing. Twin Cummins QSC mains make 600 hp each, 15" Ultra 340HT jets, ZF gears. Makes 35 knots. Packs 20k# in (15) fish holds. IMS 10-ton RSW system. Deck equipment includes Maritime Fab levelwind, White motor, Big Bay stern roller. (5) berths, galley, and head. Electronics include (2) VHF, (2) GPS, radar, and sounder. Asking $600,000.

TE24-003 84'x20'x12' wood gillnet tender / charter vessel, built by Johnson Brothers for the US Bureau of Fisheries in 1928. Completely rigged for tendering but also set up for charter w/ (3) passenger staterooms, plus crew quarters, (2) heads w/ showers, large comfortable salon and wheel house. Fully equipped modern galley. Cat D343 main rated at 300 hp - completely rebuilt in 2022. John Deere 40kW w/ low hours on rebuild and new Kubota 20 kW gen sets. 25 ton RSW system w/ IMS chiller. Packs 100k lbs in (2) aluminum fish holds. Twin picking booms w/ (4) boom winches. Asking $375,000.

TE24-006 110'x25.5' steel tender vessel built by North American in 1979. Twin GMC main engines rated at 550 hp each. Twin Disc MG521 gears. Cruises at 10 knots. 250 kW John Deere, 175 kW Cummins, and 125 kW John Deere gen sets. Packs 210k# in (4) fish holds. (2) 30-ton RSW systems. (1) 360 degree stick crane, (1) 180 degree straight crane. Full tender setup including TV pump, sorting table, and weigh boxes. Full accommodations, (3) staterooms, (2) heads, and galley. Electronics include (4) VHF, Furuno Navigator GPS, (3) radar, (2) sounders, computer, FLIR system, and ComNav autopilot. Asking $700,000.

CR24-028 50'x15'x7' fiberglass craber/troller built in 1978 by Sunnfjord. GMC 671 makes 250 hp, rebuilt in 2019. Twin Disc MG509 gear. 30 kW Isuzu 4-cyl gen set. Packs 20k# crab in (1) fish hold. 10-ton RSW system. Accommodations include (2) staterooms with (3) berths and day-bunk, full galley, and head. Electronics include (3) VHF, Furuno GPS and radar, couputer, sounder, plotter, and Com Nav auotpilot. Gear available includes tuna gurdies, salmon gurdies, longline gear, and crab pots. Asking $350,000.

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HALIBUT IFQ

2C-C-U:	2,500 lbs	asking $51.00
3A-B-B:	2,300 lbs	asking $20.00
3A-C-U:	3,100 lbs	asking $28.00
3B-B-U:	6,700 lbs	asking $25.00
3B-B-B:	3,800 lbs	asking $23.00
4A-B-B:	1,200 lbs	asking $8.00
4A-B-B:	2,700 lbs	asking $5.00

SABLEFISH IFQ

BS-B-B:	22,000 lbs	asking $1.50
CG-B-U:	60,000 lbs	asking $6.00
SE-C-U:	15,000 lbs	asking $7.00
WG-A-U:	17,400 lbs	asking $7.00
WY-B-U:	37,000 lbs	asking $7.00

CR24-024 38'x12.9'x6' fiberglass Sunnfjord built in 1979 and rigged for crab, salmon, and open access. John Deere 6068 main rated at 266hp w/ Twin Disc gear. Northern Lights 4kw genset. Packs 3,000 lbs below deck, and another 4,000 in totes w/ air system. Junes 17" crab block, davit, dump box, 3-spool Kolstrand gurdies, boom w/ winch, bow poles, and (8) black cod pots. Excellent electronics. INCLUDES CA salmon and CA 250-pot crab permit. Asking $200,000.

BB24-036 32'x16' fiberglass Bristol Bay gillnetter built by Bay Marine and finished by Lindell Boats in 1991. MAN D2862LX rated at 825 hp w/ ZF360A reduction gear. Packs 26,500 lbs in (10) insulated fish holds. Mitsubishi 7 kW gen set. IMS 7.5 ton RSW. Maritime Fab. fixed reel w/ RexRoth internal drive, auto-levelwind and stern roller. Vickers 6 and 3.8 cube hydraulic pumps. Electronics include Garmin GPS, radar, (4) plotters/GPS, (2) sounders, VHF and inverter. Red Dot, propane stove, fridge, chest freezer, hot water, head and (4) berths. Includes (18) 50 ftm nets, (2) 20' containers, spares and tools. Asking $400,000.

SE24-008 58'x18.5' steel seiner built in 1958. Cummins 855 main engine. Twin Disc MG514 gear with 3:1 ratio. 8.5 knot cruise. PTO w/ Pitts clutch. 40 kW Isuzu 4BD1 gen set. Packs 70k# in (2) fish holds. 20 ton RSW system. Kolstrand deck winch, Marco power block, (2) booms w/ vanging and topping, knucklehead boom attachment. (2) VHF, (2) GPS, computer, radar, sounder, plotter, and Furuno autopilot. Includes 18' Snow and Co. power skiff, built in 2018, 350 hp John Deere engine, and SE seine net. Asking $475,000 for the package.

SE24-013 50'x16.4'x7.6 steel seiner/crabber built in Moss Landing, CA in 1979. John Deere 6090 rated at 330 hp w/ Twin Disc 5114 gear, both new in 2013. Isuzu B4BG1-B w/ 40 kW and new 12 kW gen sets. Packs 42k lbs in insulated fish hold. 30 ton titanium chiller and Carrier compressor. Kolstrand purse winch, Marco pwr block, main boom w/ (2) winches. Twin Disc PTO w/ (2) hydraulic pumps. Furuno electronics, VHF, 2M, and autopilot. Head, shower, (6) berths, diesel stove and hot water. Rozema skiff w/ rebuilt Cat 3208 and rehung PWS seine available. Asking $275,000.

BB24-019 32'x12'x2.5' aluminum, flush deck, RSW, Bristol Bay gillnetter built by Marco in 1980. John Deere 6068 rated at 210 hp w/ Twin Disc 506 gear. Diesel drive PacWest 6 ton RSW system and 2.5 kW generator. Packs 10k lbs in (8) insulated fish holds. Maritime Fab reel, auto levelwind, anchor winch and Kinematic pwr roller. SeaMar load sensing valves and reversible wash down. Eaton 4.2 and Cessna 2.8 hydraulic pumps. Electronics include (3) GPS, VHf, sounder, inverter and autopilot. Diesel stove, hot water, (4) berths, portable frige/freezer. Gear available to buyer. Inquire for survey. Reduced to $180,000.

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