

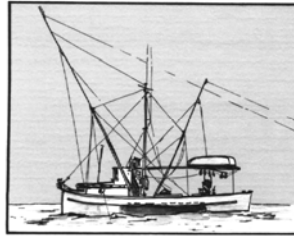
Alaska Troller

SPRING 2008

Treaty Quota Set at Minus 15% for Alaska

Despite ATA objections, Pacific Salmon Treaty negotiators recently signed a new agreement, which includes chinook reductions of 15% and 30% respectively for Alaska and West Coast Vancouver Island (WCVI). These cuts begin in 2009 and will be calculated using the abundance based system that reduced the Southeast quota nearly 50% this season. Had the new deal been in effect for '08, the quota would have been 144,500 instead of 170,000.

While Alaska fishermen will proportionally share harvest cuts under the Board of Fish allocation plan, the WCVI trollers will bear the brunt there, with the total allowable catch estimated to be reduced by as much as 50% a year.



The impact to the Pacific troll and Alaska charter industries could be significant for the life of the 10-year agreement. However, there is a 5-year review, which could remove, or modify, the new restrictions depending on the condition of chinook stocks and will of the treaty commissioners.

While the chinook harvested in Alaska are healthy, there is no doubt that coastwide abundance is down. ATA thinks the current quota system accounts for that (e.g. 48% cut this year), but many Treaty negotiators used global warming to justify even more harvest reductions in the northern fisheries. We are obviously experiencing some climatic changes, but that's too easily become the generic rationale to drastically reduce fisheries for any and all annual variation in the ocean environment. In fact, NOAA oceanographers are pointing to very specific, short term conditions in 2005 that might have affected ocean survival of this year's returning fish.

When you add poor ocean conditions to the bad water and habitat policies chronically plaguing key rivers and estuaries like the Columbia River and Puget Sound; or sea lice and pollution at fish farms in British Columbia; the lower abundance makes logical sense. This brood class of fish had little safe refuge during any phase of its lifecycle.

Fortunately, things are looking up in the ocean. The low oxygen dead zone that was first identified off Oregon in 2002 seems to have dissipated and there are reports of strong cool water upwellings. These things should bode well for the young of the year and those feeders already out there. ADFG biologists seem to think it likely that the current low abundance will be short lived.

As for other particulars of the Treaty Agreement, it's a very mixed bag. There are many positive aspects for Transboundary River, Noyes Island, and Tree Point fishermen. Chinook data that we have not been able to secure from other parties now has more specific timelines for delivery. There are other grey zones for chinook, particularly when it comes to things like additional stock specific restrictions. This and other items demand vigilance in the coming years.

There is talk of trying to mitigate both Alaska and Canadian fishermen for their reduced chinook harvests. How this will be accomplished remains to be seen, but ATA is working with treaty representatives and the congressional delegation to identify options and secure the necessary funds.

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Going Above and Beyond...

Joel Kawahara (FV Karolee) recently rushed to the nation's capitol on short notice, to provide the lone commercial fishing testimony at a hearing held by the House Resources Subcommittee for Fisheries. He was joined by scientists and small business owners.

That same week, Congress was poised to vote on a relief package for West Coast fishermen who are sitting out the salmon season due to a collapsed Sacramento River run. Water diversions and habitat destruction are responsible for stock declines in both the Sacramento and Klamath Rivers. After Congress approved the \$170 million dollar relief package, the Bush Administration tried to divert \$70 million to finance the national census. Those attempts appear to have failed.

Joel holds permits from CA to AK and serves on the board of several organizations, including ATA. We very much appreciate the time he makes to fight the good fight for us all!

ATA's mission is to preserve, promote, and perpetuate the fishing industry in Alaska. To that end, we work for conservation, sound management, good public policy, and safety at sea for the general welfare and mutual benefit of all.

Winter Fishery	Total	Permits	Landings	Avg Wt.	Avg. Fish Ticket Price
2008	21,824	466	3,304	14.5	\$8.62
2007	46,875	503	3,900	14.1	\$6.10
5 yr Avg (2003-07)	49,999	443	3,829	13.5	\$4.87

Spring Fishery	AK Hatchery		Permits	Landings	Avg Wt.	Avg. Fish Ticket Price
2008 (to June 10th)	15,500	37%	412	1,673	15.7	\$7.75
2007	48,479	38%	523	2,991	14.5	\$4.52
5 yr Avg (2003-07)	46,891	33%	463	2,606	14.8	\$3.25

From the Director's Desk...




“Do you want to hear the good news first, or the bad?” When personally faced with that question, I nearly always choose to hear the bad followed by the good. But when facing the fleet with a mix of news, it's tough to know where you want me to begin. More importantly, it's sometimes difficult to find that ray of hope. So here goes 'nuthin...

The Bad News: The Chinook Quota - 'nuff said.

The Good News: People are crazy about wild, Alaska salmon and consumers have shown a willingness to pay top dollar for our high quality, health smart, tasty products.

We have a lot going for us in the salmon industry. And as a *60 Minutes* segment recently revealed, people are finally beginning to see that fishermen are not responsible for precipitous drops in salmon abundance - it's mostly habitat! Through our words and actions we must keep front and center that commercial fishermen care about the sustainability and wholesomeness of the resource they deliver to the public. I'm proud to represent hardworking people with such a value system and believe it will serve the fleet now and well into the future.

Bad or good, it's my job to gather and share what news there is, so that you can make choices for your business. If you have questions about fishing related items that you see in the news or hear about on the docks, please call or email so I can help get you the information you need.

Have a Great Season - Safety First! dk 

Judge Rolls Back Charter Halibut Restrictions

The one-fish limit bag limit for guided anglers has been put on hold by the federal court in Washington, DC. US District Judge Rosemary Collyer issued an injunction that will allow guided anglers to keep two halibut a day. Her final ruling is expected to come after the guided anglers have headed home for the year with their catch.

A number of individuals and groups are attempting to join the case, but have so far been rebuffed by the court. NMFS is expected to appeal the decision. The Southeast charterboat interests that filed the suit claimed the one fish bag limit would bring significant harm to their operations.

The 2C longline fleet that stays within its limits has been cut back 43% over the last two years for conservation, while the charter fleet has been over its guideline harvest nearly every year since it's been in effect. What's wrong with this picture?

If you are an IFQ holder, plan to attend the fall Council meeting and help protect your interests. Also, please consider sending a contribution to the Halibut Coalition at PO Box 22073 Juneau, AK 99802.



A little neglect can breed great mischief. ↵ Benjamin Franklin

Opinion

**Carter Hughes, F/V Radio
Northern Rural Board Member**

Alaska trollers have many reasons to feel good about their fishery these days. During the past seven years there have been decent king salmon quotas and the past four years we've had record high prices. Troll product that comes from Alaska is well-received in the marketplace, because of its quality and the fact that the fishery is responsibly managed. However, this situation is fragile and should not be taken for granted.

Unfortunately, the Alaska Trollers Association has not really shared in these good times to the same extent that the fleet has. Despite all the battles we have won at the Board of Fish meetings that have secured troll access to king salmon against aggressive charter sector proposals. Despite testimonies ATA has made before the North Pacific Fisheries Management Council to prevent costly and burdensome regulations to electronically monitor the fleet from being imposed by the Coast Guard. Despite costly trips to Washington DC by the executive director to oppose offshore aquaculture and the coastwide elimination of ocean troll fisheries by land developers, irrigators, and Lower 48 utilities that continue to profit from destroying fish habitat and blaming fishing fleets from California to Alaska for the decline of salmon runs. Despite all the work on behalf of the fleet that has helped make everyone's business successful, our membership remains low and most of the board of directors is paying their own way to meetings. Frankly, we need more help from the fleet. We need non-members to pay their dues and we need members to cajole their non-member friends to sign up. Finally, it is important that some of the younger members of the fleet step up to the plate and get involved.

We are going into some very hazardous times. The Pacific Salmon Treaty has just been renegotiated and the chinook terms are less than hoped for. Although there are very talented people representing the troll fleet on the Treaty negotiating team, Alaska was up against some very powerful adversaries. There is still work to be done on this issue and its outfall. In order to have a fighting chance at preserving our fishery, so that it remains a viable and respectable profession, ATA needs the financial backing of the fleet through membership. ATA also needs the voice of the fleet behind it, through increased participation at meetings and during comment periods, to express concerns about the issues that affect us all.

If we have been slow getting out newsletters and communication with members, we apologize. We are working to improve this situation. Our executive director has been doing most of the work alone. The more members and contributions we have, the more money ATA will have to hire the help to do the work.

ATA is working hard to keep everyone on the grounds, even if that has been easy for some to ignore. However, the years of running on cruise control are over - everyone must get involved. We all have a great industry and livelihood; lets not throw it away through negligence.



**Special
Thanks**

**Seafood Producers Cooperative
Sitka Sound Seafoods
Triad Fisheries
The Boat Company**

Your exceptional support helps ATA stay on the job.

Board of Fisheries 2009

The following outlines proposals submitted by ATA. Proposal books should be out by mid-summer and hopefully you will get yours early and start writing comments and testimony. As always, ATA encourages trollers - and all fishermen - to work together to resolve any issues of concern prior to regulatory meetings. Fishermen are always stronger working as a team. Local Advisory Committees are a great point of contact to get more information and discuss details - hope to see you there!

Chinook

- District 8 Troll Fishery
- Modify troll time & area during Transboundary River (TBR) fishery
 - Open Section 8-A in winter through March 31

District 11 Troll Fishery

- Modify time & area during TBR fishery

Coho

- Change season closing date to September 30

Hatchery

- Request fishery on late fall Neets Bay coho

Lingcod

- Allow troll fleet to take quota not utilized by dinglebar fleet (not a reallocation to troll).

Sport

- Possession limit definition - remove processed fish loophole & count all fish caught.
- Non-resident Annual Limit of Coho = 12
- Non-resident Harvest Record for Coho
- Inspections for lodge and charter boats & facilities

SAFETY ALERT & RECALL

If you are the owner of a SWITLIK LIFE RAFT, it may have a potential problem with the inflation system. This is not obvious and could cause false reliance on a life raft that, if needed, may not inflate and function as a life saving device.

We have had reports recently from two Life Raft Service Stations of Switlik Life Raft inflation valves failing to operate properly and discharge the gas from the CO2 cylinder into the life raft. These malfunctions occurred during performance of annual service and standard 5-year operational and inflation testing.

Inspection of these valves indicated clear signs of changes in the consistency of the lubricant and a degradation of the piston O-ring material. This resulted in the O-rings adhering to the pistons and valve bodies, causing the inflation valves to malfunction.

We are implementing a corrective action that mandates replacement of the inflation valve with a valve that does not utilize this O-ring material and lubricant combination. While the instances and percentages of improper inflation system operation are relatively small, this issue directly affects whether or not a life raft will properly inflate in case of an emergency. We feel that this valve replacement should occur at your earliest practical opportunity.

To facilitate the inflation valve Service Bulletin in the safest and most expeditious manner for you, we will be replacing, at no charge to you, the existing S-2630 inflation valve/s on your life raft. (You are responsible for complying with any normal recommended service procedures and transportation of the Life Raft to and from the service facility.)

YOUR SAFETY is of the utmost importance to us! Please contact Switlik Parachute Company at (609) 587-3300 or contact one of our Service Stations to schedule the servicing of your life raft and replacement of the inflation valve. We regret this occurrence and the inconvenience it causes you. Although the probability that your life raft will not work as designed is small, we are addressing this issue by erring on the side of safety. We thank you for your patience while we work to make your time on the water safer.

SWITLIK PARACHUTE COMPANY

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 Email: info@switlik.com
 Web Site: www.switlik.com

APPROVED SERVICE STATIONS

Ketchikan

Southeast Ocean Survival 225-8985 / southeastocean@kpunet.net

Tacoma

Westpac Marine (253) 627-6000 / sales@westpacmarine.com

Fuel Saving Ideas from Sea Grant

According to Marine Advisory agent and boat owner Terry Johnson, saving money on your fuel bill can be as easy as slowing down - and the savings can be dramatic. Johnson says published data indicate that reducing power as little as 10 percent from full throttle will lessen fuel consumption by 20 percent. Reducing speed by just one or two knots can cut fuel consumption by 30 percent to 50 percent.

Running your diesel engine at its most efficient rating also will save fuel. Johnson said diesel engines are most efficient at 80 percent of maximum continuous rating (MCR). He cautions that most fishing vessels are over-powered and achieve the most efficient vessel speed at a power setting well below optimum engine speed and load. To get the most miles per gallon you'll probably have to run your engine at a speed slower than its most efficient setting. Running too slow for too long, however, could damage your engine.

Johnson notes that, "[w]hile there are some general steps all boaters can take, maximizing fuel savings comes down to a number of personal decisions about a specific vessel. No two vessels will be exactly alike."

More Tips for Beating the Fuel Crunch

Exhaust. Exhaust should be virtually invisible. Black, white, or blue exhaust indicate problems that decrease engine efficiency and increase fuel consumption.

Propeller. Check the prop for bent blades, dings, or eroded edges that cause fuel-robbing cavitation. Check the propwash for excess turbulence and bubbles that suggest a prop that's too small or has too little pitch. Check your exhaust stack for black smoke that would suggest overloading. Use your tachometer and pyrometer to ensure you have the right prop. This can change as use of the boat

changes or it gains weight or resistance from additional equipment or modifications. The engine should quickly reach rated rpm and exhaust temperature should be within manufacturer's specs. Try a computer prop sizing service to ensure you have the right diameter, pitch, blade area, and prop configuration.

Hull. Marine growth on the bottom of a boat saps power and wastes fuel, so use the proper antifouling paint. The smoother the paint, the less friction. If there's something below the waterline you don't need, get rid of it.

Electrical System. Do you need to run your genset around the clock or can you use batteries and an inverter for your "hotel" power? A larger alternator on an under loaded main engine may produce electricity more efficiently than a standalone generator. Cook on an oil or propane range rather than an electric one. Consider adding a wind charger or solar panels to reduce the fuel cost of electricity.

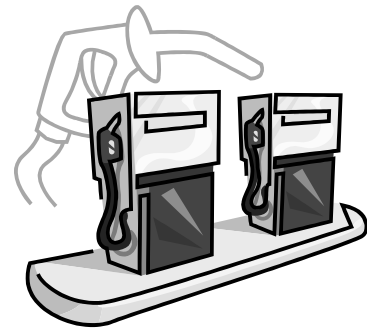
Steering. If there's play in your steering, adjust it to the extent you can. Use your autopilot, which can usually adjust steering parameters and allow you to minimize over-steering in calm conditions. Modern units even have a no-drift mode that compensates for wind and current.

Plan your trip. Remember when vessels used to depart on the tide? Routing to take advantage of tides, currents, and predicted winds can save money as you avoid headwinds or get a boost from tailwinds.

Vessel weight. Weight control can reduce the amount of power needed to achieve a given speed. On short trips, it may not be necessary to run with full fuel and water tanks. Use trim tabs or shift your load to achieve proper vessel trim. On displacement boats, additional weight may improve seakeeping and in some cases may actually improve fuel efficiency by helping the boat proceed more directly through the water.

Keep good records. At every fuel-up record fuel replaced, operating hours, and distance traveled. Other observations such as changes in coolant and exhaust temperatures, oil temperatures and pressures, and speed over the ground should be logged. From this you should be able to tell if you're improving fuel efficiency.

Do the math. The cost of some solutions may be greater than the savings realized. As fish prices, fuel costs, regulations, and other factors change, it is important to recalculate the trade-offs.



For more information: <http://seagrants.uaf.edu/map/recreation/fuel-efficiency/index.html>

2008 Events Calendar

June

- | | | |
|-----|----------------------|----------------------|
| 2-9 | NPFMC | Kodiak |
| 27 | ATA Port Meeting 4pm | Harrigan Hall, Sitka |

July

- | | | |
|----|---|--|
| 29 | Comment due on USCG Safety Regulations
http://a257.g.akamaitech.net/7/257/2422/01jan20081800/edocket.access.gpo.gov/2008/pdf/E8-6477.pdf | |
|----|---|--|

August

- | | | |
|-----|--|-----------------|
| 1 | Comment Due on EPA Discharge Regs
http://cfpub.epa.gov/npdes/home.cfm?program_id=350 | |
| 2-3 | Great American Seafood Cook-Off | New Orleans, LA |
| 22 | Board of Fish Agenda Change Request Deadline | |



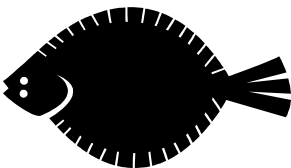
ATA Priority List

Treaty/ESA
Board of Fisheries
Offshore Aquaculture
Sportfish Issues
EPA / DEC Regulations
USCG Safety Regs
ATA/Fleet Communications

18th Annual Raffle
\$2500 Grand Prize



Tickets on Sale ...



Fishing the (Book) Shelf

Tony Guggenbickler, F/V Toni Marie
At Large Board Member

If you've got some time between boat work and fishing, here's a good and timely read.

The Last Fisherman is a story about salmon trolling and tells of how the dams have effected our fishery. The book is written by Dr. Gary Colvin, previous owner of the Cape Cross, which now belongs to Mark Roberts out of Petersburg. Great story (and easily found online)!

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(Through 6/15/08)

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Harold Bailey	Miss Kristie	Wrangell	PT
Brant Baxter	Pacific Wind	Craig	PT
Heather Sears	Monique	Morro Bay	PT
Frank Inferrera	Ann R	Santa Cruz	PT
Ben Peters	Jaeger	Port Angeles	PT
Union Machine Shop		Ketchikan	B

Upgrades

Tongass Trading		Ketchikan	B/Silver
Hans Wienberg	Patience	Sitka	PT/S
Jeff Thomas	Kathleen Jo	Ferndale	PT/S
Phil Emerson	Juneau	Imperial	PT/S
Matt Gillman	Ace	Anacortes	PT/Platinum
Dan Doak	Kodiak	Wrangell	PT/P
Linda Danner	Sitka	Amberjack	PT/P
The Boat Company		WA, DC	B/P

Did we miss you? Give a call!



ATA is grateful for the support of our Associate Members and encourages your patronage of these fine establishments...

Anderes Oil, Ketchikan	Nerka Sea Frozen Salmon	Sitka Sound Seafoods
Bellingham Cold Storage	Norquest Seafoods	Taku Oil, Juneau
City of Port Alexander	Ocean Beauty XIP	Taku Smokeries, Juneau
Craig Bar & Liquor, Craig	Petro Alaska, Ketchikan	The Boat Company, WA, DC
E.C. Phillips & Son, Ketchikan	Petro Marine, Seward	The Office Bar, Hoonah
First Bank, Ketchikan	Port Townsend Shipwright	Timber & Marine Supply, Ketchikan
Hammer& Wikan, Petersburg	Precision Boatworks, Sitka	Tongass Trading, Ketchikan
Hoonah Cold Storage	Seafood Producers Co-op	Trading Union, Petersburg
House of Liquors, Sitka	Sea Mart, Sitka	Triad Fisheries
Lisianski Inlet Café, Pelican	Seattle Marine, Seattle	Union Machine Shop, Ketchikan
Madison Lumber, Ketchikan	Seaview Boatyard, Seattle	US Seven Oceans, Mukilteo
Marine Surveyors of SE Alaska, Wrangell	Service Auto Parts, Ketchikan	Wells Fargo Bank, Juneau
Murray Pacific, Ketchikan	Shoreline, Pelican	Wrangell Oil, Wrangell
Murray Pacific, Sitka	Sitka Boat Watch	Yakutat Seafoods, Yakutat

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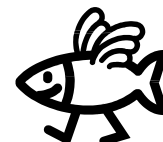
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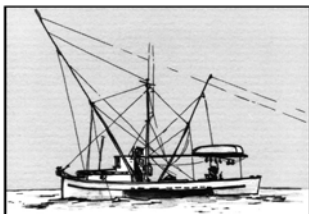
Staff

Dale Kelley, Executive Director
ata@gci.net

Treaty Team

Howard Pendell, *Rosa Lee*
Dennis Longstreth, *Shearwater*
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Silver	350	250	110	1000	500	
Gold	400	300	160	2500	1000	
Platinum	500	400	300	5000	2500	
LIFE	3000	2000	750			

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Crew Size: Ice Boat: Freezer Boat: Direct Seafood Marketer: Processor: SPC: UFA:

Other Fisheries: _____

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Short-sleeve \$25	_____	_____	_____

HATS: navy oilskin / khaki & black denim

	Qty.	Color(s)
Hat: \$25	_____	_____
Raffle Ticket: \$20	_____	_____

Method of Payment: Check Mastercard Visa Need a Receipt? Yes No

Account # _____ Exp. Date: _____ Amount: \$ _____

Signature: _____

