

MEMORANDUM

TO: Council, SSC and AP Members

FROM: Clarence G. Pautzke
Executive Director

DATE: September 17, 1997

SUBJECT: Gulf of Alaska Groundfish Issues

ESTIMATED TIME
2 HOURS

ACTION REQUIRED

- (a) Review pollock and Pacific cod trip limit issue.
- (b) Review recommendations from joint Board of Fish and Council committee.
- (c) Discuss Eastern GOA boundary changes.

BACKGROUND

- (a) Review pollock and Pacific cod trip limit issue

In June 1997, the Council initially examined an industry proposal for trip limits of 150,000 lb (68 metric tons) for the Western GOA fisheries and 397,000 lb (180 metric tons) for the Central GOA fisheries. The Council staff report indicated that the proposed trip limit for the western GOA pollock and cod fisheries would result in about one extra trip for each of 80 vessels (Item D-1(a)(1)). The proposed trip limit for the central GOA fisheries would result in less than a half-trip extra to be shared by all 115 vessels. Both trip limits would, however, limit larger capacity vessels from entering the fisheries and harvesting a disproportionate amount of the catch. Implementation of the proposed trip limits would require a plan amendment.

Trip limits continue to be controversial as they may be interpreted under certain circumstances to be IFQ programs that are currently banned by Congress. NOAA GC reported that the Council may design a program whereby the total harvest could exceed the collective trip limits for all participating vessels, thus not guaranteeing a certain amount of fish for a particular vessel.

The Council appointed an industry committee to attempt to reach consensus on appropriate trip limit recommendations to the Council. The committee met by telephone conference on August 27, 1997 but was unable to reach consensus (Item d-1(a)(2)). The committee is scheduled to reconvene on Wednesday, September 24, 1997 during the Council meeting and an update from the committee will be provided. For reference, a list of the committee members is provided under Item D-1(a)(3).

- (b) Review recommendations from joint Board of Fish and Council committee

On July 21-22, 1997, the Joint North Pacific Council-Alaska Board of Fisheries Committee met in Anchorage to discuss mutual management issues related to Bering Sea/Aleutian Islands and Gulf of Alaska halibut, salmon, groundfish, and shellfish (Item D-1(b)(1)). The Committee was particularly interested in discussing bycatch of chinook and chum salmon in the BSAI groundfish fisheries and Council concerns with the State waters Pacific

cod fishery in the GOA. Minutes from the meeting are attached as Item D-1(b)(2). Salmon retention is specifically addressed on the Council's agenda for this meeting under Agenda D-2(c) and the State P. cod fishery will be addressed during the GOA specification process under Agenda D-3(e).

At its request, Council and NMFS staff will attend the October 21-24, 1997, Alaska Board of Fisheries work session in Girdwood to update the Board of Council activity related to groundfish, halibut, and shellfish.

(c) Discuss Eastern GOA boundary changes

In December 1996, the Council tasked staff with development of a 1996 NMFS proposal (#32) (Item D-1(c)(1)) that would implement a GOA FMP amendment to establish Western Yakutat (Area 640) and Southeast Outside (650) as separate areas. This proposal would conform to the Council's recently approved License Limitation Program which establishes a no-trawl sanctuary east of 140 degrees longitude. While the stock assessment authors and GOA Plan Team can provide ABC recommendations for these subareas, an amendment would be required to allow the Council to specify ABCs, TACs, and OFLs for groundfish for these separate areas. In 1996, this proposal was ranked as high priority for the Council's staff tasking. While development of this analysis was ranked as a high priority for 1997, the groundfish License Limitation Program and need for this subarea separation will not occur until 1999. The Council could schedule this analysis for initial review in April 1998, final action in June 1998 and implementation for 1999.

Discussion Paper

**Proposed Trip Limit Programs
for the Central and Western Gulf of Alaska**

June 3, 1997

1 INTRODUCTION

Individuals that primarily participate in Gulf of Alaska fisheries have expressed concern that their fishing seasons are sometimes shortened when large vessels move from Bering Sea and Aleutian Islands fisheries into Gulf of Alaska fisheries. Various options have been proposed by Gulf of Alaska fishermen over the years to help mitigate their perceived problem. These proposals often included trip limits as a mechanism to help reduce the impacts felt by the smaller Gulf of Alaska vessels. This paper will provide a brief discussion of the trip limit alternatives that have been proposed.

The action needed by the Council at this meeting is to decide if these proposals should be sent back to staff for a complete analysis. If the Council does wish to see additional analysis on this issue, they will need to develop a problem statement and a list of alternatives to be studied. Implementing a trip limit program will require a plan amendment.

2 STRUCTURE OF THE TRIP LIMIT PROPOSALS

Trip limit proposals have been submitted for the Western and Central Gulf of Alaska (Appendix I). The proposal for the Western Gulf of Alaska came from the Peninsula Marketing Association, and the Central Gulf of Alaska proposal from the Alaska Druggers Association and the Groundfish Data Bank. Together these proposals will form the baseline for this discussion.

Areas

Trip limits have been proposed for the Western and Central Gulf of Alaska. A program could be tailored for each of these areas, possibly patterned after the proposals that were submitted to the Council. No proposals have been received at the Council office for trip limits in the eastern Gulf of Alaska.

Defining the Western Gulf of Alaska area is straightforward. It is assumed to be the Gulf of Alaska waters between 159° W. and 170° W. However, the Central Gulf of Alaska will be redefined if the License Limitation Program (LLP) is approved by the Secretary of Commerce. Currently the Central Gulf of Alaska includes the waters from 147° W. to 159° W. Under the LLP, the Central Gulf of Alaska was expanded to include West Yakutat. Adding West Yakutat to the Central Gulf of Alaska changes the boundaries to be between 140° W. and 159° W. Should the Council decide to move forward with a formal analysis of the trip limit proposals, they may wish to implement the two programs concurrently and use the LLP area definition for the Central Gulf of Alaska.

Species

Trip limits are being proposed for pollock and Pacific cod. Originally the proposals focused on pollock, but both the Central and Western Gulf of Alaska proposals have been amended to include cod. Cod was added because of concerns that the larger boats would simply target cod if the size of their pollock trips were limited. If the fishing pressure on cod was increased, it would likely shorten the length of that fishery.

Size of Trips

The size of a trip could be defined in at least three different ways. A trip limit could be based on the total catch of all species. This would include target species as well as non-target species. Given that IR/TU in the Gulf of Alaska will likely include shallow-water flatfish species within five years, addressing this issue up front may be prudent. A second alternative would be to base the trip limit on the combined catch

of cod and pollock only. This alternative could reduce the incentive for pollock boats to top off with the amount of cod bycatch allowed under the directed fishing standards. Finally, the trip limit could be applied only to the target species. This would allow vessels to harvest the target species up to the trip limit and top off the trip with species other than the target.

Western Gulf of Alaska

A trip limit of 150,000 pounds (or about 68 metric tons) has been proposed for the Western Gulf of Alaska. This limit was suggested because it represents the approximate maximum hold capacity of a 58' salmon limit seiner. Those are the types of vessels typically owned by the local residents that this proposal is designed to protect.

Central Gulf of Alaska

The trip limit suggested for the Central Gulf of Alaska is 180 metric tons (397,000 pounds) per trip. Only a few Kodiak based catcher vessels have capacity greater than the suggested limit. Under the precedents section of the proposal, the authors indicate that catcher processors less than 125' fishing under the shorebased portion of the inshore/offshore quotas operate under a daily limit. That daily limit is set at 18 metric tons per day or 126 metric tons per week of cod and pollock combined. Given these limits, the average catcher vessel will be allowed to harvest more pollock and cod each day than the small catcher processors.

Overage Provision

An overage provision similar to that used in the open access halibut "clean up" fishery was suggested in the Groundfish Data Bank's proposal dated September 13, 1994. That fishery was basically a trip limit program based on eight vessel length classes. Enforcement was given some latitude when determining violations based on the amount catch a particular vessel was allowed. The International Pacific Halibut Commission and enforcement will need to be consulted further if this option is pursued.

Duration of the Program

Trip limits are suggested to remain effective until replaced by a comprehensive rationalization program. The authors did not consider LLP to be a comprehensive rationalization program that would replace trip limits. The tenor of the proposals was that when a program would protect the Gulf of Alaska based vessels from preemption by the larger Bering Sea and Aleutian Islands vessels (such as IFQs), the trip limit program would cease.

3 DATA

Fishticket data for the 1996 fishery are included for the reader in this discussion paper. Data are currently not available for the 1997 fishery. Should this proposal go forward for a complete EA/RIR, additional years of information will be provided. Fishtickets are used because processors are required to submit a fishticket to the State of Alaska each time a catcher vessel makes a landing within State waters. Also, catcher processors that fish under the inshore-offshore shoreside allocation are limited to 18 metric tons of pollock and cod a day. This level of catch is well below the proposed trip limits.

Catch

The catch of pollock and cod harvested in the Western and Central Gulf of Alaska are reported in this section. Only fishtickets where pollock or cod was considered the target are included. Cod and pollock targets were assigned if one of those species made up at least 50% of the catch reported on the fishticket.

Figure 1 shows the catch by trip in the Central Gulf of Alaska during 1996. The thick black line running horizontally across the page is the proposed trip limit size. The other two lines show the actual catch on each trip by vessels ≤ 58 ft. and vessels > 58 ft.

In the Central Gulf of Alaska vessels ≤ 58 ft. never took a trip that was equal to the proposed trip limit, and three trips over the limit were taken by large vessels. If trip limits had been in place in the Central Gulf of Alaska during 1996, they would have had almost no impact. In fact, if we assume that the fish taken above the limit was reallocated it would amount to less than one-half of one trip (190,000 lbs.). That calculation assumes that fishermen would not change their behavior and try to catch the limit on each trip. If fishermen below the trip limit did slightly increase their catch on each trip the extra one-half trip would not be available.

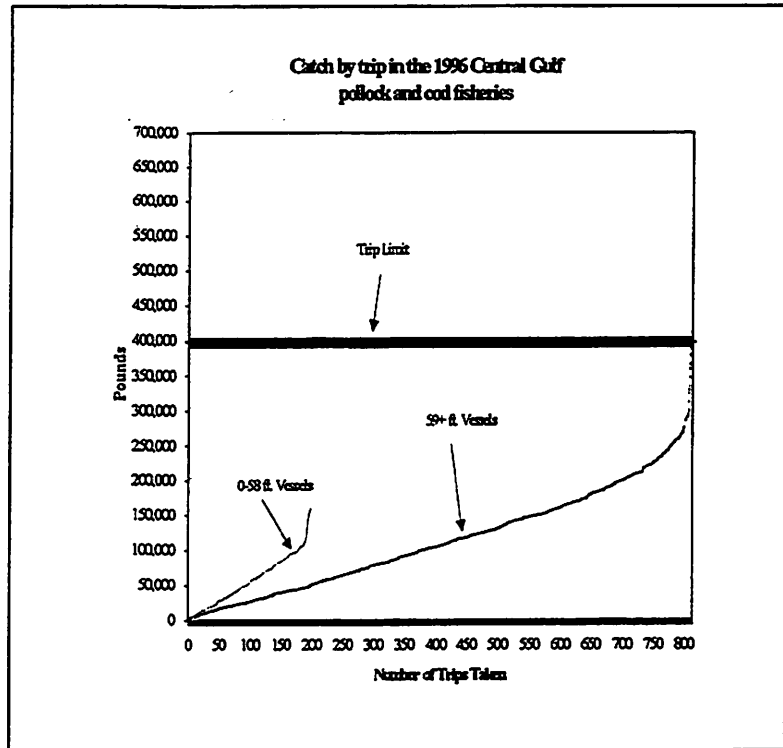
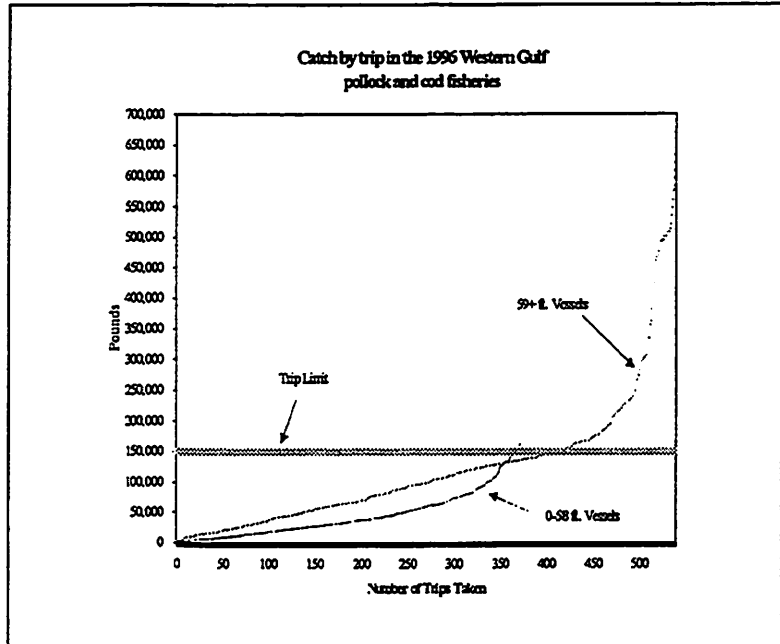


Figure 2 shows the 1996 catch in the Western Gulf of Alaska. The proposed 150,000 lb. trip limit would have almost no impact on vessels ≤ 58 ft. Vessels in the larger class would be impacted. They reported taking about 550 trips, and almost 125 of those trips were over the proposed limit. Summing the portion of those catches that was over the limit and dividing those pounds by the 150,000 pound limit, indicates that just over 100 additional trips could be taken. Again, this assumes that fishermen taking trips under the limit would not increase their catch per trip, as we expect they might, and that other vessels would not enter the fishery. Testimony from representatives of the Western Alaska communities have indicated that there are fishermen who would consider entering these fisheries if trip limits were imposed.

Given that about 80 vessels currently participate in the fishery, and there is the potential for vessels to enter the fishery or increase their trip size, it is unlikely that the average vessel would realize more than one additional trip.



Bering Sea Catch

Many large vessels that participate in the Gulf of Alaska pollock and cod fisheries spend the first part of the fishing season in the Bering Sea or Aleutian Islands. In fact, 61 of the vessels that fished in the Central or Western Gulf of Alaska also fished in the Bering Sea or Aleutian Islands. Only two of these vessels were 58 ft. or less.

Species Group	Metric Tons of Catch
Pollock	202,000
Pacific cod	24,000
Flatfish	12,000
All other Groundfish	<1,000

The Bering Sea/Aleutian Islands portion of the catch taken by vessels that fished in both areas was mainly pollock and cod. Pollock accounted for 202,000 metric tons of their Bering Sea and Aleutian Islands catch. Cod was about 10% of their pollock total (24,000 metric tons). Flatfish, rockfish, and other groundfish made up the remainder. In total, these species were less than 15,000 metric tons.

Length of Fishing Season

Using the rough estimates of potential additional trips that was made in the catch section of this document, it is unlikely that the pollock and cod season lengths would increase in the Central Gulf of Alaska. Western Gulf of Alaska seasons might increase by up to a week (7,000 mt. of pollock and cod catch combined). The 1996 trawl cod and pollock fishing seasons are listed in Tables 1 and 2, respectively.

<u>Bering Sea/Aleutian Islands</u>		
	<u>Dates</u>	<u>Days Total</u>
Inshore	Jan 20 – May 14	114
	June 16 – June 23	7
	Oct. 27 – Nov 9	14
<u>Gulf of Alaska</u>		
Area 610	Jan 20 – March 3	13
Area 620	Jan 20 – March 18	28
Area 630	Jan 20 – March 18	28

Table 2. 1996 Pollock Fisheries

<u>Bering Sea</u>		
	<u>Dates</u>	<u>Days Total</u>
<u>A Season</u>		
Inshore		
open to all trawling	Jan 20 - March 2	12
open to pelagic gear	Jan 20 - March 2	12
Offshore		
open to all trawling	Jan 26 - Feb 26	12
open to pelagic gear	Jan 26 - Feb 26	12
<u>B Season</u>		
Inshore		
open to all trawling	Sept 1 - Sept 7	7
open to pelagic gear	Sept 1 - Oct 17	17
Offshore		
open to all trawling	Sept 1 - Sept 7	7
open to pelagic gear	Sept 1 - Oct 17	17
<u>Aleutian Islands</u>		
Inshore		
open to all trawling	Jan 20 - Mar 10	20
	March 15 - 16	1
open to pelagic gear	Jan 20 - Mar 10	20
	March 15 - 16	1
Offshore		
open to all trawling	Jan 26 - March 2	6
open to pelagic gear	Jan 26 - March 2	6
<u>Gulf of Alaska</u>		
Area 610		
	Jan 20 - 28	8
	Sept 1 - 18	18
Area 620		
	Jan 20 - 29	9
	June 1 - 2	1
	Sept 1 - 19	19
Area 630		
	Jan 20 - 23	3
	June 1 - 2	1
	Sept 1 - 3	3

Where do the participants in the fishery reside

The residence of vessel owners that fish their vessels in the Central and Western Gulf of Alaska are listed in the Table below. Vessel owners residing in Sand Point, King Cove, and Other US cities appear to fish in both the Central and Western Gulf of Alaska. Kodiak vessels fish mainly in Central Gulf of Alaska. Vessels owned by individuals living in other Alaska cities also generally fish in the Central Gulf of Alaska. These distributions indicate that vessel owners tend to fish their vessels close to where they live. This is especially true for small vessels.

1996 Vessel Owner's Residence

Vessel Owner's Residence	Central Gulf		Western Gulf	
	0-58' Vessels	59'+ Vessels	0-58' Vessels	59'+ Vessels
King Cove	6	1	7	1
Kodiak	8	20	0	4
Sand Point	24	1	24	2
Other Alaska	6	3	1	1
Other US	11	34	9	31
Total	56	59	41	39

Vessels Potentially Not Qualified for the License Limitation Program.

Based on the analysis data base constructed for the LLP it appears that 13 Central Gulf of Alaska vessels would not qualify to fish if the program is passed by the Secretary of Commerce. Eight of the vessels were > 58 ft, and five were ≤ 58 ft. In the Western Gulf of Alaska, it appears that six vessels would not qualify. Three of the vessels were > 58 ft, and five were ≤ 58 ft.

PENINSULA MARKETING ASSOCIATION

P.O. BOX 248

SAND POINT, ALASKA 99661

PH(907)383-3600 FAX(907)383-5618

February 24, 1997



Mr. Richard Lauber, Chairman
North Pacific Fishery Management Council
605 West 4th Avenue, Suite 306
Anchorage, AK 99501-2252

Dear Mr. Lauber:

I would like to take this opportunity to convey to you my disappointment in not being able to provide comments on the trip limits for the Western Gulf at the recent meeting in Anchorage. I'm enclosing an amended proposal for pollock and cod fishing for this area. A vessel list for 1997 was provided to your staff member at the last meeting, who is compiling a report on trip and vessel sizes for 1995 and 1996. I hope that it will be helpful.

We would like to amend our original proposal to include cod along with the pollock and to lower the trip limit size to 150,000 pounds that is delivered in the Western Gulf. Currently, according to our calculations, there are currently 52 vessels that are trawl fishing in this area. Of these vessels, 36 are considered to be local who live in either Sand Point or King Cove. Many of these vessels do not currently pollock fish but many have the capability and desire to do so. As I'm sure you know, to gear up for this fishery would require a substantial investment. Many are apprehensive to do so without imposition of trip limits.

As you can see from the vessel list, 45 of these vessels carry 155,000 pounds or less in their holds. Only seven carry more than that, two of which hold 500,000 pounds. If more of these larger vessels were to participate and deliver to this area, the economy could be severely hurt and management by NMFS would become even more difficult resulting in over fishing of the already diminishing quota. You had asked me at the December meeting that if there were trip limits, would the larger boats then fish the areas where the smaller boats fish. Fishermen have told me

Mr. Lauber
Page Two

that they already do so. With the close of the Bering Sea pollock fishery, it is expected that many larger vessels will be arriving in this area soon to participate in the cod fishery that is going on now. Already, the vessels here are on a rotation basis because the canneries are having a difficult time keeping up with their processing.

We feel that this is a very important issue that will benefit the majority of the entire fleet. Therefore, we will continue to pursue this. As you know, the Western Gulf is not the only area pushing for trip limits. Fishermen from the Central Gulf have also submitted a similar proposal for their area, although due to the size of their vessels their limit would be higher. The staff research that was done for 1995 and 1996 indicates that these proposed trip limits will not disenfranchise very many vessels, but will benefit the majority of the fleet that has smaller capacity. As you can see from the enclosed 1997 boat list, this still holds true. Please understand the importance of this proposal to the economy of our area. With the devastated condition of our salmon fishery, our fishermen are becoming reliant on bottomfish to support their overall fishing operations.

I hope that the information I've provided you with is helpful in convincing you to continue serious consideration of imposing a trip limit. I hope that the Council will discuss this issue seriously at the April meeting, rather than letting it slip off the end of the agenda buried in "staff tasking". If I can be of further assistance in providing you with any additional information, please let me know.

Sincerely,



Melanie Gundersen, President

enclosure

cc: Bob King
David Benton
Steve Pennoyer

**GROUND FISH FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
NORTH PACIFIC FISHERY MANAGEMENT COUNCIL**

Name of Proposer: Peninsula Marketing Association
Address: P.O. Box 248
Sand Point, Alaska 99661

Telephone: (907) 383-3600

Fishery Management Plan: GULF OF ALASKA GROUND FISH FMP

Brief Statement of Proposal: Establish a trip limit of 150,000 pounds per 24 hours for all vessels fishing and delivering pollock and cod in the Western Gulf.

Objective of Proposal: The License Limitation qualification criteria and season date timing have resulted in an increase in the number of larger vessels participating in the Western Gulf. The large harvest capabilities of the larger vessels often plug the canneries and deplete the quota much too quickly. Establishing a trip limit of 150,000 pounds for all vessels would allow a steady flow of product to the processors and allow equal access to the resource. It would slow down the harvests of what have been, and are likely to remain, relatively small TAC's for pollock and cod. Thus, the National Marine Fisheries Service would be better able to account for harvests inseason and provide for season closures in a timely manner without dramatically exceeding or under-cutting the quota.

Need and Justification for Council Action: The Council has the authority to manage and regulate this fishery.

Foreseeable Impacts of Proposal: The National Marine Fisheries Service will be better able to manage this fishery, despite the increased effort that has been created by recent regulatory changes. Also to benefit are the fishermen and families of the coastal communities of the area that depend upon fishing as their sole source of income. The staff research done thus far indicates that these proposed trip limits will not disenfranchise very many vessels, but will benefit the majority of the fleet that has smaller capacity.

Are there Alternative Solutions: No.

Supportive Data & Other Information: The local community fishermen who participate in this fishery, and who have testified before this council. The staff research that has been done thus far and the vessel list that we compiled and submitted for your review.

907-486-3910
Box 991



Kodiak, Alaska
99615

FAX 486-6292

May 6, 1997

Clarence G. Pautzke
Executive Director
North Pacific Fishery Management Council
605 West 4th Avenue, Suite 306
Anchorage, Alaska 99501-2252

Dear Mr. Pautzke:

Enclosed please find a copy of the amendment to our proposal of Trip limits in the Gulf. This amendment was unanimously agreed to by AIDA members at a meeting which was held on September 6, 1996. We wanted to ensure that when Staff was analyzing this proposal, that this amendment was reviewed. Thank you

Sincerely,

Al Burch
Executive Director

Harvesting Alaskan Shrimp and Whitefish

907-486-3910
Box 991



Kodiak, Alaska
99615

FAX 486-6292

September 6, 1996

Richard B. Lauber, Chairman
Clarence G. Pautzke, Executive Director
North Pacific Fishery management Council
605 West 4th Avenue, Suite 306
Anchorage, Alaska 99501-2252

Alaska Druggers Association voted on August 27, 1996 to amend our proposal "Trip Limits for Central Gulf of Alaska Pollock." Suggested trip limit should read "180 metric tons per trip" instead of "100-125 metric tons per trip." Thank you.

Sincerely,

Al Burch
Executive Director

Harvesting Alaskan Shrimp and Whitefish

**GROUND FISH FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
NORTH PACIFIC FISHERY MANAGEMENT COUNCIL****NAME OF PROPOSER:** Alaska Druggers Association **DATE:** 08/15/96**ADDRESS:** P.O. Box 991, Kodiak, Alaska 99615**TELEPHONE:** (907) 486-3910**FISHERY MANAGEMENT PLAN:** GULF FMP**BRIEF STATEMENT OF PROPOSAL:**

Implement trip limits for Central Gulf of Alaska pollock. Suggested trip limit is 100-125 metric tons per trip. Trip limit to remain effective until replace with a Comprehensive Rationalization Program.

OBJECTIVE OF PROPOSAL:

Avoid localized depletion. Reduce quarterly quota overages. Maintain the spirit of the Sea Lion Protective measures which include spreading pollock catch out over time and area. Allow a slower better managed fishery.

FORESEEABLE IMPACTS OF THE PROPOSAL:

(Who wins, who loses?) Winners include pollock, sea lions (if the theory that there is a relationship between the pollock fishery and the sea lion decline is correct) and vessels capable of carrying 200,000 pounds or less of pollock. Potential losers may be vessels capable of packing more than 100-125 metric tons of pollock. However, the extended season will make up a substantial portion of this loss.

ARE THERE ALTERNATIVE SOLUTIONS?

One solution might be to designate the Gulf an exclusive registration area for all species. However this alternative method has been proposed in the past and was unacceptable to many members of industry.

SUPPORTIVE DATA & OTHER INFORMATION:**SEA LIONS AND LOCALIZED DEPLETION**

When the quarterly apportionment of the pollock quota was implemented, the Gulf and Bering Sea were fishing pollock at the same time. In 1990 the Gulf wide catch ran around 3,000 to 5,000 MT/week. In 1994 Central Gulf catch through third quarter was 8,000 to almost 11,000

MR/week (weather and/or scattered fish resulted in weekly catches as low as 3,000 MT in June 1994, but this is not reflective of most weeks.

The 11,000 MT/week was achieved by a combination of Kodiak based vessels and a few larger capacity non-Kodiak vessels running product to plants outside Kodiak.

Regardless of which vessels took the fish and of where the fish were delivered, the trend toward increasing weekly catch rates is clearly established

HOLDING THE CATCH WITHIN THE QUOTA:

Quarterly quota over-runs have been a constant problem in the Gulf pollock fishery, both because of the small quotas and the increasing vessel capacity. Anything that reduces the amount of pulsed effort will allow management to be more effective.

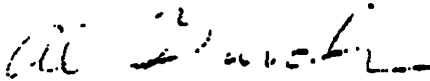
ALLOCATIVE EFFECTS:

This proposal will limit a few Kodiak based vessels and the few large capacity non-Kodiak vessels which make trips into the Central Gulf when the Bering Sea is closed.

PRECEDENTS:

Under inshore/offshore the under 125-foot catcher processors fishing under the shorebased quotas operate under a daily limit

SIGNATURE:



Al Burch
Executive Director
Alaska Draggers Association

GROUND FISH FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL

North Pacific Fishery Management Council

Name of Proposer: Alaska Dragger Association **Date:** 08/15/96
Address: P.O. Box 991, Kodiak, Alaska 99615
Fishery Management Plan: Gulf of Alaska

Brief Statement of Proposal: Allocate Central Gulf Pacific cod between or among gear types (trawl and fixed gear or trawl/linegear/pot) based on the recent historical gear shares as was recently done in the Bering Sea, including the roll-over provisions from one gear to another should a gear type not take or be unable to take its annual allocation.

Objective of Proposal (What is the problem?):

1. The implementation of the longline ITQ program will remove the halibut cap restraints which limited the longline gear share of the Central Gulf Pacific cod quota.
2. Different gear types may wish to fish different times of year. An allocation between or among gears will allow each gear type to fish its preferred time of year.
3. There is increasing agitation on the part of each gear type in the Central Gulf for an allocation. Alaska Dragger Association feels it is better to address this issue now rather than allow a "gear war" to develop.
4. It appears that any ITQ program is many years away and can not offer a timely solution.

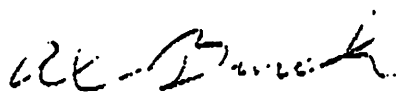
Need and Justification for Council Action: (Why can't the problem be resolved through other channels?) Pacific cod in the Central Gulf are a federally managed fishery.

Foreseeable Impacts of Proposal: (Who wins, who loses?) Since the gear shares appear to have been fairly stable in recent years, we do not see any winners or losers under an allocation based on recent historic gear shares. By allocating among gears so that each gear can set the season which best suits its needs, all participants win.

Are There Alternative Solutions? If so what are they and why do you consider your proposal the best way of solving the problem? There are no civilized alternatives.

Supportive Data & Other Information: What data are available and where can they be found? National Marine Fisheries Service Juneau has the historic catch by gear data and can provide the recent historic gear share information

Signature:



Al Burch
Executive Director

North Pacific Fishery Management Council

Richard B. Lauber, Chairman
Clarence G. Pautzke, Executive Director




605 West 4th Avenue, Suite 306
Anchorage, AK 99501-2252

Telephone: (907) 271-2809

Fax: (907) 271-2817

MEMORANDUM

TO: Gulf of Alaska Trip Limit Committee

FROM: Chris Oliver 
Deputy Director

DATE: September 1, 1997

SUBJECT: Update for next meeting

As a follow-up to our conference call last week, this memo is to summarize the discussions on that conference call and to discuss our next meeting, now scheduled for Wednesday afternoon, the 24th of September in Seattle.

August 27 Conference Call

The Committee met via teleconference on the morning of August 27 to engage in preliminary discussions regarding the potential 'trip limit' alternatives being proposed. Committee members on that call were: Melanie Gundersen (Chair), John Rotter, Corey Wilson, Steve Hughes, Jay Stinson (and alternate Al Burch), Jim McManus, and Dale Schwartzmiller. Also in attendance were: Beth Stewart, Brent Paine, Jerry Ensley, and Paul Padgett (others may have been on line as well).

Each member was given the opportunity to express their general perspective on the trip limit issue, including comment on the specific scope of alternatives which might be further developed via a plan amendment and accompanying analysis. Generally speaking, the original proposers of the trip limit options (from the Sand Point/King Cove area) still favored a trip limit in the area of 150,000 pounds, while other catcher vessel representatives and processors favored either no trip limits or a higher level, such as the 400,000 pound option.

Concern was expressed that the 'Kodiak processor' sector was not participating in the trip limit discussions and had no apparent position at this time. Other issues raised were enforcement aspects of a trip limit management system, and the possible availability of 1997 catch data to determine trend lines from 1995 through 1997. This issue will be brought to the attention of the Council's Enforcement Committee for discussion. Council staff is looking into the possibility of obtaining the 1997 'A' season catch data, though it is unlikely that it will be available in time for the September meeting. Possible alternatives to trip limits were also discussed briefly, and will be added to the agenda for further discussions in September (see below).

The last order of business was discussion of the timing for the next meeting. Several members felt that Committee resolution should wait until October (after completion of the 'B' season), though it was decided to hold a meeting in conjunction with the Council's September meeting, noting that final resolution is not necessarily expected at the September meeting, but that progress could be made and an additional meeting would be scheduled for October if necessary. The issue will remain on the Council's agenda - Council action will very likely depend on the progress of the Committee.

Draft Agenda for September 24 meeting

Based on discussions by the Committee, the following draft agenda is proposed for the September 24 meeting, Wednesday afternoon, at the Doubletree Sea-Tac hotel (across from the airport):

- I. Discussion of existing trip limit alternatives
- II. Discussion of alternatives to trip limits (these included 'A' and 'B' seasons as opposed to trimesters in the Gulf, and 'plant contracts')
- III. Discussion of other issue raised, including: observer coverage on vessels less than 60'; enforcement concerns; 1997 data availability; and, analytical requirements for a plan amendment.
- IV. Recommendations to Council, or schedule next meeting.

Trip Limit Committee

Melanie Gundersen (Chair)
Peninsula Marketing Association
P.O. Box 248
Sand Point, AK 99661
Ph: (907) 383-5775
Fax: (907) 383-5618

Corey Wilson
P.O. Box 106
King Cove, AK 99612
Ph: (907) 497-2531
Fax: (907) 497-5878

Steve Hughes
United Catcher Boats
1711 W Nickerson, Suite B
Seattle, WA 98119
Ph: (206) 282-2599
Fax: (206) 282-2414

Joe Plesha
Trident Seafoods
5303 Shilshole N.W.
Seattle, WA 98107
Ph: (206) 783-2822
Fax: (206) 782-7195
Alternate: Jim McManus

John Rotter
Peninsula Marketing Association
P.O. Box
Sand Point, AK 99661
Ph: (907) 383-5775
Fax: (907) 383-5618

Jay Stinson
Alaska Draggers Asssocation
P.O. Box 991
Kodiak, AK 99615
Ph: (907) 486-3910
Fax: (907) 486-6292
Alternate: Alvin Burch

Dale Schwartzmiller
Peter Pan Seafoods
P.O. Box 16
King Cove, AK 99612
Ph: (907) 497-2234
Fax: (907) 497-2242

Sinclair Wilt
Alyeska Seafoods
P.O. Box 275
Unalaska, AK 99685
Ph: (907) 581-1221
Fax: (907) 581-1695.

JOINT NPFMC-BOF COMMITTEE MEETING

JULY 21 - 22, 1997

Penthouse

Westmark Hotel

720 W. 5th Avenue

Anchorage, AK

(Starting at 1:00 p.m., on Monday, July 21)

1. Review Protocol
 - (a) Chairmanship, agendas, and schedule for meetings.
 - (b) Coordination of Board and Council proposal and meeting cycles and reports.
 - (c) Operating definitions of "impacts" and "mutual concerns".

2. Groundfish

- (a) Report from State on State-waters groundfish fisheries.
- (b) Discussion of federal concerns relative to state fisheries.
- (c) Federal prohibition on forage fish fisheries.
- (d) Bycatch issues.
- (e) Review of State proposals.

3. Crab

- (a) Bering Sea: report from state on pending meeting in August with the economic assessment of pot limits by University of Alaska, the trawl survey and other conservation issues.
- (b) Sanctuaries--e.g. Kodiak
- (c) Optimum yield discussion concerning how the price of the product fits into management practices and harvest levels.
- (d) Pot-trawl grounds preemption issues.
- (e) Council update on crab rehabilitation activities.
- (f) Review of State proposals.

4. Salmon

- (a) Bycatch in the Bering Sea and the Gulf of Alaska: King and chum salmon--status report from NMFS.
- (b) Status report on Salmon Research Foundation.

5. Scallops

- (a) State report on what the Board did at its last meeting.
- (b) Report on federal actions planned, if any.
- (c) State moratorium bill enacted by legislature: Report from State.

6. Halibut

- (a) Review status of halibut local area management plans.
- (b) Review status of proposed halibut subsistence/personal use management.
- (c) Review status of proposed halibut charterboat management.

7. Improved Retention/Improved Utilization (IR/IU)

- (a) Report by NMFS on the expansion of these regulations into the Gulf
- (b) State action: Board consideration at its October, 1997 work session.

8. Magnuson-Stevens Act Revisions
 - (a) New provisions on State jurisdiction.
 - (b) Essential Fish Habitat.
 - (c) Catch measurement and reporting.
 - (d) Other provisions as appropriate.

9. Next Meeting
Schedule and agenda items.

Revised Draft Summary
(August 7, 1997)

Joint Board - Council Committee Meeting
July 21-22, 1997
Anchorage, Alaska

The joint Board of Fisheries and North Pacific Fishery Management Council committee met on July 21-22, 1997 in Anchorage, Alaska. Board members on the committee included Dan Coffee, Larry Engel, and Ed Dersham. Council members on the committee included Kevin O'Leary, Robin Samuelsen, and Dennis Austin. Also present were Council members David Benton and Steve Pennoyer, the Board and Council executive directors Laird Jones and Clarence Pautzke, and various other staff members and members of the public. The meeting agenda and a short list of tasks assigned at the meeting are attached to the minutes.

1. **Review of Protocol**

Chairmanship, agendas, and schedule of meetings. The joint committee chose to rotate the chairmanship between the Board and Council members for each meeting. There will not be co-chairs. Responsibility for meeting arrangements and supporting materials will rotate with the chairmanship. The committee will meet at least twice a year, once in the summer, and once in January before the entire Board and Council meets in February each year. It now appears that meeting more frequently is not necessary, but this will be revisited periodically to determine if more meetings are desirable.

Coordination of Board and Council proposal and meeting cycles and reports. The Board is likely to place groundfish on a three-year cycle similar to other Board issues, and the Council is on an annual cycle for proposal review. It may be necessary sometimes for the Board to act in response to a Council initiative, or to provide comment to the Council, even though the topic normally would not be on the Board's cycle. The mechanism for addressing out-of-cycle proposals is through an agenda change request to the Board. At the minimum, the Board needs to notice the public 14 days ahead of its meeting even if it will only be discussing an issue and providing views to the Council.

In committee discussions, it became clear that the following five events during the year will provide opportunity for communication between the two bodies:

Summer Joint Committee Meeting

The committee will have available to it the proposals received by the Board, plus a review of final decisions made by the Council through June.

September Council Meeting

The committee will report to the Council. The Council then will review Council proposals received during the summer, and Board proposals received the previous spring.

October Board Work Session

The Council staff will brief the Board on proposals received and preliminary stock status information, and convey Council comments on Board proposals.

Early January Joint Committee Meeting

Final stock assessments will be available from the Council. The committee will develop a draft agenda for the full Board-Council meeting in February.

Early February Council-Board Meeting

This annual meeting will provide for an exchange of views on issues of mutual concern. It precedes Board final action on proposals at its spring meetings, and Council final action at its June meeting.

Operating definitions for "impacts" and "mutual concerns." The committee discussed definitions of "impacts" and "mutual concern" in the protocol. Though several definitions were considered, in the end it was decided that it would be difficult to establish a hard and fast formula for filtering proposals. Therefore, the full book of proposals will be sent to the Board and Council and the staffs will highlight the proposals that may be of special interest. Proposal review criteria may develop over time. The most important thing now is to improve communications between the two bodies.

2. Groundfish

Review of State fisheries. The State waters Pacific cod fisheries in Kodiak and Alaska Peninsula are very likely to fully harvest their GHLS. Chignik may reach its GHL, while Prince William Sound and Cook Inlet/N. Gulf Coast likely will not reach their GHL. For those areas that achieve their GHLS, the harvest level will increase from 15% of the federal ABC to 20% for 1998. The GHL will increase automatically only if it is clearly demonstrated that the fishery achieved or exceeded its GHL. No further action by the Board is necessary. September 1 is a key date: that is when the pot fishery may start harvesting any excess jig quota in Cook Inlet and Kodiak, while this occurs after October 1 in Prince William Sound. Alaska Peninsula is expected to reach its GHL in late September. The Board of Fisheries has the latitude to change the pot-jig gear allocation proportions for the coming year.

Bycatch of crab and halibut apparently has been low, but there has been only one observed trip in the pot fishery, during which one crab was observed caught. ADFG is initiating studies on reducing crab bycatch in pots. Experimental results will be reported at the February joint meeting of the Board and Council. Council staff and NMFS were asked to provide information on pot bycatch in federal waters. It was noted that in assessing crab bycatch, total numbers of bycatch do not provide a clear picture of the impacts. Handling mortality of the bycaught crab must also be factored in. It was

noted that growth in the pot fishery will need to be watched very closely because of potential problems with crab bycatch; particularly during the offshore winter P. Cod fishery.

Concerns with State waters cod fisheries. The Committee was apprised of concerns noted in letters by NMFS, the Council and its AP and SSC, and jointly from the Washington and Oregon Departments of Fish and Wildlife. Council members on the committee expressed their opinion that 25% was too high. Combined with the estimated 20% already taken in State waters during the federal fishery, the 40-50% TAC taken in State waters may cause local depletion, though it is unclear whether such local depletion would impact the overall sustainability of the cod resource. The Board was requested to examine this potential biological problem more closely. NMFS was requested to report in February on development of a GIS-based system that would depict the exact position of the 3-mile line, locations of the cod resource and the fisheries.

It was also noted by Council members on the committee that, even before the Board's action, the federal fishery was overcapitalized. Assigning 15-25% of the TAC to a new fishery only exacerbated that problem. It was suggested that the State may want to initiate some sort of limited entry program for its fisheries. Further it was suggested that the Board should explore a mechanism for releasing any excess GHF from the jig fishery back to federal fisheries rather than to the pot fisheries, and to consider ratcheting down the state TAC if it is not fully used.

The committee noted that Proposal 229, submitted to the Board of Fisheries by the Peninsula Marketing Association, requested that the Pacific cod cap in the South Alaska Peninsula Area be set at 15%, rather allowed to ratchet up to 25%. Second, the committee received a letter from Jim Balsiger, Alaska Fisheries Science Center Director, commenting that little is known about the distribution of cod between state and federal waters and subjectively concluding that 15% does not cause the stock assessment author concern, but 25% would cause a little concern, and anything more than 50% would generate genuine apprehension.

Forage fish ban. The committee was apprised of recent Council action to prohibit directed fisheries for forage fish in the EEZ. It was noted that it was not Council intent in this action to close down the Togiak capelin fisheries. The Board will consider proposal 297, a forage fish management plan submitted by ADF&G, at their February meeting.

Bycatch issues. The committee was provided a summary of Council bycatch activities for the BSAI groundfish fisheries. It was noted that there is a special call for proposals to further address bycatch. At the October work session of the Board, Council staff will brief the Board on proposals received by the Council this summer.

State proposals. The committee was provided with several proposals on groundfish that have been received by the Board recently. The Board will review the State waters Pacific cod fisheries in October and decide which other issues to address. If the full Board decides to take further action, it will not be done until February, after the Board has had the opportunity to meet with the Council on February 2-3, 1998.

3. Crab

Pot limit study. At low GHGs for crab in a management area, inseason management and preseason announcements of openings and closures may become ineffective in controlling the fishery. Thus, the State views pot limits as a means to reduce effort levels and make the fisheries more manageable under low GHGs. Pot limits will be a major agenda topic for the Board's August meeting. Recognizing that pot limits may have significant economic and allocational consequences, the State has funded Josh Greenberg at UAF to do an impact analysis. This study will be available to the Board for its meeting. The Council staff will send earlier studies of pot limits by Doug Larsen to the Board members as background information.

Caps and closed areas to protect crab. ADF&G is conducting a review to determine whether the current closure areas to protect crab are effective and sufficient. The research should help answer the question of whether the extent of the closed areas need to be adjusted up or down. There already has been one industry-agency meeting on this topic last October, but little observer data were available. A second meeting is planned for this fall or winter after the analysis is available.

Optimum yield and price effects. As a discussion topic only, the Board wondered if they were required to use more economic information in setting optimum yield for the crab fishery. For example, should the Board consider setting GHGs low to sustain a certain price level? If requested after the Board's August meeting, the Council staff will prepare a report on whether any inherent constraints in the fishery management plan exist to using economic information in setting GHGs.

Pot-trawl grounds preemption. The issue of pot loss to offshore trawlers was raised this past year. An industry meeting will be held this fall with ADF&G staff to determine the extent of the problem, seek resolution to this problem, and develop a report to be given to the Board and Council.

Council crab rehabilitation activities. A summary of Council bycatch measures to protect crab in the BSAI was given to the committee.

Review of State Proposals. The Board will consider crab proposals at its August 25-27 meeting in Anchorage. Board actions will be summarized for the Council at its September meeting. The Board committee members made a commitment to work to expedite adoption of new rules so they could be implemented by the scheduled opening of the fishery (Nov. 1). This will be particularly important if the Board decides to reduce the pot limit and application of the reduction is the deciding factor for whether or not the fishery opens.

4. Salmon

The committee was briefed on council measures that have been established to control the bycatch of chinook and chum salmon in the BSAI groundfish fisheries. A teleconference was held with Joe Sullivan concerning the Salmon Research Foundation. He emphasized that there needs to be

continual attention paid to the accuracy and precision of estimation of salmon bycatch in the groundfish fisheries. The industry is no longer paying assessments for bycaught salmon, so the foundation is winding down its activities.

Salmon bycatch remains a serious issue, and the committee urges NMFS to complete its study of the accuracy of salmon bycatch reporting. This report may be available to the Council in September, and if not then, in December when the Council will discuss the adequacy of all catch measurement and reporting systems for fisheries under its jurisdiction. The Board would like a report from NMFS for its October work session. Of particular concern is the use of observer data, what proportion of hauls are counted, and how overall estimates of bycatch are developed.

5. Scallops

ADF&G staff reported on their management actions and the proposed legislated moratorium. That moratorium is more restrictive than the Council's. It will allow 11 vessels compared to the Council's 18. It was noted that the Council could further restrict their fishery in moving from a moratorium to a license system. ADFG clarified that the State moratorium permit would only be required for vessels scallop fishing in State waters. Federal moratorium qualified vessels fishing for scallops exclusively in the EEZ, including Cook Inlet, would not need to purchase a state moratorium permit.

In September the Council will be taking action on whether to defer scallop management to the State of Alaska. It also will discuss further development of a license system. Any Council action in September will be reported to the Board at its October work session. The Council also needs to ensure that regulatory amendments are developed to adjust season openings so the federal waters fisheries seasons conform to state seasons. It was noted that the state moratorium is for four years and that participation during that time is expressly prohibited from counting toward qualification for a future permit.

6. Halibut

The committee was apprised of Council activities on proposed halibut local area management plans, subsistence, and halibut charterboat management and possession limits. It was noted that more local area management plans may be proposed to the Council. Though the Council cannot defer halibut management to the State for such plans, it is possible for the Board of Fisheries to play a major role in the development of those plans via its local advisory committees. The Board could coordinate development of the plans and then recommend them to the Council for approval and submission to the Secretary of Commerce. The Council will report on its September decisions on the Sitka plan and halibut charter issue, and bag limits, to the Board at their October work session. A process for developing local plans also should be on the agenda for the committee meeting in January and for the Board-Council meeting in February. It was noted that the proposed option to allow only Sitka residents to fish in Sitka Sound for halibut would have far reaching ramifications for other local plans in other parts of the State, even if it would not technically violate the Magnuson-Stevens Act national standards or the North Pacific Halibut Act. Council members on the committee asked to see copies

of the Governor's proposal on subsistence. Finally, it was noted that proposals 314 and 315 to the Board concern guided sport fish reporting of catch.

7. Improved retention and utilization (IR/TU)

The Council's program on IR/TU was described to the committee. In October the Board will discuss what types of complementary actions would be required for shoreside processors and state waters fisheries. The Board will need the final federal regulations (or as close to final as possible) and will need to give the public notice that they will act on this issue in October so the State regulations can be in place for the first of the year. If legislation is required, then it would be introduced in the next legislative session. This could involve utilization requirements, though shore plants may already be meeting the standards envisioned for the IR/TU program.

8. Magnuson-Stevens Act revisions

The committee was briefed on the new provisions of the Act, including requirements for state management of vessels in federal waters. Current activities to identify and describe essential fish habitat were summarized for the Board and it was agreed that the Board's habitat committee and the Council's ecosystem committee could jointly coordinate on EFH. It was also noted that the public should have an opportunity to submit local knowledge on fish habitat.

Concerning new requirements for catch reporting and total weight measurement in the Act, a report for all species (including those deferred to the State such as salmon, crab and scallops) will be given to the Council in December. This combined report should be briefed to the committee in January and may be on the agenda for the full Board-Council meeting in February. It will include target fisheries and bycatch estimates also.

9. Next meeting

The committee will meet next on January 5, 1998. The general annual round of meetings for the committee and Board and Council is discussed in Section 1 above.

Summary of Tasking from Meeting

August 25-27, 1997 Board Meeting

1. Greenberg pot limit study.
2. Send Council pot limit studies to Board.

September 23-27, 1997 Council Meeting

1. July committee report.
2. NMFS report on salmon bycatch estimation procedures (if available).
3. ADFG state fisheries wrap-up.
4. Board proposals and comments.

October 21-23, 1997 Board Work Session

1. Council reports on scallop and halibut management.
2. Council groundfish and bycatch proposals.
3. Council activity report and comments on Board proposals.
4. NMFS report on salmon bycatch estimation procedures (if available).
5. IR/IU regulations for Board action; Board need copy of final regulations.

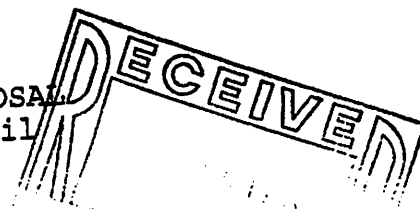
January 5, 1998 Board-Council Committee Meeting

1. Discuss process for developing local halibut management plans.
2. Report on total catch and bycatch estimation.
3. Develop agenda for February joint meeting.

February 2-3, 1998 Board/Council meeting

1. Bycatch report.
2. GIS report on 3-mile boundary and distribution of pollock and cod.
3. Discussion of using economic data for crab GHs (if requested by Board)
4. Crab pot/Trawl grounds preemption - report on industry-ADFG meeting.
5. Results from ADFG studies to reduce crab bycatch in groundfish pots.
6. ADFG report on field research on effectiveness of closures to protect crab.
7. Discuss process for developing local area halibut plans.
8. Report on total catch and bycatch estimation.

GROUND FISH FISHERY MANAGEMENT PLAN PROPOSAL
North Pacific Fishery Management Council



Date: August 12, 1996
Name of Proposer: NMFS, Alaska Region
Address: P.O.Box 21668, Juneau, AK 99802-1668
Telephone: 907-586-7228
FMP: Groundfish of the Gulf of Alaska

Brief Statement of Proposal: Implement an FMP amendment to establish the Western Yakutat (statistical area 64) and Southeast/outside (statistical area 65) areas as separate regulatory areas of the GOA.

Objectives of Proposal: Should the Council's license limitation program be approved, separating the eastern GOA into two separate regulatory areas would acknowledge the Council's action to create a nontrawl sanctuary east of 140 degrees longitude and would provide increased capability to tailor TAC and other management measures to Eastern GOA trawl and non-trawl management areas.

Need and Justification for Council Action: Although management authority may exist to separately specify TACs for Statistical areas 64 and 65, the development of other management measures specifically to address trawl or fixed gear fishery problems will be facilitated if the trawl and non-trawl areas of the Eastern GOA were established as separate management areas.

Foreseeable impacts of proposal: The Council process undertaken to consider and develop Eastern GOA fishery management measures would be facilitated and potentially less controversial or allocative if separate regulatory areas were established for the fixed gear sanctuary adopted by the Council east of 140 degrees longitude and the West Yakutat area. Management measures and/or TAC considerations could more easily be explored and assessed for fixed gear fisheries in statistical area 65 and trawl fisheries in area 64.

Are there alternative solutions? The Council could continue to rely on the annual specification process to establish separate TACs for the West Yakutat and SE/Outside areas if adequate justification existed for stock conservation. Other management measures, however, likely would require either FMP amendment or regulatory amendment authority to apply only to area 64 or 65 rather than the entire Eastern GOA regulatory area.

Signature: _____

Alaska Groundfish Data Bank

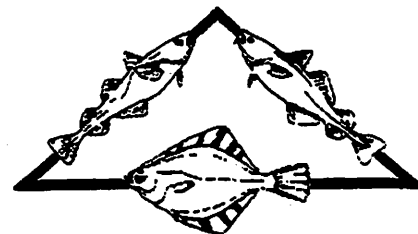
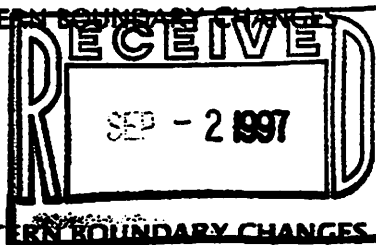
P.O. Box 2298 • Kodiak

TO: RICK LAUBER, CHAIRMAN
NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

RE: COMMENTS ON GULF EASTERN BOUNDARY CHANGE

DATE: AUGUST 31, 1997

SENT BY FAX: 1 PP



**COMMENTS ON EASTERN BOUNDARY CHANGES IN THE GULF OF ALASKA
(AGENDA ITEM D1(C))**

SUBMITTED BY ALASKA GROUND FISH DATA BANK

The members of Alaska Groundfish Data Bank support moving forward to set TAC's for the West Yakutat reporting area based on the best available survey data.

Under any circumstances reducing the size of the Eastern Gulf reporting area would result in better management of the fish stocks since West Yakutat appears to be more related to the Central Gulf than to the Eastern Gulf of Alaska.

The provisions in the NPFMC's License Limitation Program which eliminate trawl gear in the Eastern Gulf south of 140 degrees and allow holders of Licenses for the Central Gulf to fish West Yakutat create the need to begin now to set separate TAC's for West Yakutat.

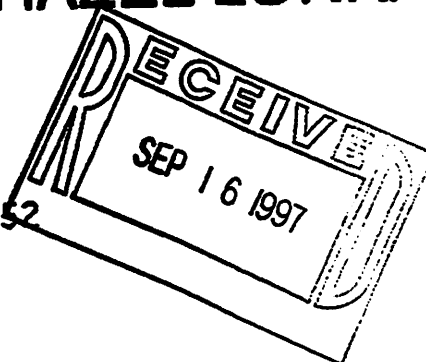
The provision which eliminates trawl gear east of 140 degrees is important to the residents of the Eastern Gulf; likewise, residents of the Central Gulf have a long tradition of fishing in West Yakutat for pollock, rockfish, including Pacific Ocean Perch, and flatfish.

Thank you for your attention of our comments.

Chris Blackburn, Director
Alaska Groundfish Data Bank

FV HAZEL LORRAINE

Mr. Richard Lauber
Chairman, NPFMC
605 West 4th Avenue
Anchorage, Ak 99501-2252



Albert Geiser
202 Center St.
Suite 315-274
Kodiak, Ak 99615

September 16, 1997

Re: GOA pollock and P.cod ground fish trip limits
For the record, 129th Plenary Session, Seattle, Washington

Dear Richard,

Trip limits of 200,000 pounds for pollock and Pacific cod in the Gulf of Alaska are long overdue for the orderly management of these stocks. Adopting trip limits will end the Olympic style management of these two fisheries. This would put a damper on the race that has driven the over capitalization in all of the Alaskan fisheries. There are vessels that want to increase their capacity (the extra 20%) even with a vessel buy back program looming in the background. Ending these derbies will help us enter the next millennium with better management and control which will further stabilize these fisheries. This could put an end to over shooting pollock trimester quotas by thousands of tons. Also, premature closures in the cod fishery, have left thousands of tons on the table when the fish are at a premium. If trip limits are implemented, boat owners and plant managers might for the first time in many years be able to make a business plan that ended in the bail park. For the vendors and fishing communities of the Gulf of Alaska, this would spell relief for all the same reasons.

It is my sincere hope that the members of this council will take this much needed step and impose trip limits in the GOA.

In closing I would like the members of this Council to think about this question:

Why is this the only management council in the nation, which still manages groundfish using the Olympic system in light of all the tribulation it continues to create?

Sincerely,

F/V HAZEL LORRAINE

Page 2

Mr. Richard Lauber

Re: GOA pollock and P. cod ground fish trip limits

cc: Mr. Al Burch, Director Alaska Druggers Association
Ms. Melanie Gundersen, Director Peninsula Marketing Association
Mr. Fred Yeck, Midwater Trawlers Cooperative

Trip Limit Committee: Melanie Gundersen (Chair), Steve Hughes, Joe Plesha, John Rotter, Jay Stinson, Dale Schwartzmiller, Sinclair Wilt (absent), Douglas Holmberg (Alternate for Corey Wilson)

Mr. Chairman and members of the Panel/Council. For the record, my name is Melanie Gundersen. I was appointed Chairman for the Trip Limit Industry Committee, bringing together individuals interested in and affected by the proposals requesting imposition of trip limits for pollock and Pacific cod for the Gulf of Alaska. We met on Wednesday September 26, 1997, for approximately four hours with all members or alternates being present except for Sinclair Wilt of Alyeska Seafoods. This meeting resulted in some consensus, mainly that something needs to be done to remedy the particular problem of over-harvesting the quota that recently was a very serious problem for Area 610. That quota was exceeded by over 100% in just a few days. We all agreed that this trend is a serious management problem. The Committee also recognized concerns about pre-emption of local small boat fleets.

Although there were some Committee members who do not favor a trip limit of any kind, several of the members present, do still support a trip limit in the range of 150,000 - 400,000 lbs. A vessel would be allowed one delivery per 24 hour period and must deliver all product on the vessel. As there was some agreement that imposition of a trip limit in the range of 200,000 - 300,000 lbs would accommodate the majority of the fleet that fishes the majority of the time in the Gulf of Alaska, concern was also voiced that other larger vessels with a long history in the Gulf who also operate in the Bering Sea would be disenfranchised by such a limit. Another item discussed was the possibility that if a trip limit was considered, that it be adjusted as the quota changes. For example, if the quota were to increase substantially, then too would the trip limit. Some individuals discounted this and some wanted it tied to vessel size or capacity. Also discussed was exclusive registration by season or by year between the Gulf and the Bering Sea. Also suggested was some form of pre-registration that would enable the National Marine Fisheries Service to be aware of the level of effort that intends to participate in a particular fishery. A stand down period of 48 up to 72 hours was discussed with concern voiced that this alternative alone would not be enough unless it were used in conjunction with a trip limit or area registration. This provision would require vessels switching between the Gulf and Bering Sea to cease fishing for the recommended time period. Also in conjunction with one or more of these requirements was a suggestion that the Western line of area 610 be moved eastward to Scotch Cap on the Western tip of Unimak Island. The argument reflecting the possibility that Bering Sea stocks are potentially migrating south from the Bering Sea, into 610. Another question raised, but not resolved because of a question of legality was whether it was possible to require that product caught in the Gulf be delivered in the Gulf and not to ports in the Bering Sea region or elsewhere such as out of State. As a somewhat separate but related issue, everyone agreed that elimination of and redistribution of the short June pollock quota into an A and B system would partly alleviate the problem of the added pressure from the Bering Sea during that particular opening.

Another alternative considered and agreed upon was dropping the requirement that fishery closures be noticed in the Federal Register. It was thought that this would allow NMFS to close fisheries in a more timely fashion and reduce the chance of large quota overages.

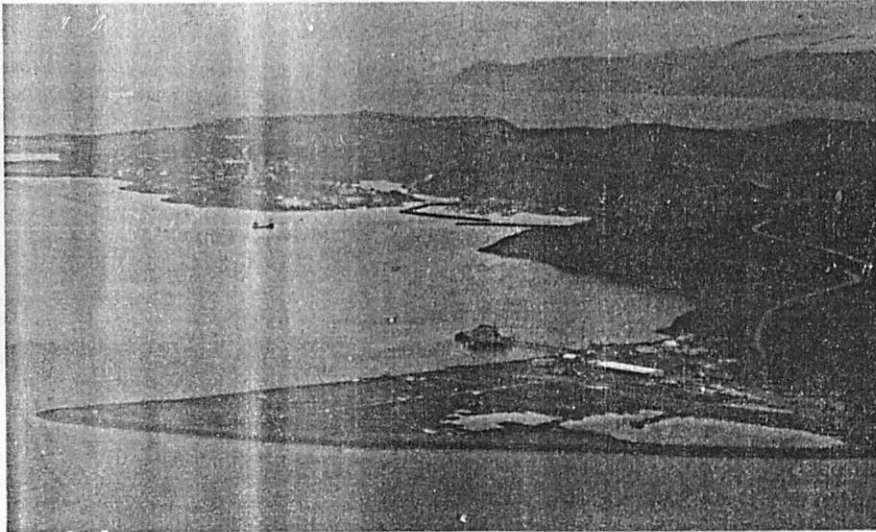
Mr. Chairman, in summary, there seemed to be general agreement that there are management and pre-emption problems in the Western and the Central Gulf pollock and cod fisheries. And, while there was not full agreement on any specific solution, everyone on the Committee offered one or more ideas. I'm not sure that the Committee would ever agree on one management scenario to bring to the Council, but I was encouraged that we all believe that something needs to be done.

Odds 'n' Ends

Melanie Gunderson
D-1a

ONCE SAND POINT SHOWED PROMISE OF BEING A FAIRLY STABLE COMMUNITY, PEOPLE FROM OTHER NEAR-BY ISLANDS MOVED OVER. SOME OF THE FOLKS FROM KOROVIN BROUGHT THEIR HOUSES WITH THEM -- THEY TORE DOWN THE HOUSE IN KOROVIN AND, WITH THE LUMBER, REBUILT IN SAND POINT. OTHERS ORDERED FROM OUTSIDE, HOWEVER.

SAND POINT DIDN'T HAVE ANY MOVIES EXCEPT WHEN THE NAVY CAME IN, AND IN 1948 ALVIN OSTERBACK BUILT THE THEATER NOW IN USE. IT HAS HAD SEVERAL OWNERS SINCE THEN.



ALONG WITH ALL THE OTHER GOOD THINGS ABOUT POPOF ISLAND, AGATES OF HIGH QUALITY ARE FOUND HERE. AN UNIDENTIFIED NEWSPAPER REPORT ON THE ACTIVITIES OF THE CHUGACH GEM AND MINERAL SOCIETY'S REGULAR TREK TO SAND POINT INDICATES THAT "SAND POINT IS WELL KNOWN FOR ITS USUAL PLENTIFUL SUPPLY OF QUALITY AGATES WHICH HAVE WON MANY PRIZES IN THEIR ANNUAL CLUB SHOW. RED AND GREEN AGATES, SMOKEY AND BROWN AGATES, WHITE WITH MOSS AND PLUME AGATES ARE ALL FOUND IN THIS AREA, WHILE ICELAND SPAR, CALCITE CRYSTALS, MARCASITE AND GOLD ARE ALL FOUND ON UNGA ISLAND. . ."

GREENPEACE CREW CALLED DEGENERATE

A clergyman in Sand Point, Alaska, has denounced the crew of the protest vessel Greenpeace as "a bunch of degenerate Canadian hippies bent on breaking the law." News of the denunciation was relayed to communications coordinator Mrs. Dorothy Metcalfe Tuesday by the crewman husband, Ben.

"It appears that the presence of the Greenpeace is causing some tension among the people in the community," Mrs. Metcalfe said today. She said her husband told her the denunciation of the Greenpeace crew was given during a sermon preached last Sunday by a Baptist minister, whose name the crew didn't know.

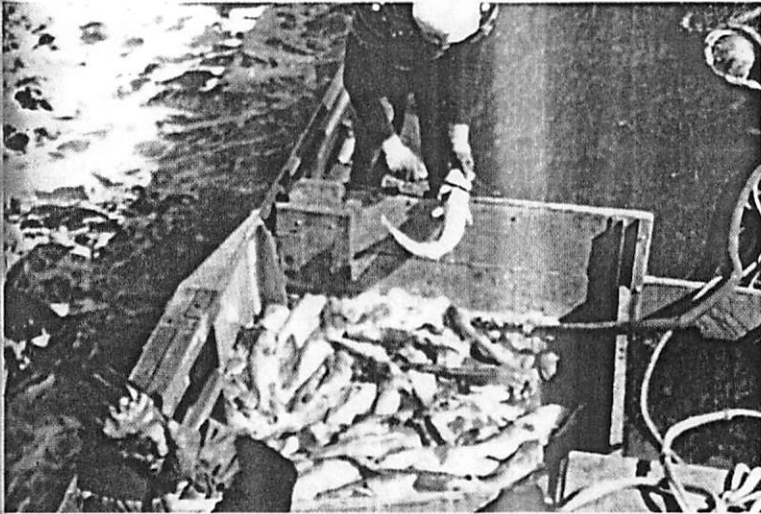
The Greenpeace, which is bound for Amchitka to protest the proposed U.S. underground nuclear test, is currently berthed at Sand Point

Mrs. Metcalfe said two factions seem to be building in the community. "Ben said the crew have noticed a certain coolness in the store and post office when they go in for supplies," she said. But one woman, Mrs. Metcalfe said, changed her attitude after learning that the Greenpeace crew were not the people who were going to set off the nuclear test. "This incident is kind of typical of the confusion that exists in the town," she said.

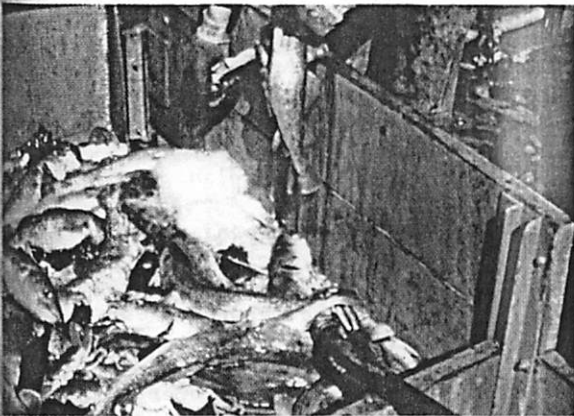
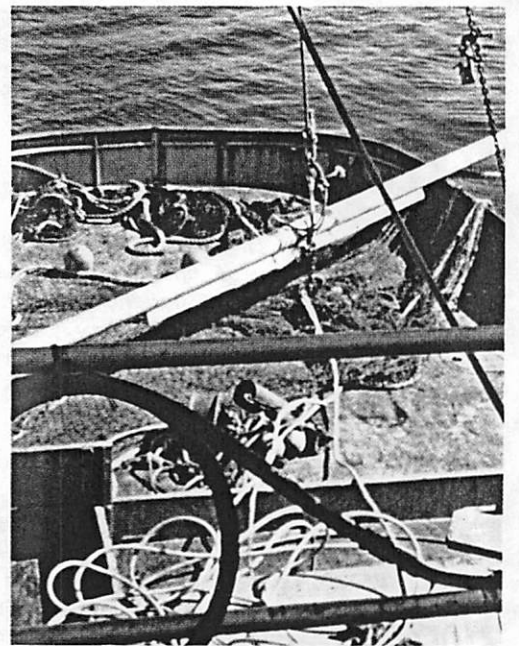
Mrs. Metcalfe relayed the news that the U.S. court of appeals in Washington, D.C., had ordered a lower court Tuesday to reconsider its refusal to halt the underground test. She said she expects to hear today from the Greenpeace crew what effect the court decision will have on the crew's plans.

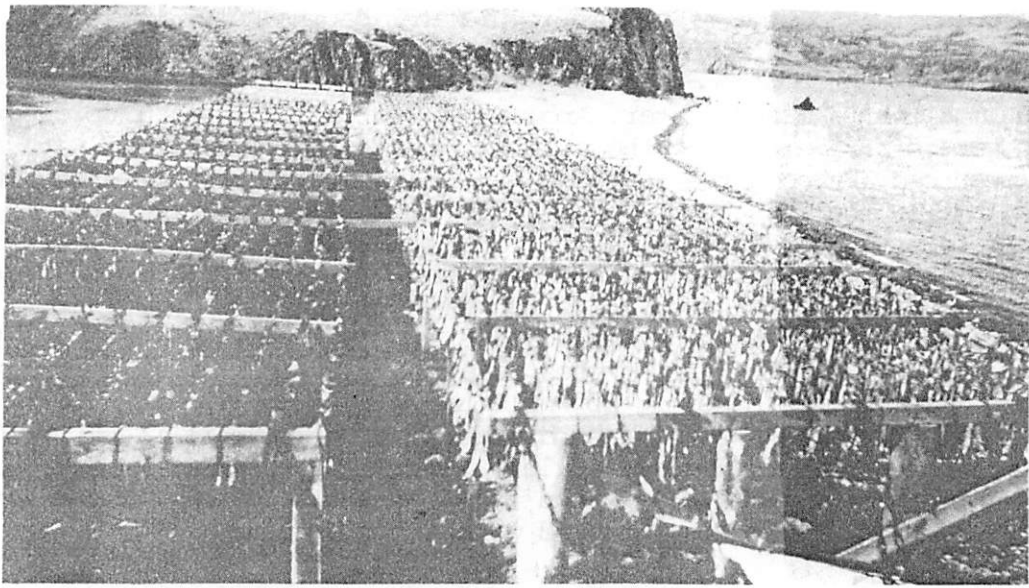
Mrs. Metcalfe said her husband told her the crew's morale is good. She also said \$800 worth of wetsuit gear is now on its way to Sand Point. The crew had been advised by the U.S. Coast Guard to get wetsuits for safety and comfort.

from a 1972 Canadian newspaper,
otherwise unidentified

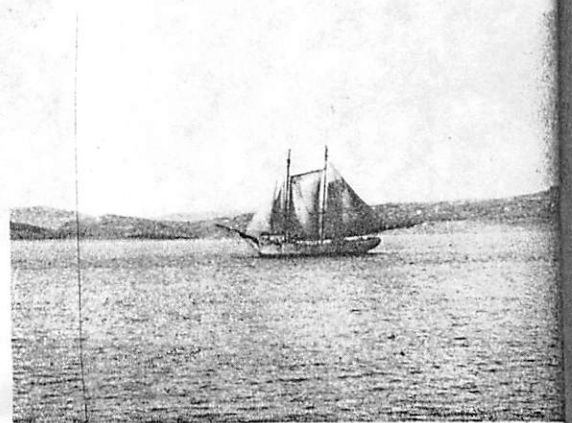
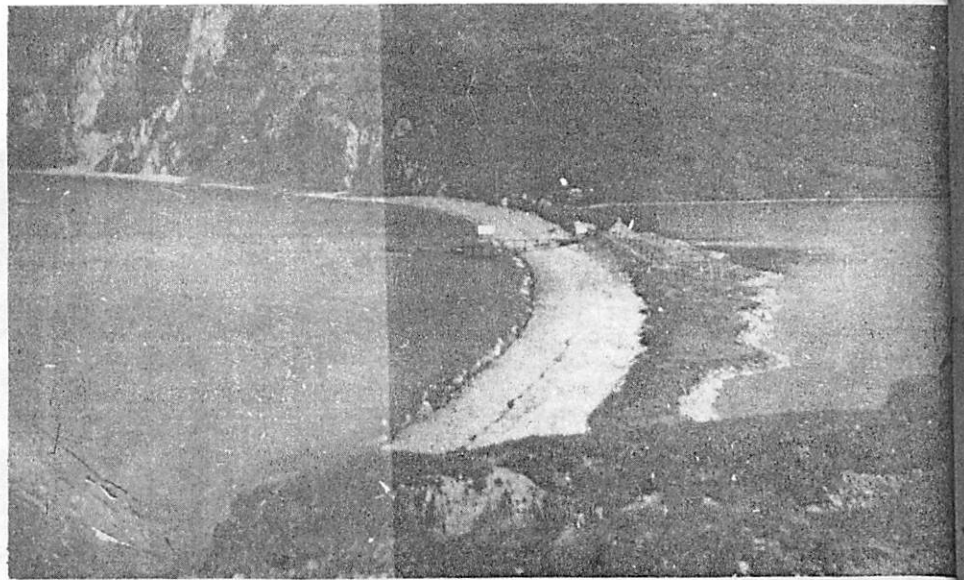


ABOARD THE **FRANCES**, FIRST FISHING BOAT TO USE
A BEAM TRAWL FOR COD IN THIS AREA





Above and Right-Fish Station that was across the bay from Squaw Harbor, with fish drying on racks.



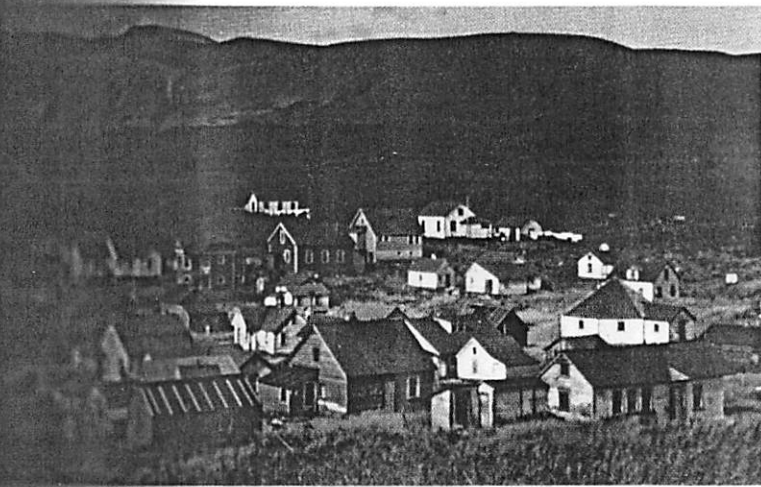
Cod Fishing Vessels

Cod Fishing Vessels

The cod is a bottom fish, caught in water depths of 20 to 40 fathoms. The cod fisherman's workday began in the small hours of the morning, between 3 and 4 o'clock in spring and summer, and an hour or so later during the fall and winter. Around the forenoon the first dories would begin to straggle in to the station, loaded to the gunwales with shiny fresh cod. By noon the last dory would be in and the fishermen would gather in the mess house for a hearty meal. Next came the work of taking care of the day's catch. The crew would divide into groups and cut open, clean, wash, and salt the cod fish. The dories were of the eastern or Grand Banks type, 14 to 15 feet in length, bottom measure, and capable of carrying 180 to 220 cod fish. The small size dory was preferred, because the larger ones, when loaded, were too heavy to row if a breeze should spring up while the boats were on the grounds. The station fisherman was furnished boat, housing, and grub, and for his catch he received 25 to 30 dollars per thousand fish, that is, fish 28 inches long. Smaller cod had to be counted "2 for 1" or half price. Hand lining for cod was "rugged work for rugged men".

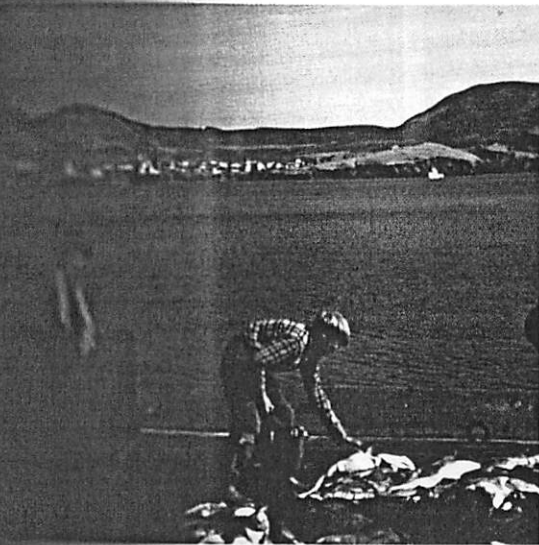
to be Unga Harbor.



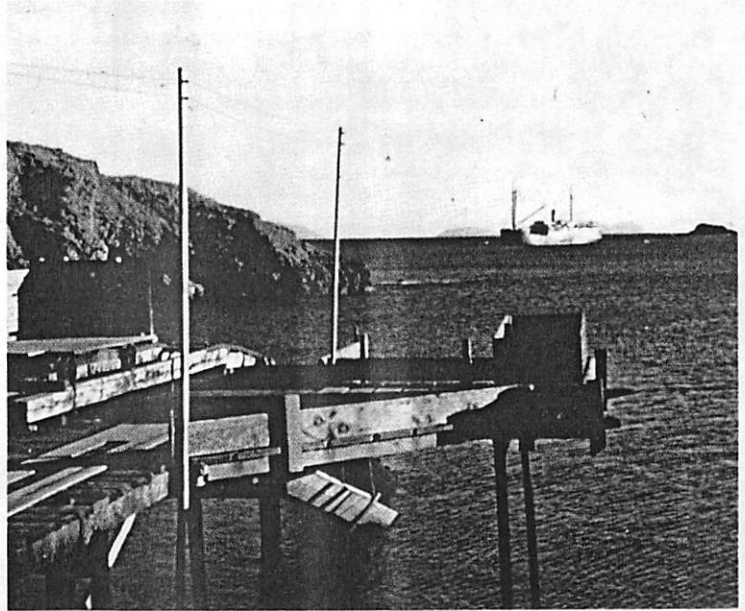


UNGA

UNGA VILLAGE WINTER 1941-42



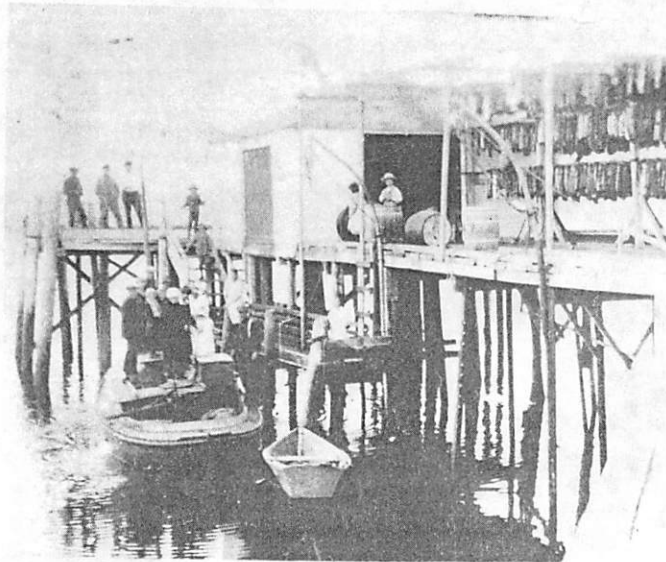
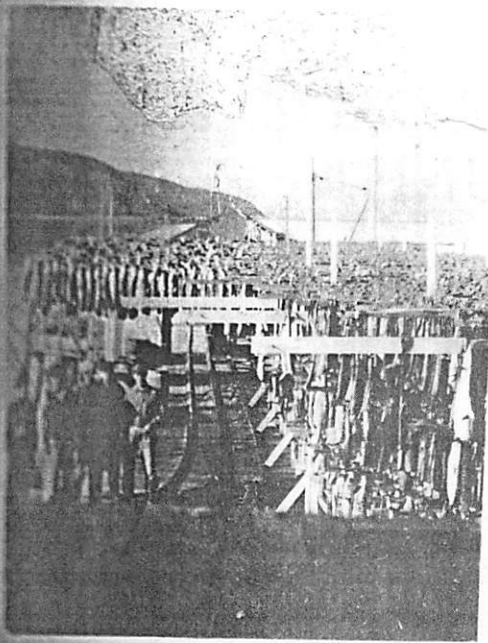
CITIZEN'S COD FISH STATION, 1942



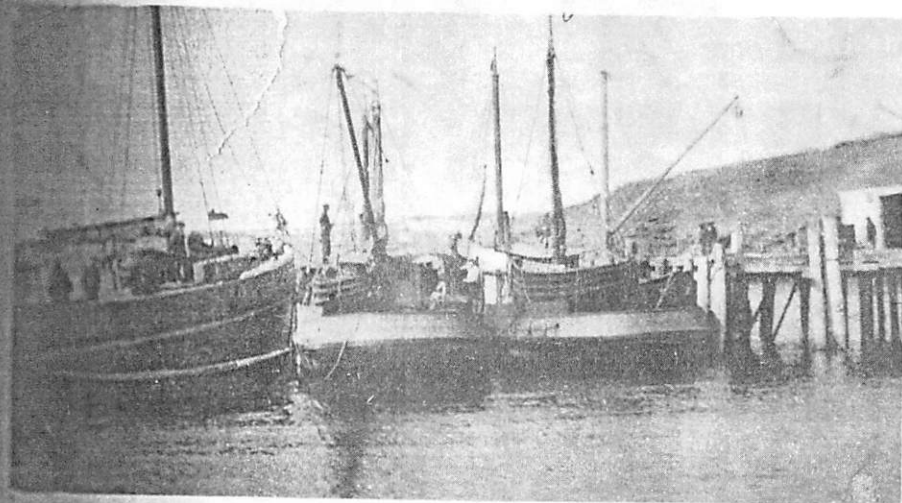
S.S. LAKINA: LAST MAIL BOAT
IN WORLD WAR II

UNGA VILLAGE 40 YEARS LATER



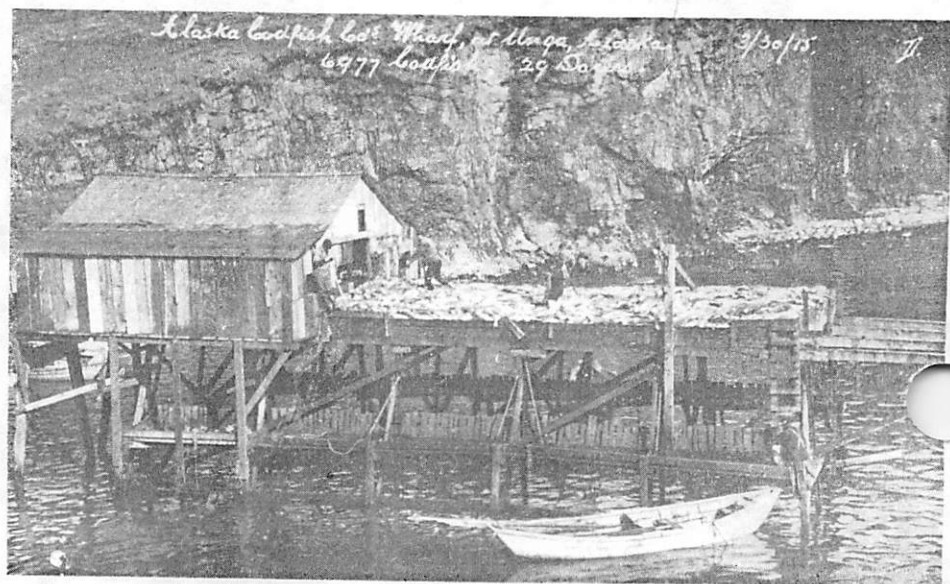


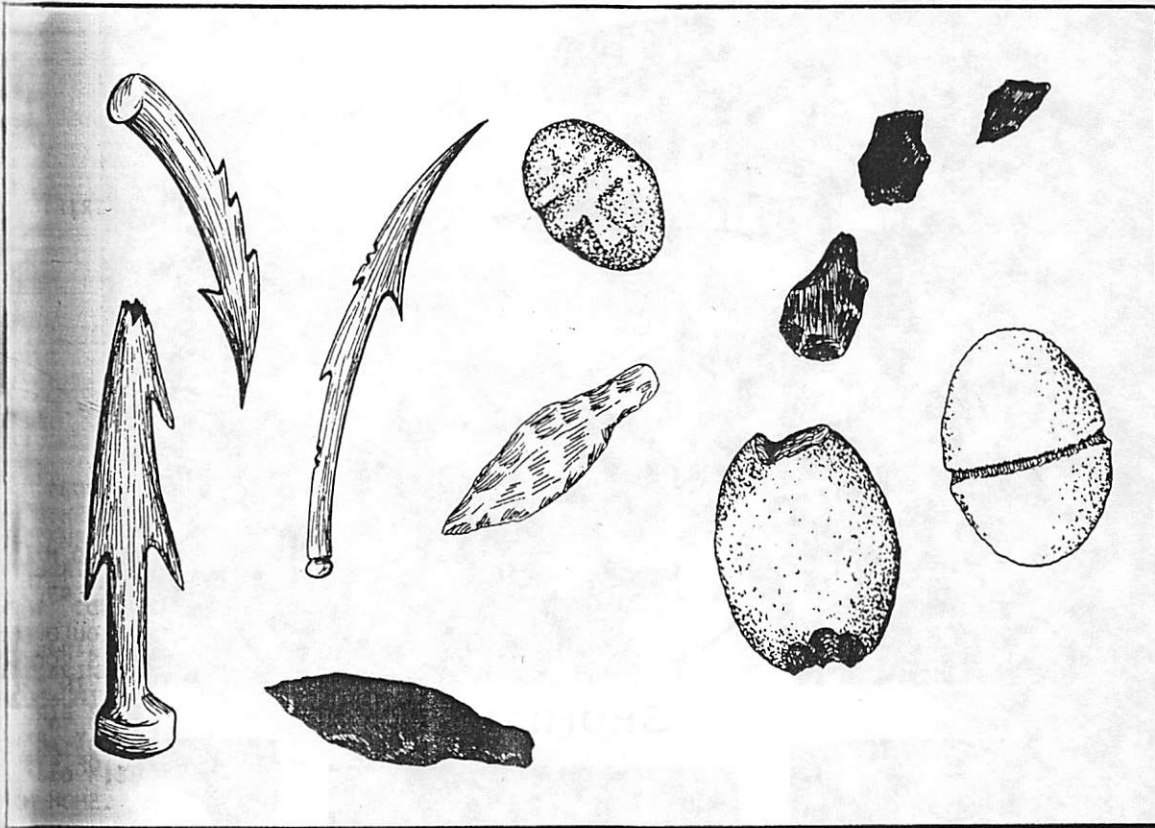
The Codfish unloading dock at Sand Point.



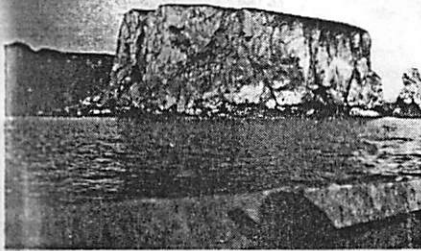
Above-Alaska Codfish Company's fishing vessels.

Right-Alaska Codfish Company's Wharf at Unga, Alaska. 3/30/15 6977 Codfish from 29 Dorries.



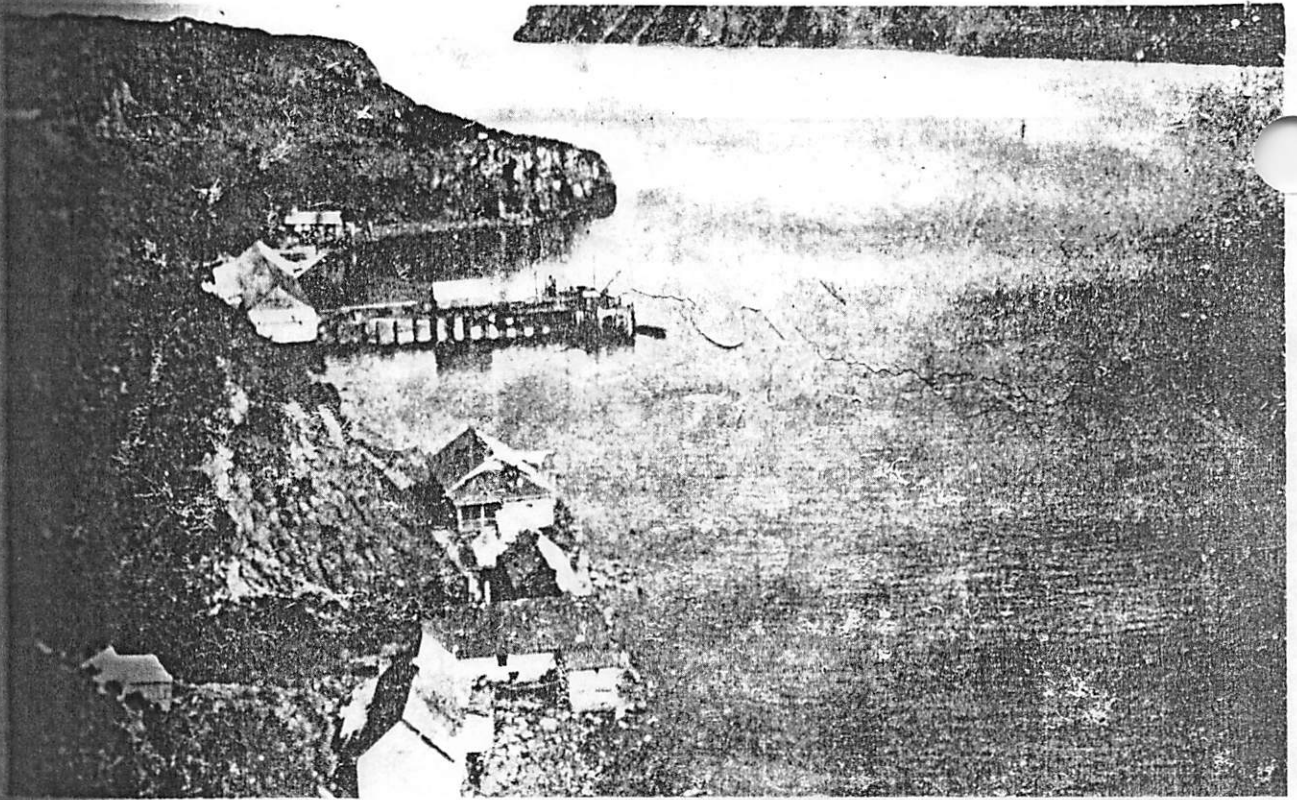


ALEUT TOOLS AND EQUIPMENT: SPEAR HEADS, STONE POINTS, SCRAPER, SINKERS, FLAKES



CROSS ISLAND HISTORY

ABOUT 1835 THE ALEUTS HEARD THAT THE KODIAK ALEUTS(KNOWN AS KONIAGS) WERE COMING TO MAKE AN ATTACK. THE ALEUTS FROM UNGA PUT THEIR WOMEN AND CHILDREN ON TOP OF CROSS ISLAND FOR SHELTER. THEY PACKED ROCKS, WEAPONS, PROVISIONS AND OTHER NECESSITIES UP THERE. THE KONIAGS CAME AND SURROUNDED THE ISLAND WITH BADARKIES. WHEN THEY THOUGHT NO ONE WAS LOCKING THEY WOULD TRY TO CLIMB UP THE SIDES OF THE ISLAND, BUT THE UNGA ALEUTS WOULD DROP ROCKS AND HOT WATER TO KILL OR DRIVE THE ATTACKERS AWAY. THEY KEPT THIS UP FOR A LONG TIME AND FOUND IT WAS USELESS TO TRY TO CAPTURE THE UNGA PEOPLE SO THEY LEFT. ONLY ONE FROM UNGA HAD BEEN KILLED AND BURIED ON CROSS ISLAND. THE NATIVES MADE A BIG WOODEN CROSS FOR THE GRAVE AND THAT IS HOW "CROSS ISLAND" GOT ITS NAME. FOR MANY YEARS PEOPLE WOULD CLIMB TO THE TOP OF THE ISLAND BY A ROPE, BUT NOW THE ROPE IS GONE AND IT IS A VERY DANGEROUS CLIMB.



SHUMIGAN



JOHN MCKAY



A.H. BRADFORD



BYRON MORGAN

SHUMIGAN PACKING COMPANY

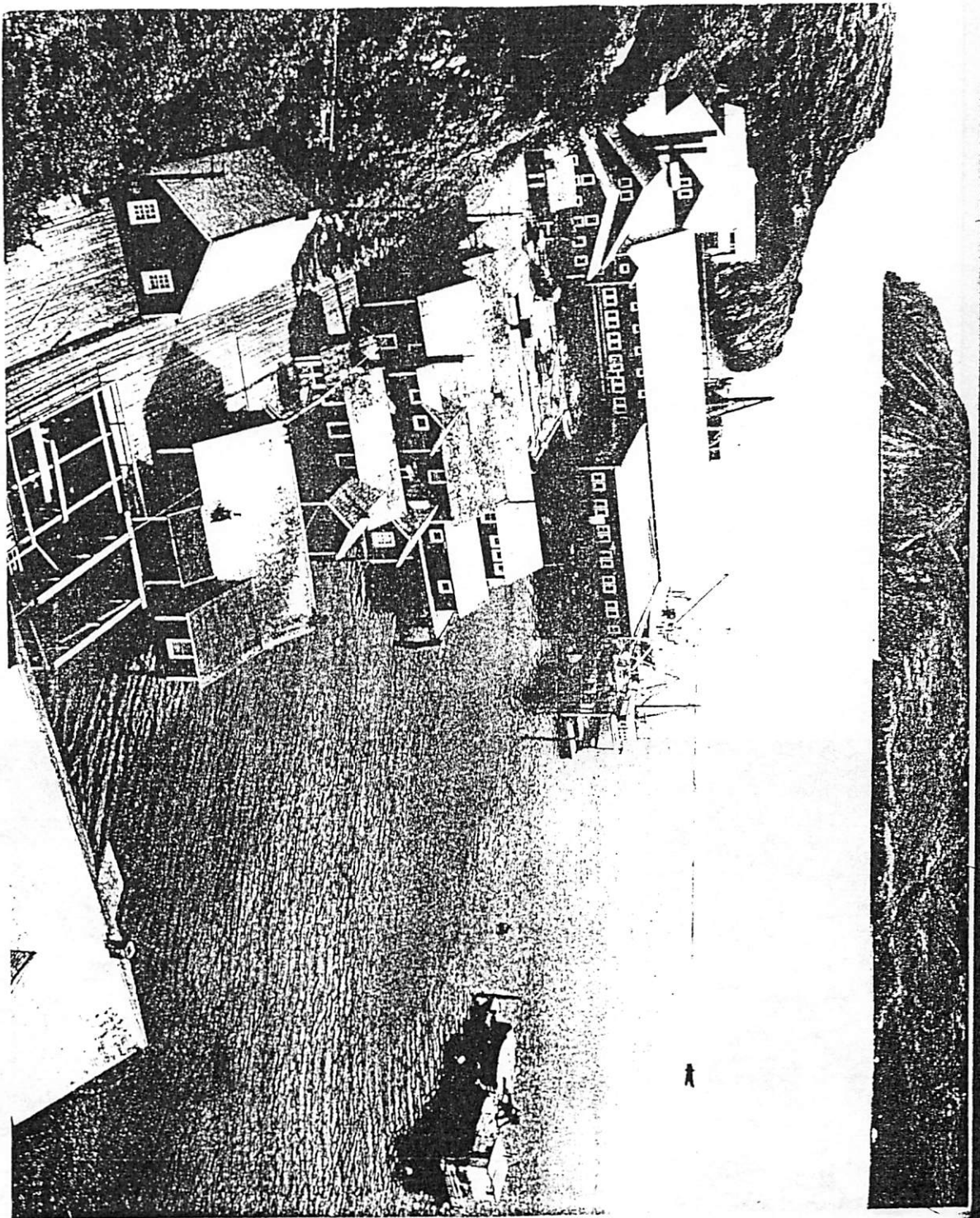
A. H. Bradford, a civil engineer by profession but a codfisherman by choice, is the vice-president of Shumigan, and its northern superintendent. His bookkeeper, Byron Morgan, came over from the King Cove plant, while Johnnie McKay quit the Bering Sea fishing grounds to become his foreman.

BAROLOF or Squaw Harbor on the east side of Unga Island, Shumigan Island Group, is one of the best known anchorages in Western Alaska. The Shumigan Packing Company succeeded the Seattle Alaska Codfish Company as owners of the fishing location on the north side of the bay, which the latter company had operated with indifferent success. The station was taken over by the present owners early in 1917, and has since demonstrated the possibilities of the

location for salmon operations in addition to its already known codfish facilities. In 1907, 1000 barrels of pickled salmon was put up; in 1918, 6500 barrels of salmon and 400 tons of cured codfish, which was sufficient to demonstrate its feasibility as a salmon packing location.

The officers and directors of the Shumigan Packing Company are E. B. Deming, president; A. H. Bradford, vice president, and D. M. Brosseau, secretary. A. H. Bradford is in charge of operations at Squaw Harbor.

JOHN
R THE
UNGA
TIMES



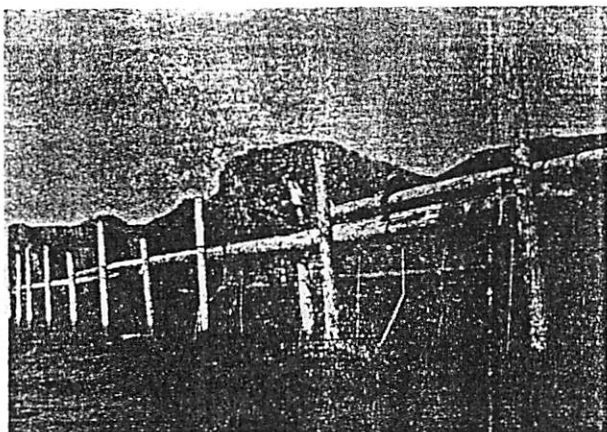
**QUANTITY AND VALUE OF THE FISHERY PRODUCTS OF ALASKA MARKETED
FROM 1865 TO 1913, BOTH INCLUSIVE.**

The following table shows, so far as it has been possible to secure reliable data, the quantity and value of the fishery products obtained in Alaskan waters and shipped out of the territory from 1865 to 1913, both inclusive. Accurate data in regard to the total production was taken by this country from 1913, both inclusive. Accurate data in regard to the total production for the early years of the industry are very meager and the table underestimates the total production in many cases. No account has been taken in this table of the value of the fishery products consumed by the natives in fishery products, amounting to many millions of dollars annually, as there is no accurate data for this feature.

	Quantity	Value.
Salmon	pounds, 438,864	\$ 15,880
Clupea	pounds, 141,618,956	4,850,051
Halibut	pounds, 105,919,869	4,489,517
Herring	pounds, 44,591,266	632,350
Sardines	pounds, 2,169,950,000	155,041,769
Trawl	pounds, 738,179	39,392
Miscellaneous fish	pounds, 860,625	43,702
Crustaceans—		
Crab	pounds, 46,445,576	611,402
Other fish	pounds, 1,381,224	19,667
Whale	pounds, 6,049,293	\$6,720
Oil—		
Crab	gallons, 5,889,603	1,392,208
Other fish	gallons, 152,135	36,854
Whale	gallons, 2,559,930	800,166
Wetlands	gallons, 3,061,001	1,582,219
Seaweed	pounds, 175,848	7,487
Clams	bushels, 16,140	8,449
Crabs	number, 231,026	26,598
Aquatic furs and skins—		
Beaver	number, 159,215	796,656
Mink	number, 1,007,854	250,964
Other land	number, 104,965	616,819
Other sea	number, 107,293	10,776,597
Sea lion	number, 3,439,157	50,993,911
Seal	number, 250,982	230,835
Walrus	pounds, 879,639	367,838
Wetlands	pounds, 52,684	2,500
Whale	pounds, 635,534	1,058,882
Miscellaneous fishery and furs	pounds, 8,715	1,254
Total		\$234,756,687

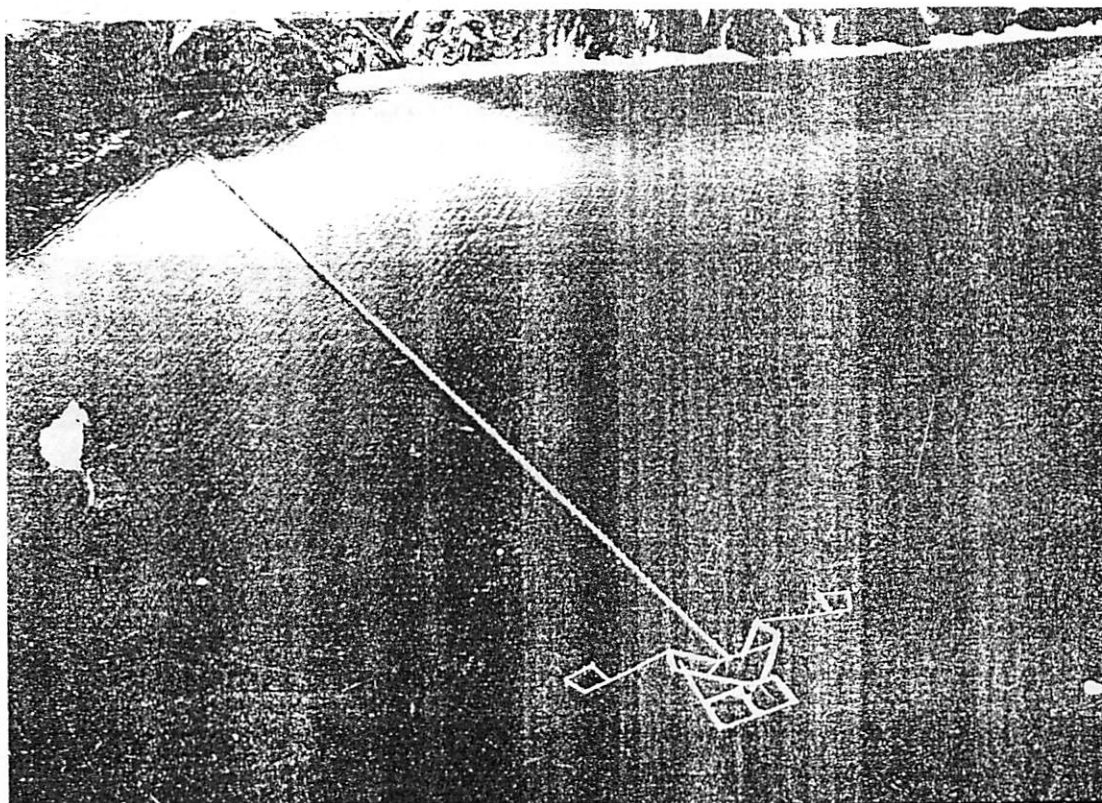


Once the richness of the Northern Pacific waters had been discovered, larger and larger boats sent out by companies based on the Pacific Coast came to Alaska seeking the most efficient way to catch the fish. The result was the fish trap. Traps are blamed for doing away with cod as well as for depleting salmon stocks, almost to the point of extinction. Cod fish dwindled out; "I remember hearing stories about they blamed it on the traps because when they first put the traps up all the cod fish would go in, young and all, and they'd just brail them right overboard and kill them." (NG)



LEFT: STRIPPING WIRE FROM LEAD
ON CAPE DEVINE FISH TRAP

BELOW: AERIAL VIEW OF FISH TRAP



capital vs. labor

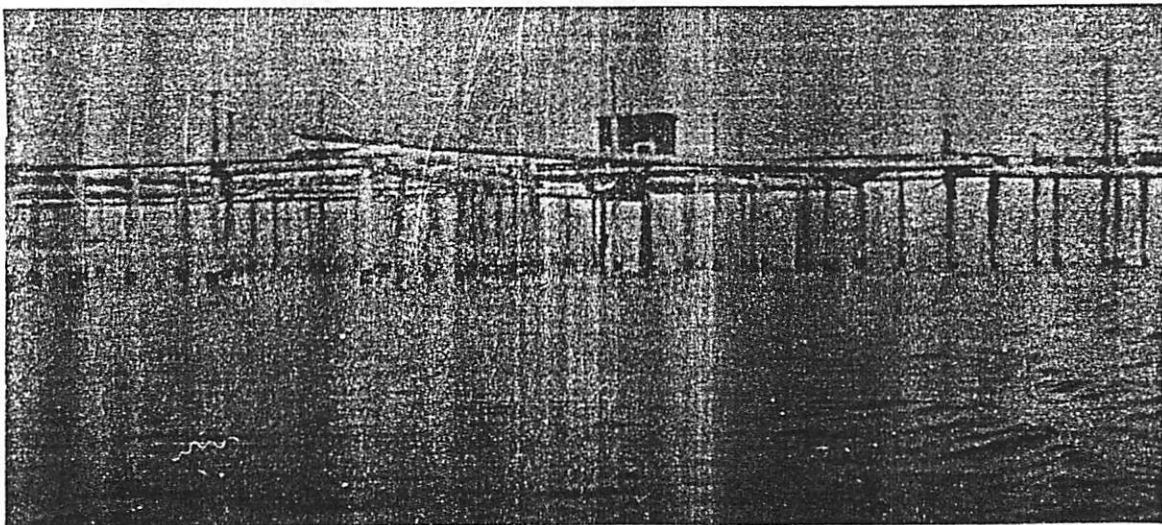
"Although traps were frequently opposed on such grounds as their alleged ability to destroy entire runs of salmon, their wastefulness and their destruction of other species, the real reason for conflict was more basic. It was essentially a dispute between capital and labor. Traps were a costly form of gear beyond the means of the ordinary fisherman. Their ownership tended to fall into the hands of the packers or others closely affiliated with them. Through control of traps the packers could render themselves largely independent of the fishermen and thus keep down the price of raw fish while at the same time assuring themselves an adequate supply. A major fishermen's strike in Southeast Alaska in 1912 revealed to the cannerymen the disadvantage of depending too heavily upon fishermen with mobile gear, and the high prices demanded by the strikers led to the adoption of traps in still greater numbers.

resident vs. non-resident

"As a growing number of fishermen and laborers settled permanently in Alaska, this conflict developed into a major dispute between residents and nonresidents. The residents, backed in part by certain nonresident fishermen, maintained that the salmon fishery should be developed to encourage the settlement of Alaska by independent and self-supporting people. They feared that the existence and rapid extension in the use of company-owned traps was leading to a monopoly of the supply of fish by what was referred to locally as the 'Fish Trust.' This led to an insistence on the complete abolition of traps as the only logical solution to the conflict.

fish traps best

"The Alaska packers, on the other hand, maintained that the sweeping abolition of their most economical form of gear would be confiscatory and ruinous to an industry having millions of dollars invested. Said the trade journal in 1913: 'The fish trap is the best and only friend the canners have in Alaska.'



discriminating practices

"Headquarters in San Francisco insisted that the canners pay the nonresident fishermen four cents more per fish than was paid to the resident member of the union. Other union contracts drawn up in San Francisco provided that the first six and one-half boats to every line of cannery machinery in the Bristol Bay region had to be manned by 'outside' fishermen (i.e., thirteen nonresident fishermen per line of cannery machinery before a resident fisherman could be hired).

"absenteeism" bad

"To the growing population of Alaska, struggling to develop and settle the territory at odds already made difficult by the natural environment, these and similar tactics by the unions represented further evidence of the evils of 'absenteeism.'



A scale, like the rings on a tree, tells us the salmon's age and how long it has been in saltwater.

-Salmon File Traps-

In the Shumagin Islands and adjacent waters

Kelly Rock-	Unga Is.
Big Vally-	" "
Pinnacle-	" "
Hobos' Point-Near Squaw Harbor-	" "
Elephant Rock-Outside of Unga Harbor	" "
Charlie Christensens-Bluff S. end	" "
Sand Beach	" "
Unga Spit-	" "
Popof head-	Popof Is.
Red Bluff-	" "
Pirate Cove-	" "
Cape Devine-	Korovin Is.
Cape Wedge-	Nagai Is.
Point Swedania-	Mainland
San Diego Bay-	" "

In the beginning the traps were left to stand after the salmon season. In later years they were pulled and stored on shore- known as 'Pike racks'.



PURSE SEINING, 1981

trap robbers

"The residents saw themselves pitted in a one-sided battle against two mammoth forces -- absentee capitalists and absentee government -- neither of which seemed to have the welfare of the territory in mind. The continued existence of company-owned traps sanctioned by the bureau led to disrespect and disregard for the fishery laws and regulations, and it eventually bred a lawless attempt by certain elements within the territory to take matters into their own hands in what commonly became known as 'trap piracy.' The robbery of fish from traps had occurred in the past, but beginning in 1918 the problem grew to major dimensions owing to the high fish prices and a growing scarcity of fish. By 1919 it had reached alarming dimensions. Many traps were robbed in broad daylight, and rifle shots were exchanged between the robbers and the trap watchmen."

anti-outsiders; pro-statehood

"Out of this milieu there developed an extremely hostile attitude among many of the residents of Alaska toward absentee labor, absentee capital, and absentee government. The conviction began to take hold that these absentee groups were working collusively to prevent the territory from obtaining its just rewards from the region's most important industry -- the salmon fishery. It was only a short step from this viewpoint to the conclusion that the situation could be effectively rectified only through full statehood along with complete control of the fisheries. In this way the administration of the salmon fishery became a burning political issue in the drive for statehood that gained momentum in the territory in the early 1940's.

POLITICS AND CONSERVATION, pp. 97, 98, 148

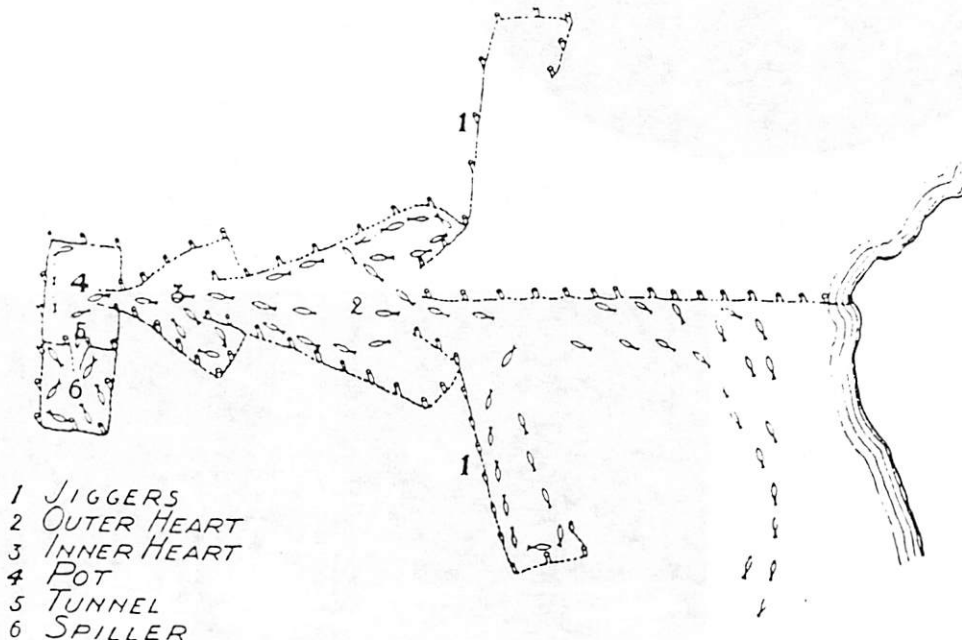


FIGURE 2— J.R. Heckman's engineering of the first practicable floating trap in 1907 made possible the use of the trap in water where pile traps could not be placed. The diagram above explains major features of the floater.

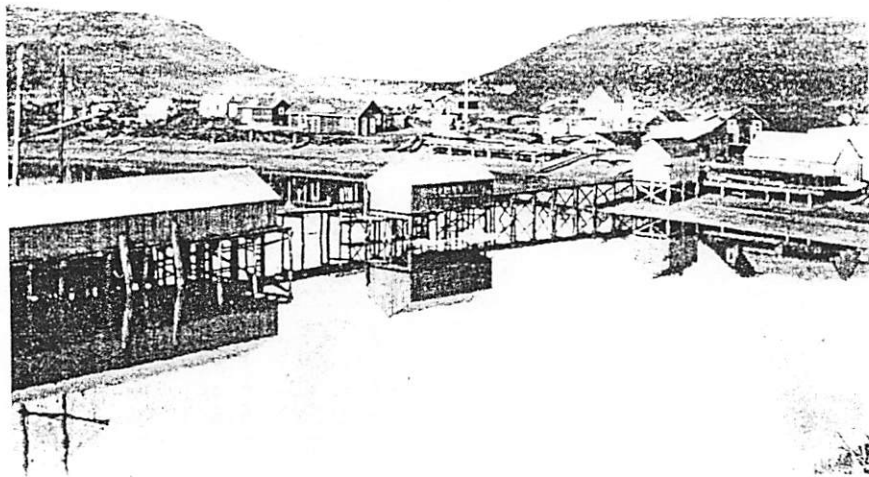
Table 1. Catch and effort statistics for king crab in Area M, 1947 through 1980-81.

Year	Vessels Fishing	No. Landings	No. Crab	No. Pounds Landed	No. Pots Lifted	Avg. Catch Per Pot	Avg. Wt. Per Crab
1947			18,800	141,000			7.5
1948			513,500	3,363			6.5
1949			205,500	3,476,000			12.0
1950			270,000	2,124,000			7.9
1951			86,500	599,000			6.9
1952			32,400	298,000			7.6
1953			38,000	380,000			10.0
1954			31,700	317,000			10.0
1955			164,100	1,641,000			10.0
1956			421,700	4,221,000			10.0
1957			668,700	6,687,000			10.0
1958			724,600	7,246,000			10.0
1959			568,300	6,167,000			10.9
1960			677,100	6,700,000			9.9
1961			419,400	3,900,000			9.3
1962			287,600	2,273,000			7.9
1963			970,800	6,539,000			6.7
1964			1,906,000	14,354,000			7.5
1965	35		1,813,700	14,713,000			8.1
1966	37		2,494,900	22,577,000			9.0
1967	39		1,943,500	17,252,000			8.9
1968-69	34		1,273,600	10,944,000			8.6
1969-70	33	415	558,800	4,137,000	51,300	11	7.7
1970-71	25	339	446,042	3,425,760	38,995	11	7.7
1971-72	26	364	597,394	4,123,130	41,759	14	6.9
1972-73	29	301	610,300	4,069,362	34,408	18	6.7
1973-74	36	389	658,632	4,260,674	53,642	12	6.9
1974-75	36	318	644,054	4,572,101	44,951	14	7.1
1975-76	37	248	367,221	2,605,310	35,104	11	7.2
1976-77	26	122	125,778	958,069*	17,748	7	7.7
1977-78	15	73	119,641	726,382	10,551	11	6.1
1978-79	33	226	520,168	3,093,859	31,142	17	5.9
1979-80	68	288	738,859	4,453,557	41,753	18	6.0
1980-81	51	358	821,071	5,080,632*	54,114	15	6.2

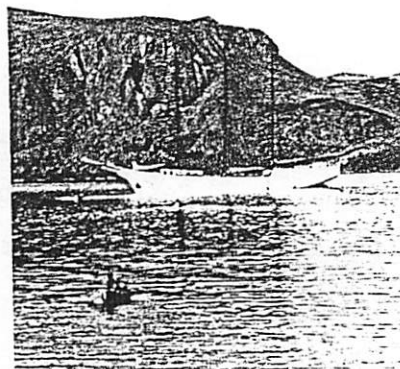
Table 1. Seven year comparison of Tanner crab catch statistics for South Peninsula District by fishing season, 1973-74 through 1979-80.

Year	Vessels	No. of Lndqs.	No. Crabs	No. Pounds	Pots Lifted	Avg. Wt.	CPUE
1973-74	36	488	3,981,135	9,503,366	70,047	2.5	57
1974-75	44	131	2,053,530	5,195,800	38,153	2.5	54
1975-76	36	217	4,434,381	11,201,941	59,377	2.5	75
1976-77	28	389	2,524,565	6,773,838	63,143	2.7	40
1977-78	36	374	2,847,948	7,446,270	70,587	2.6	40
1978-79	48	332	3,267,122	8,684,408	82,374	2.7	40
1979-80	61	363	2,581,544	6,961,251	96,989	2.7	27

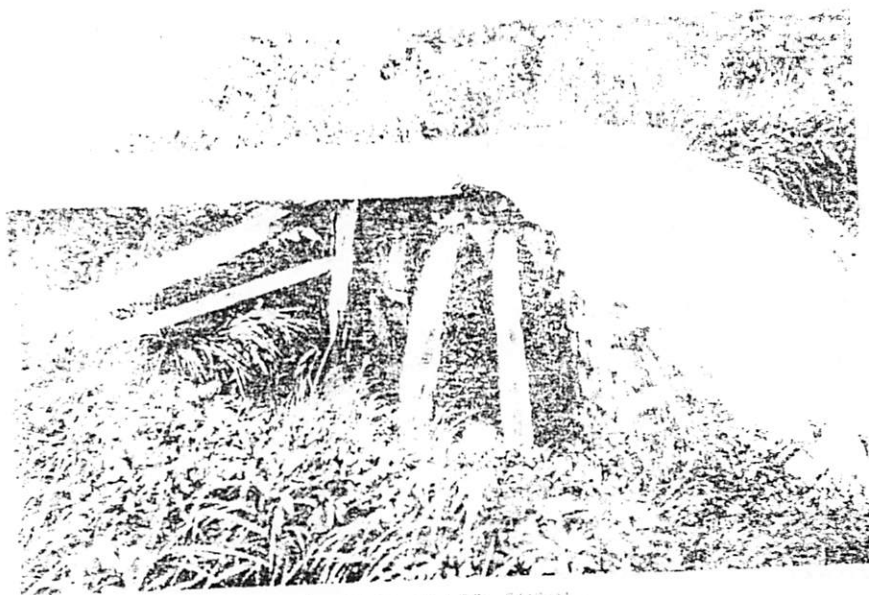
Pirate Cove



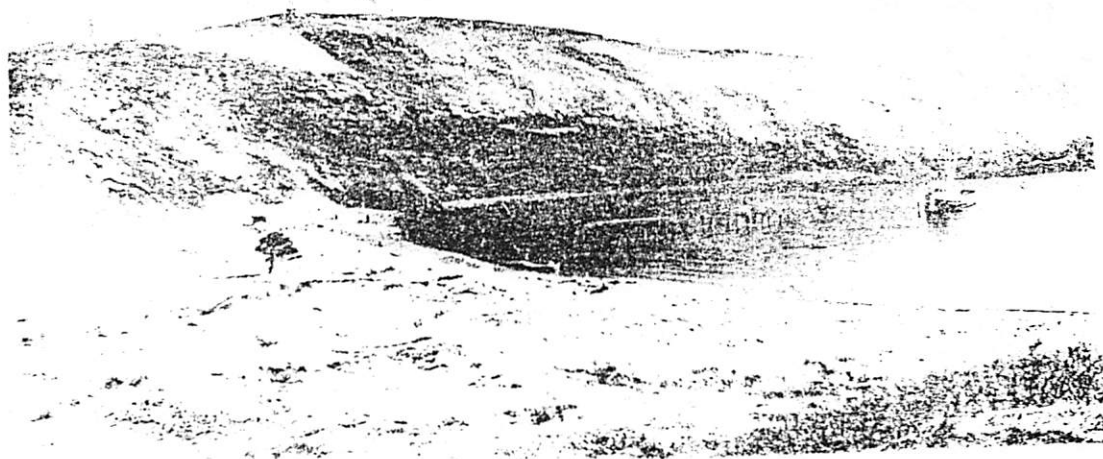
RUDOLPH HOELKE, SUPERINTENDENT OF THE COD-FISH STATION, WAS APPOINTED POSTMASTER IN NOVEMBER 18, 1909. THE POST OFFICE WAS DISCONTINUED MAY 31, 1918 AND MOVED TO SAND POINT. MANY OF THE HOELKE FAMILY WERE BURIED IN THE PIRATE COVE CEMETERY.



SCHOONER -- "GOLDEN STATE"



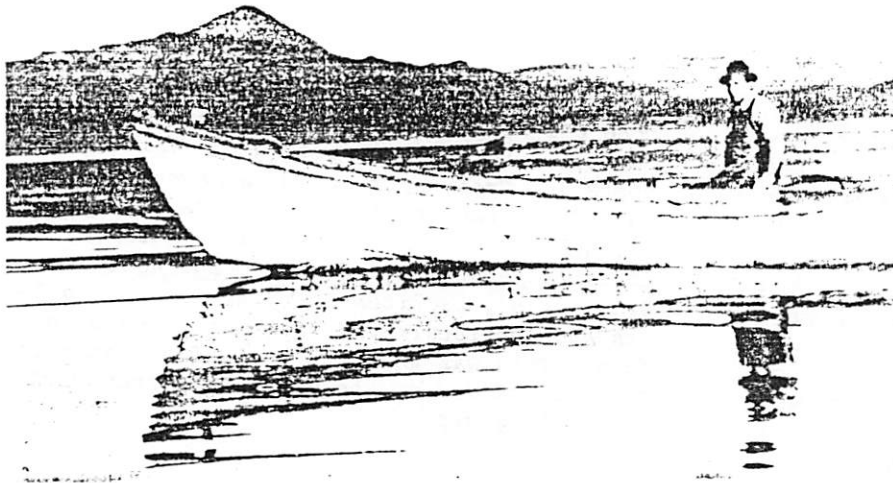
PIRATE DIVE WATER SUPPLY



Codfishing Fleet 1870

	Vessel	Grounds	batch
	Clara R. Tuttle	Okhotsk	92,000
	"Constitution"	"	18,000
	"Carib"	"	92,000
Wing	"Domingo"	"	95,000
	"Florence"	"	85,000
	"Gold Hunter"	" C. L. Taylor	125,000
	"Legal Tender"	" A. Crawford	125,000
	"Nixon"	" D. Beadle	100,000
Bills	"Francisco"	"	91,000
Johnson	"Witch Queen"	"	62,000
	"Alaska"	"	102,000
Nickerson	"Shooting Star"	"	40,000
	"Arizona"	Chumagin Beadle	55,000
	"Ann Eliza"	"	20,000
Rogers	"Daisy"	" L & H	20,000
	"J. H. Roscoe"	" Vasey	65,000
	"Mary Zephyr"	"	35,000
	"Porpoise"	"	38,000
	"Romp"	"	32,000
	"Sarah Louise"	"	35,000
Sadler	"Scotland"	" C. L. Taylor	55,000
Rogers	"Wild Gazelle"	" T. W. M'Co. Co.	85,000
			1,467,000

"Arizona at Redwood"	1869
"Gazelle"	1870
"Flying Mast"	1870



"The late Thomas W. McClollam is said to have been the first on the Pacific Coast to establish on a permanent basis a business devoted exclusively to the fish trade. In 1867 he bought his first cargo of cod, and the next year he determined to engage permanently in the trade and to conduct the business on the most approved methods. At the beginning he bought and cured several cargoes of cod at Old Sausalito /California/ later moved to Redwood City and then to new San Francisco/. He visited New England and purchased the fishing schooners, Rippling Wave, Wild Gazelle and Flying Mist. The first was lost in the passage in Magellan Strait; the others arrived safely and were immediately sent to the Shumagin Islands for cod.

"The business appears to have been prudently managed, and prospered. In addition to the fish taken by his own vessels he bought many other cargoes. In 1873 a partner was taken into the business, and the firm was then known as Thomas W. McClollam & Co. In 1874 the schooner Alfred Adams was added to the cod-fishing fleet. But the same year the Flying Mist went to hunt sea otters. . .with marked success.

/That same year/ "it was determined to introduce a new feature in the cod fishery by establishing a station at one of the Shumagin Islands, where fishermen could live in summer and from which they could pursue cod fishing in boats, salting their catch in store houses on shore where the fish could remain in kench until it was suitable to send them to market. Pirate Cove, Popoff Island, was selected. The place had already been occupied by a party of hunters, who had resorted here for several years, and had erected a wharf and two buildings. Cod were

abundant near the shore, and the fact that the station still is occupied proves the wisdom of its selection. Three schooners were sent to the station the first year, and their crews worked in conjunction with the men on shore.

"In 1883 several new members were admitted to the firm, and its name was changed to the McCollam /sic/ Fishing & Trading Company. The fishing fleet was increased. . . The business at Pirate Cove, which previously had been confined to supplying the employees of the firm was largely increased. A new building was erected at the Cove, and it was stocked with a large amount of goods suitable to the trade. . . Additional new buildings and a new wharf were constructed at Pirate Cove in 1884, and the stock of goods was enlarged and improved in variety. This resulted in making the Cove headquarters for supplies for residents within a radius of 100 miles, and it also induced many of the fishermen to make their homes there, and now, instead of returning to San Francisco at the close of the fishing season, when their term of engagement expires in the fall, they remain to fish or to hunt for fur-bearing animals during the winter."

"In 1864 there were seven boats in the trade and in 1870 the catch amounted to 1,467,000 fish. The catch since that date has varied from 305,000 fish in 1871 to 2,073,000 the estimated catch for 1902. It will be observed from this that the industry has remained practically at a stand still for the past thirty years.

Pastime Became Profitable

From PACIFIC FISHERMAN, June 3, 1904

"The catch last year is estimated at 2,042-000 fish, a slight decrease from that of the year before that. The catch this coming year ought to reach the 3,000,000 mark as several new companies are in the field. Previous to 1863 all of the salt cured cod and smoked fish used on the Pacific coast were the products of the Atlantic fisheries, and were brought across the Isthmus or shipped around Cape Horn. The transportation charges were high, and the product was often injured or entirely spoiled in passing through the heat of the tropics. Dried cod was, consequently, difficult to obtain on the Pacific coast, and always expensive to the consumer, while dealers frequently suffered severe loss by being compelled to throw consignments of fish into the bay.

"In 1857, Capt. Mathew Turner, master of the brig Timandra, 120 tons, sailed from San Francisco with an assorted cargo for Nicolaeusk, on the Amoor river. He was detained, however, for three weeks at Castor Bay, at the head of the Gulf of Tartary, because the Amoor river was full of ice when he reached the Asiatic coast. While the vessel lay there waiting, anchored in three fathoms of water, the crew began fishing over the rail with hand lines, simply as a pastime. They were surprised to find plenty of cod, averaging about two feet in length. Capt. Turner had not previously seen codfish, but some of his crew were familiar with the species, and he knowing their market value at San Francisco, appreciated the importance of the discovery, and became interested in the fishing. . .

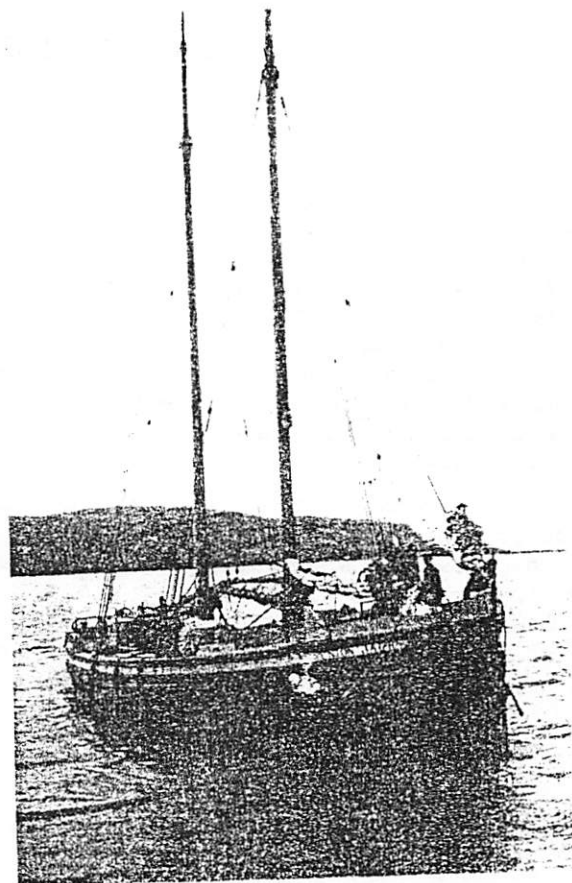
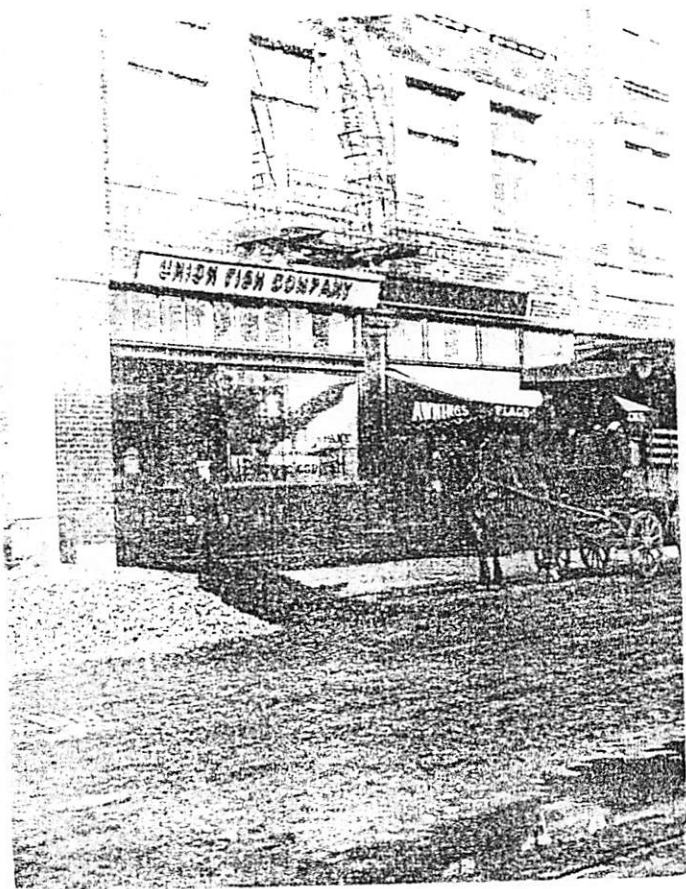
"In 1863 Capt. Turner once more sailed in the Timandra to the Amoor river. But this time he went prepared to catch and cure some cod on his return voyage. Besides fishing gear, he carried 25 tons of salt. Returning he stopped to fish at the Gulf of Tartary. Cod were plentiful at first, and ten tons were taken in a few days, and salted in kech. But suddenly the fish disappeared and none could be caught. Then the brig ran down the coast to southern Kamchatka, where fish were found in abundance, and excellent success was met with on the first day. The ves-

sel lay near the rocky coast, and on the second day during the prevalence of a dense fog, both anchors were lost. This mishap compelled Capt. Turner to abandon fishing and leave the coast; he reluctantly sailed for home. His fish sold at San Francisco for 15 cents per pound, and his voyage would have been notably profitable if the loss of anchors had not interfered with obtaining a full fare. This was the first occasion that salt cod were landed on the west coast from Pacific fishing grounds.

"In 1864 Capt. Turner sailed on his brig on a cod fishing voyage. Thus the Timandra was the first vessel to engage in this industry from the Pacific ports. On the same grounds visited the previous year a fare of 100 tons of codfish was obtained, and the voyage was remunerative. The same year the schooner Alert made a trip to Bristol Bay, Alaska, in pursuit of cod. Her voyage proved a failure, for she took only 9 tons of fish.

". . . in 1865 six vessels sailed to the Okhotsk sea in pursuit of cod. These were the first American vessels to visit that region on cod fishing trips; and their sailing evidenced a resolution to begin the business upon a broad commercial basis. . . /Capt. Turner/ sailed for Alaska on the schooner Porpoise, of 45 tons, March 27, 1865, and arrived at the Shumagin Islands May 1. He began fishing the same day. Cod were abundant and close in shore. As a result he returned to San Francisco on July 7 with a fare of 30 tons of fish --- something less than a full cargo, only for the desire to market the catch in advance of the arrival home of the vessels that had sailed to the fishing grounds on the Asiatic side of the Pacific. This was the first fare of cod from the Shumagin Islands, a locality since famous in the annals of the Pacific cod fishery.

"The cod-fishing fleet of 1864 was composed wholly of rather small sized schooners, most of which were originally built in New England for the Atlantic fisheries. . . It is remarkable that one of those that crossed the Pacific, sailing about 5,000 miles from home, was only 20 tons, a mere boat in which to make such a voyage, and to return loaded 'nearly decks to the water.' . . .



UNION FISH COMPANY'S STORE FRONT
SAN FRANCISCO BEFORE 1906 EARTHQUAKE

McCollam Fishing & Trading Company of San Francisco operated the first shore station for codfishing. "Early in the Seventies, a party of hunters had established a station at Pirate Cove, a very pretty and well-sheltered cove with ample depth of water, at the North end of Popof Island, one of the Shumagin group. A wharf and several buildings had been constructed by the party; Mr. McCollam purchased this station and established the first regular shore fishing station for cod in Alaska.' It might be mentioned that in its first year of operation, 1876, the Pirate Cove Station produced only 30,000 codfish; none-the-less, by 1915, Pirate Cove had become not only the first but also the largest shore station in Alaska.

"By 1915, there were 17 shore stations in Alaska, 13 of them in the Shumagin Island group: 7 operated by Union Fish Company, 6 by the Alaska Codfish Company, and 4 by private entrepreneurs. Such 'private new-comers' into the business of codfishing were not received with open arms by the established codfishing companies. Still -- they kept coming, and by the early 1920's, there were between 15 and 20 codfishing stations on Unga Island alone -- nearly all of which were operated by independent fishermen/business men; small business men, to be sure -- but independent ones! Of the hardy and hard working men who sought economic freedom and independence by going into the codfishing business on a small scale but little is known. Few records of their work, their aims, their successes, and their failures have survived; even their names are forgotten. . ."

FROM THE SAGA OF THE PACIFIC COD FISHERY A K Larssen

"Not a bed of roses"

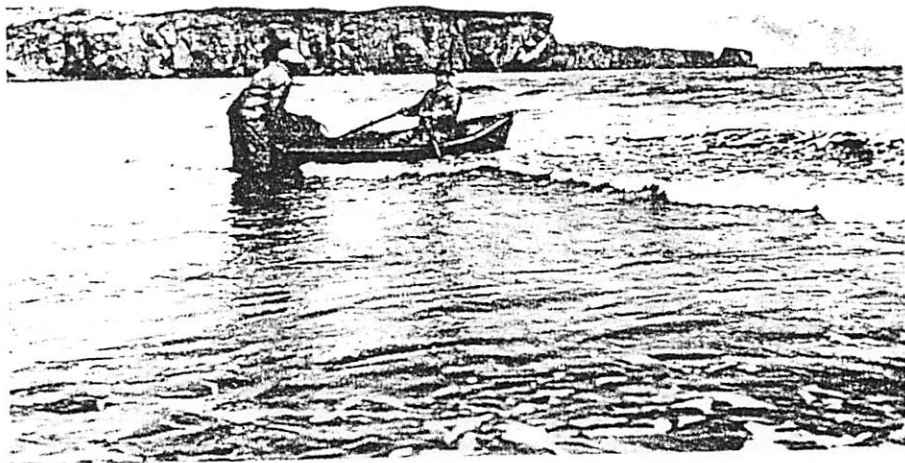
Captain Jess Petrich, one-time doryman on the codfish banks, recalls those days:

"Codfishing on the sail-schooners? Well, that was not a bed of roses,' quips Captain Petrich. 'The dories were in the water at daybreak and you fished until you had a load in your dory. Long hours, long workdays. There were the times when you spent the night in the dory too, -- when the fog got so thick that you couldn't find your way back to your schooner. Shares? Hell, I've forgotten which system was used to determine shares; but I do remember that we spent four to four and a half months on the banks, and twenty days from Seattle to the banks and another twenty days to take us back to Seattle; and if you made \$1,000 to \$1,200 bucks on such a trip, it was considered a good season. . .

'Did we bleed the fish? You bet your life we did, cut the throat as soon as you got the bugger inside the railing. If the fish weren't bled, the flesh would turn yellowish; when bled, the flesh had a much lighter color. Well, some of the fellows might be a bit careless now and then, especially when the cod was biting like mad; and then the mate would really raise hell -- he could spot a poorly bled fish when he saw it! That's the way it was done and that's the way it must be done, if you want a first-class product.'

reported by A.K. Larssen





Codfishing is almost a thing of the past. Yet once it was the main industry of the Shumagin Islands. Perhaps it might interest people to know a little of this "lost industry."

At first the fishing was done in dories, which, after a haul would return to a schooner near by. This schooner was used as a saltery and carrier for both the fish and the dories. When their season's catch had been made, they would return to their home port. In the early seventies, a shore station with nine men was established at Pirate Cove, which is about 18 miles from Unga. This station was the pioneer codfish station of Alaska. Many of these stations were established as time went on, due to the fact that it was found advantageous for both the fishermen and the companies. In 1915 there were about 20 of these shore stations in the vicinity of Unga, about 8 were situated on Unga Island. Most of these stations were owned by large concerns in San Francisco. At times, as many as forty men were employed at the larger stations. A few independent stations were established by local people. At the present time, there are about 8 of these small stations operating on Unga Island -- the large companies have gone a long time ago.

Some of you may not know a lot about codfish and how they are caught, so I'll try and give you some idea about this fish of the past, (but which is coming into its own again.)

The fishermen set out for the grounds or banks early in the morning in small power dories and upon reaching their favorite spot or fishing hole, drop their anchor. Each dory has two sets of cod lines, each line with two hooks. One set of lines is dropped from each side of the dory for about 60 fathoms. Each one of the hooks is baited, and lucky is the fisherman who can haul up the fish, "pair by pair." As soon as the fish reach the gunwales of the boat, they are cut at the throat. This throat-ing causes the fish to bleed in order that the meat remain white after curing.

As soon as the fisherman gets his day's catch, which averages around 200, he sets out for his shore station, where after a quick meal, he must "dress" his fish. The dressing operation consists of heading and splitting the fish, the removal of the backbone. The fish are then placed meat side up in large tanks and partly covered with rock salt. After a period of 24 to 48 hours the fish produce a brine pickle and after five to seven days are completely cured and ready for shipment to the market. Codfish vary in size, running from 40 to 11 or fewer pounds and are from 43 to 26 inches in length. Anything smaller is called a "snapper" and generally not used for market purpose, but is excellent for home use.

Often before the codfish are headed, the tongues are taken out. The tongues are cured in the same manner as the fish itself. They are put up in small kits. Codfish tongues are delicious, having a taste similar to oysters, when fried.

Codfish is salted, frozen or dried, the dried fish being known as "stock-fish." Codfish in the salted or dried form required considerable time in preparing, inasmuch as it had to be soaked in water for some time. Now that the process of canning codfish has been perfected, the average housewife will find it easier to prepare. Codfish is rich in food value and makes a delicious dish whether creamed, boiled, fried or made into fish balls.

Why, if this fish is so good and was so plentiful at one time, has it lost its popularity? Salmon was taking its place, inasmuch as salmon is easily canned and easily prepared for a meal. Salmon, in a way, is also to blame for the diminishing for codfishing, due in part to the large number of codfish caught each year in the many salmon traps and destroyed and the fact that oftentimes the gurry or offal from the salmon canneries finds its way out to the feeding grounds of the codfish, which either destroys them or makes them inedible.

The people here at Unga, where codfishing is one of their means of livelihood, hope that someday codfish will make a "come back" and we all hope it won't be in the too far future.

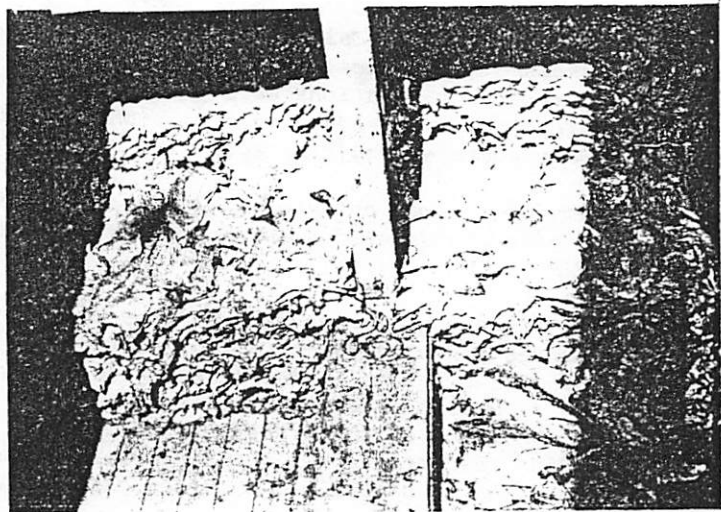
The article above on codfishing was written about ten years ago by Mrs. Edward F. Casey and is now published for the informational value that it may hold for those unacquainted with the industry and may it bring back memory to those that witnessed the Golden Age of Unga.

ALASKA PEN, 1947

CODFISH STATION



DRIED COD IN HOLD OF GOLDEN STATE



Komedal Knutsen Nelson Einmo Johnson

Alfred Komedal got into codfishing and the Shumagin Islands by suggesting to net mending fishermen in Kodiak some helpful advice about their task. He had been a mate on a sealer but was persuaded to beach seine for the rest of the season. After salmon season, he went to work in the Unga gold mine. A skillful business man, he bought the general store and several other buildings in Unga as well as a codfish station across the Bay. "His was one of the two stations that produced dried fish..." Although he and his family moved to Bainbridge Island in 1920, his codfish station continued until the late 1920's.

Knut Knutsen, skipper/owner of the schooner HIGHLAND QUEEN, lost his boat to a fierce November (1915) storm in the Outer Harbor. His resolve to build a cod-fishing station met with great frustration; lumber was hard to locate and when it was in stock, the companies refused to sell to a new-comer. However, along with a good partner, Danish Pete, the station was completed.

John H. Nelson and John Einmo formed a partnership to open a codfishing station at Hardscratch in 1902. Nothing more is heard about the station until 1911, when R.H. Johnson operated it. The next owner, Captain Nicolai Johnson ('Old Nick') had the station 1915-1930.

Crews on codfishing schooners were from many nationalities ("from Italy to Iceland") but the shore station crews were mostly Scandinavians with some Aleuts assisting. Nicknames sometimes meant more than the man's original name: Whiskey Bill was perhaps too fond of the drink but Whiskey Jack hated all forms of liquor passionately. Gentleman Gus, Gloomy Gus, German Bill, Russian Bill, Halibut Pete, Pete the Snailer, Dirty Dick, Valhalla Nels, The Stril, Lofoten were all good men and true.

In 1920, the Alaska shore stations produced close to two million cod, a total of more than 38 million cod for the 44 years since the first station at Pirate Cove.

A.K. Larsen

from Pacific Fisherman

Alaska Dry Salt Codfish
1928

Name and Location	Pounds
Berntsen, John	30,000
Gilbert, Martin	4,000
Gilbert, William	82,000
Grifberg, Edwin	6,000
Galovin, Mike	10,000
Hammer, John	10,000
Hermes, John	20,000
Iverson, John	14,000
Lauritzen, Conrad & Co.	74,000
Pagano, Michael	5,000
Petus, William	26,000
Pomian, Fred	30,000
Rogers, Frank	24,000
Smith, A. & Co.	20,000
Thompson, Tengwald	24,000
Vastrand, John	28,000
Wilson, Edward	80,000
Total	487,000

In 1926, the shipment of wind dried cod-fish from S.W. Alaska amounted to 184,000 pounds, all except 6000 pounds of which came from Sand Point, Squaw Harbor, Unga Village. Among the seventeen shippers were P. Gundersen, Unga, 1500 pounds; Nick Johnson, Hardscratch Point, 38,400; John Vasstrand, Squaw Harbor, 33,800; Pete (the Snailer) Torgersen, Unga, 17,500; Sam Larsen, Squaw Harbor, 19,400; Martin Gilbert, Squaw Harbor, 14,800; A. Grosvold, Sand Point, 8,600 pounds.

AKL

"At an early date in the fishery oil was being extracted from the livers of cod. In 1861, 10,000 gallons were reported as being rendered, which statement seems somewhat of an exaggeration when the then extent of the fishery is taken into account. In 1879 Lynde & Hough are reported as bringing to San Francisco 3,000 gallons of oil. In later years a small quantity was prepared each season, the quantity depending upon the demand and price.

"In 1899 the Alaska Codfish Co. installed a refining plant at its Kelleys Rock station, in Alaska, and operated it successfully until 100 barrels (iron-lined receptacles holding 20 gallons) had accumulated, when they were brought to San Francisco and the oil offered for sale to makers of emulsion of cod-liver oil. At that time the market was overloaded with this grade of oil and the best price offered was about what the container cost, so the oil was stored and the plant shut down. A few years later the market picked up and the oil was disposed of at \$22 per barrel. In the meantime the company's oil maker had disappeared and the plant was so badly dilapidated through the action of the elements that the industry was not resumed.

"Later the Union Fish Co. installed a plant at Pirate Cove, but after refining a small quantity at no profit to the company, this plant was also shut down and has remained so ever since."

Cobb, pp. 59, 70, 71

Pacific Coast Codfish Catch
Since 1870

Year	Fish	Year	Fish
1870	1,467,000	1904	2,551,000
1871	926,000	1905	3,642,000
1872	305,500	1906	4,527,000
1873	563,000	1907	3,012,000
1875	362,000	1908	3,245,000
1876	844,000	1909	2,460,000
1877	857,000	1910	1,969,000
1878	857,000	1911	2,793,000
1879	1,499,000	1912	2,326,000
1880	1,203,000	1913	2,425,357
1881	1,061,000	1914	3,920,802
1882	1,241,000	1915	3,798,071
1883	1,720,000	1916	3,891,986
1884	1,620,000	1917	3,880,633
1885	1,374,000	1918	3,357,384
1886	1,231,000	1919	3,341,000
1887	1,129,000	1920	3,027,500
1888	1,051,000	1921	1,969,000
1889	816,000	1922	1,957,000
1890	1,138,000	1923	2,629,507
1891	1,220,000	1924	2,407,989
1892	1,312,000	1925	3,112,489
1893	1,216,000	1926	2,351,060
1894	969,000	1927	1,632,928
1895	1,014,000	1928	1,580,752
1896	802,000	1929	1,882,200
1897	1,740,000	1930	1,774,075
1898	817,000	1931	1,214,460
1899	1,377,000	1932	1,203,231
1900	1,417,000	1933	1,676,081
1901	1,504,000	1934	1,633,425
1902	2,248,000	1935	1,563,898
1903	2,177,000	1936	1,585,741



Alaska Salt Codfish- 1932
Packed at Shore stations

Packer	Location	Pounds
Gilbert, William-	Unga	7,000
Iverson, John-	"	8,400
Lauritzen, Harold-	"	4,200
Lauritzen, Hjalmar-	"	5,700
Pedersen, Lauritz-	"	4,500
Pomain, Fred-	"	1,500
Sjoberg, Gus-	"	71,800
	total	103,130

The Pacific Coast Codfishing Fleet in 1915 had the following:

Ships:

Alaska-based: Nonpareil (Alaska Codfish Co.), Pirate (Union Fish Co.),
Lettie (Andrew Grosvold), Highland Queen (Knute Knutsen),
Challenge (Roe & Pollett, Nome), Silver Wave (Roe & Pollett)
Washington-based: Azalea, Fanny Dutard, Alice, Wawona, Fortuna, John A.,
Maid of Orleans, Chas. R. Wilson
California-based: Galilee, Sequoia, Vega (all Union Fish Co.), Glendale,
City of Papeete, Mawcema (all Alaska Codfish Co.), Otillie
Fjord (Pacific States Trading Co.)

Net tonnage: 4,414 Dories: 334

Fishermen: 338 Dress gang: 177 Others: 55

Transporting Vessels, 1915

Alaska-based: Union Flag, Pirate, Martha (Union Fish Co. at Pirate Cove),
Lena (Andrew Grosvold, Sand Point), Nonpareil (Alaska Codfish
Co., Unga), Volcano (Union Fish Co., Pavlof), Pitti Sing (A.
Komedal, Unga)
San Francisco-based: Golden State and Union (Union Fish Co.), Allen A.
(Alaska Codfish Co.), Bertha Dolbeer (Pacific States Trading)

Shore Codfishing Stations Operated in Alaska in 1915

Unga: Unga, Squaw Harbor, Kellys Rock (Alaska Codfish Co.), Squaw Harbor,
(John H. Nelson), Hard Scratch (R. H. Johnson), Unga (Union Fish Co.),
Unga (A. Komedal)
Sannak: Company Harbor, Moffets Cove (Alaska Codfish Co.), Pavlof Harbor,
Johnson Harbor (Union Fish Co.)
Unimak: Dora Harbor (Alaska Codfish Co.), Dora Harbor (Union Fish Co.)
Herendeen: Northwest Harbor (Pacific States Trading Co.), Northwest Har-
bor (Union Fish Co.)
Popof: Pirate Cove (Union Fish Co.)
Nagai: Sanborn Harbor (Union Fish Co.)

Cobb, pp. 82, 83

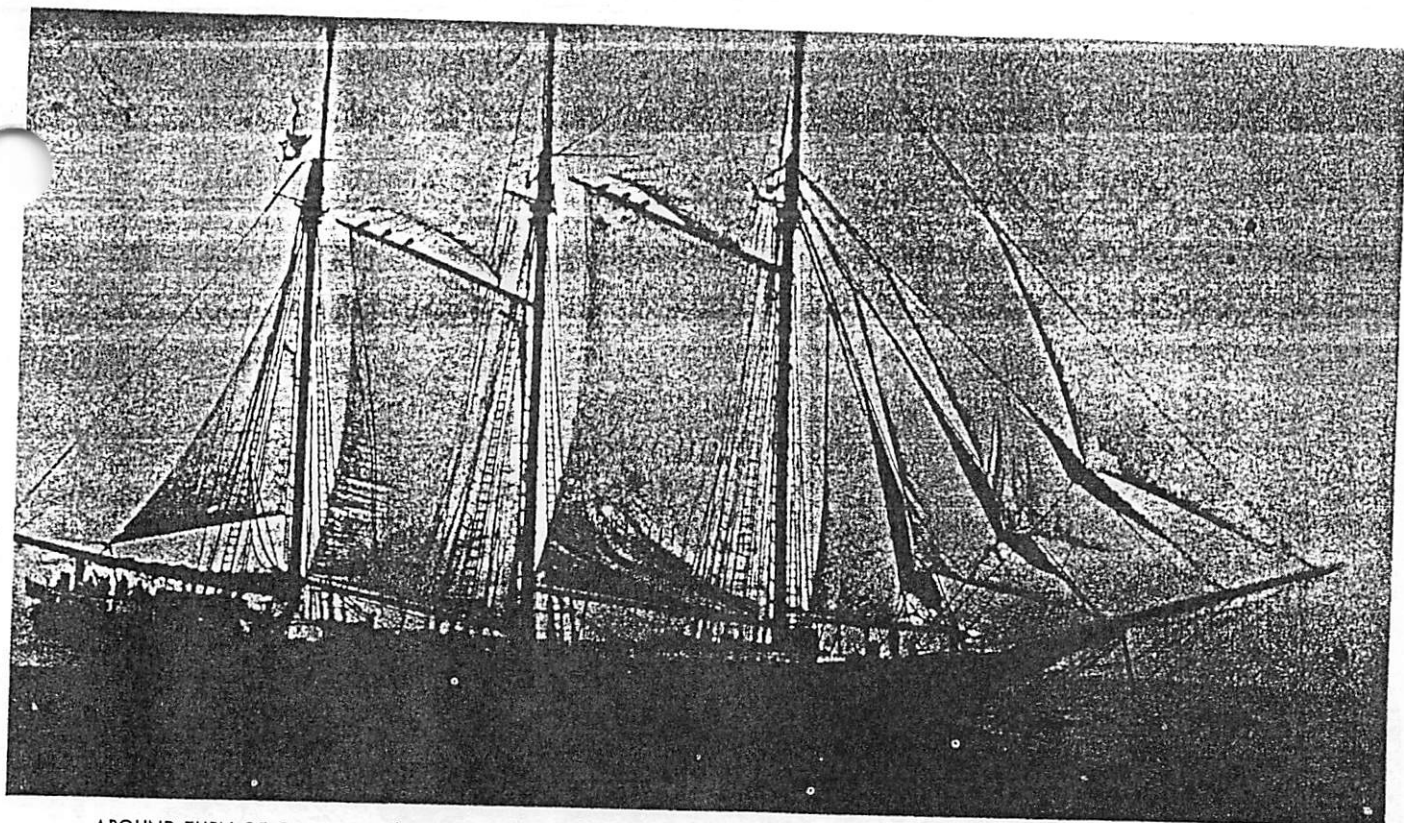
Poor abused cod!

"The history of codfishing on the Pacific Coast goes back only to 1863 when a vessel becalmed, picked up a few of the fish, and lo! Pacific codfish were discovered. A history of the vicissitudes of the business in its early years would read like a romance for it had all the ups and downs of a Western pioneer. But the vicissitudes of the business were comparable only to the vicissitudes of the codfish himself after he had taken the hook. The curing and marketing of salt codfish is simple --- when you know how. It looks so simple that it seems any fool ought to be able to do it, and assuredly many of them tried. It has been said that 'fools rush in where angels fear to tread,' and the assurance with which men with no knowledge of this business have rushed into it has been the cause of many a financial downfall. Had this been the only result it would have been sad enough, but each of these personal financial fiascos has left its scar upon the business as a whole, for each one has meant the marketing of a lot of codfish either unfit for human food, or so old and tough that if it didn't kill the consumer, it killed all his hankering for codfish and so has forever deprived the business of many a customer. . .

". . . But oh, the things that have been done to the codfish here in early days! It was, at that time freely assumed that any old vessel and any kind of salt were good enough for the voyage. So vessels unclean and leaky, salt full of lime or iron, brought in cargoes partly slack from salt water, hardened by the lime, or discolored by iron in the salt. Then it was customary, in the early days of the business, to pay off the crew in fish: so each man's share was weighed out to him, and all hands joined in drying the fish right out of the vessel and they got such a cure as a joyous sailor man felt inclined to give them. . . Then these fish were tied up into bundles of fifty pounds each and sold to commission houses in San Francisco. There they were held for sale to the trade through the next nine months and, after the first three or four months, there were more red and mouldy fish than good ones. I have heard of several cases where the fish slackened up, and went to pieces and ran off like water. But as long as they would hold together they were sold at whatever price they would bring. . .

". . . I remember his /Ned Noonan/ telling with much glee an experience of those old careless days. It seems a lot of the fisher boys from one of the vessels owed bills at Jimmie Stewart's boarding house, and their payment of lay, taken in dried codfish, they had turned over to Jimmie. One day Jimmie showed up at Lynde & Hough's place and told Ned his troubles. His fish were developing a 'lot of black, dirty looking specks' (mould in fact) and 'what would he better do with them?' Just in a spirit of fun, and with intent of getting this lot permanently off the market, Ned said: 'Why you have a lot of your idle sailor men around the house, get out the wash tubs and the soap and wash them.' A few days later Ned strolled around there and sure enough the fish had been washed and were now spread on the roof drying --- and accumulating a great coat of dust and soot.' This was a good joke but, 'later,' said Ned, 'we suddenly found ourselves short of stock and, remembering Jimmie's lot of fish, I went around and bought it and we sold that stuff on the market for ten cents per pound.'"

C.P. Overton, Union Fish Company



AROUND TURN OF CENTURY sailing schooners of this type were busy harvesting the codfish banks around the Shumagin Islands and in Bering Sea. In 1903 typical ships were *Carina*, *Volant*, *Aigo*, *Fremont*, *Emma* and *Claudia* and *Stanley*, all owned and operated by Union Fish Company; *Pearl*, *Mary* and *Ida*, *City of Papeete*, operated by the Alaska Codfish Company; *Uranus* and *Harriet G.* operated by Edw. Pond. (Courtesy Knut Knutsen.)

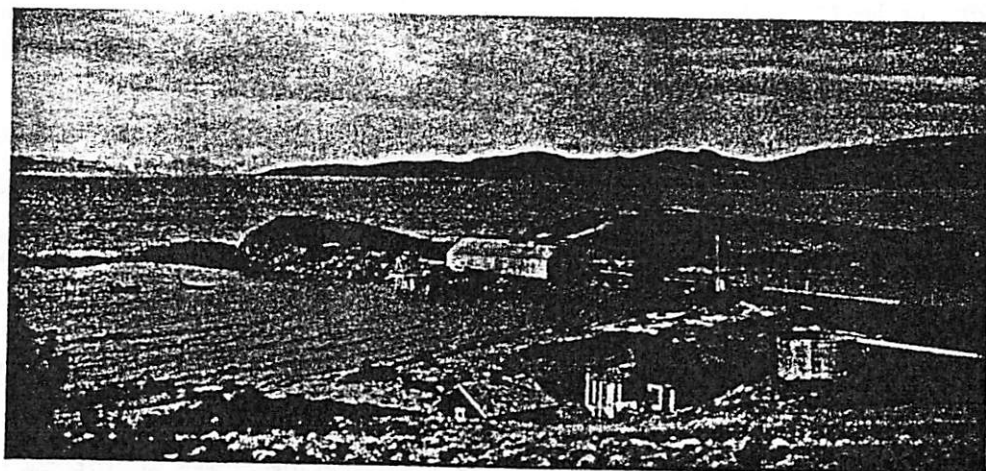
where cod were again found in abundance and they again making great hauls the first day. But unfortunately the vessel lay near the rocky coast and on the second day in a dense fog both anchors were lost.

Now Capt. Turner was compelled to abandon fishing and return to San Francisco. He disposed of his fare—approximately 20 tons at fifteen cents a pound—and thus knew his trip would have been highly profitable if he had not lost his ground tackle and been able to get a full ship load. The following year he proved his contention, returning

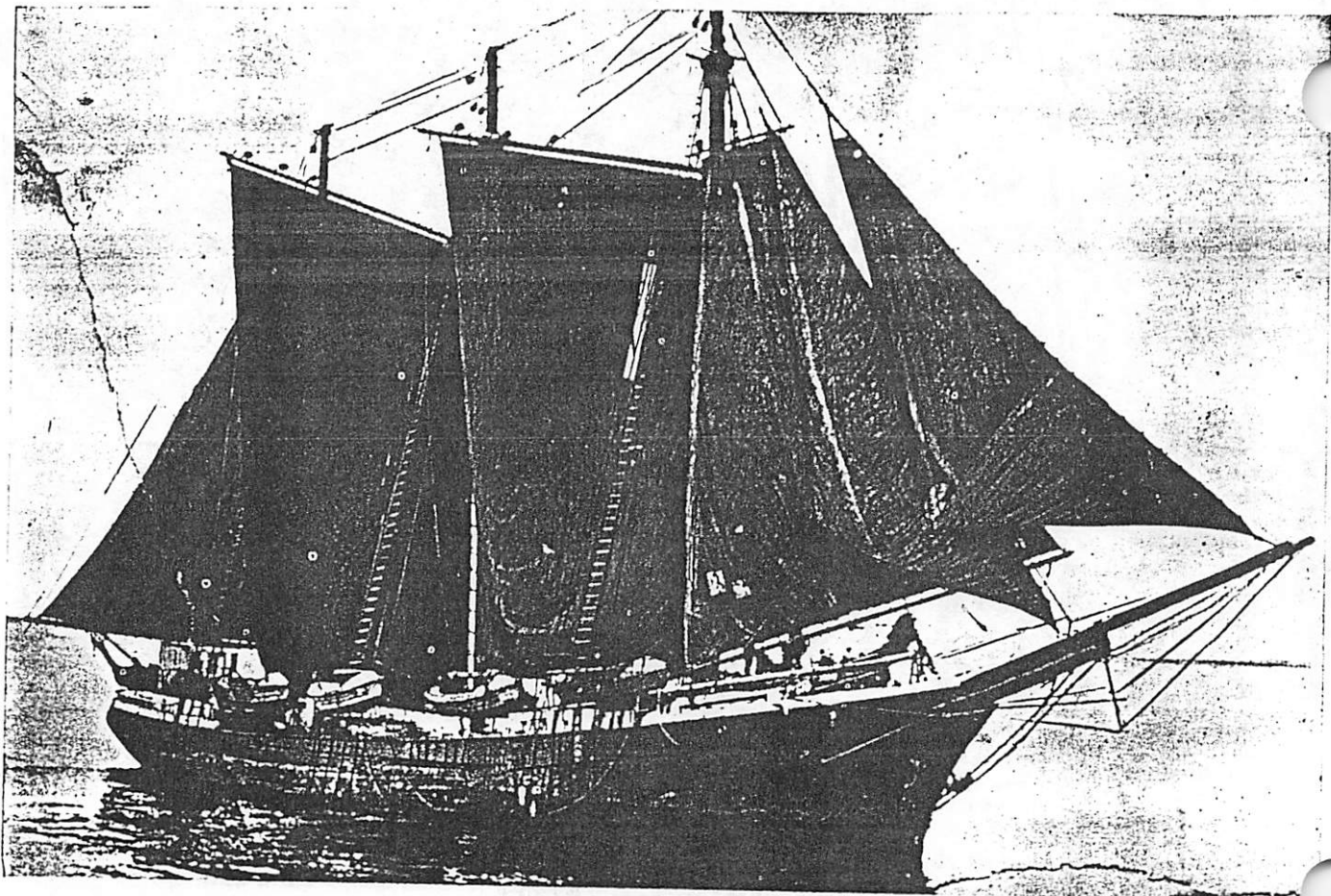
to the vicinity of Saghalin Island and catching 100 tons of cod.

About this time another San Francisco ship, the schooner *Alert*, attempted to find cod in Bristol Bay but had to call the voyage purely experimental as only 9 tons were caught. The schooner *Tropic Bird* in 1882 had better luck since the trip was well planned by an organized codfishing firm—the McClollam Fishing and Trading Company of San Francisco.

This concern, later to become the Union Fish Company, established a codfishing station at Pi-



ONE OF THE LAST SURVIVORS of Alaska codfish stations was Hardscratch Point on Unga Is. (Courtesy Ralph Soberg.)



CODFISHER C. A. THAYER sails for Alaska waters in the early '30s with 36 men under Capt. John Grottle. She had capacity for 600 tons of fish to be caught by hook and line by men in 18 power dories. The *Thayer* was owned by Pacific Coast Codfish Co. and is now being restored by San Francisco Maritime Museum. (Seattle Times)

rate Cove on Popoff Island in the Shumagin group, which fishing grounds—the Simeonofsky Bank—had been discovered in 1867 by the schooner *Minnie G. Atkins*. In a few years the company established another at Pavlof Harbor, Sanak Island, a third at Kasatski on the southern coast of the same island. By this time other codfishers were active in the Shumagins, among them the *Sanborn* under Capt. Morse, the *Porpoise* under Capt. Turner and the *Sarah Louise*, Capt. Holcomb—these three schooners making most of their catches on the west side of Nagai Island.

Other companies came into the business and by 1907 a great number of shore stations were in operation. The Alaska Codfish Company had wharves at Company Harbor and Moffat Cove, on Sanak Island; at Unga, Squaw Harbor and Kelly Rock, on Unga Island, and at Dora Harbor on Unimak Island.

(Opposite) READY SCHOONER FOR CODFISH BANKS — The C. A. *Thayer* shown here, *Sophie Christenson* and *Wawona* were the three stalwarts of the codfishing fleet in the early '30s. Dory men average 450 fish a day and made from \$1000 to \$1500 a season. (Seattle Times)

The Blom Codfish Co. operated a station in Eagle Harbor on Nagai Island; the Pacific States Trading Co. had two—in Northwest Harbor on Little Koniuji, and at Ikatik on Unimak Island.

In the Bering Sea's latter codfishing days the three-master C. A. *Thayer* was a colorful voyager out of Puget Sound. Reprinted from the Seattle Times of April 18, 1930, is this account of the schooner's sailing day.

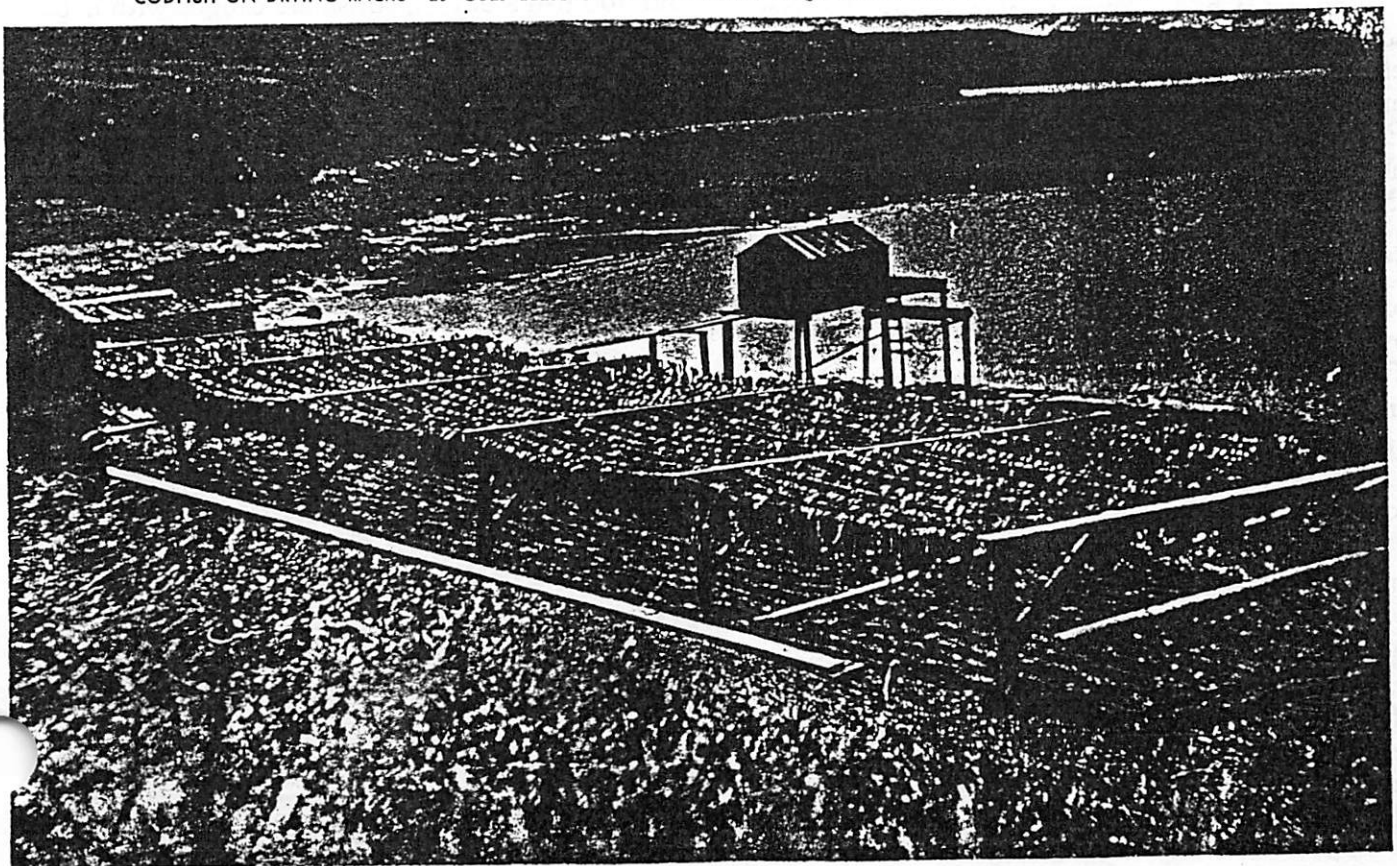
"Aksel Hakestad, bo'sn of the three-master C. A. *Thayer*, had a puzzled expression on his weather-beaten face as he watched his crew mates come over the side and head for the fo'castle. The *Thayer* was ready for sea. The tug was alongside. Soon they would be heading for northern waters for another long battle with the elements.

"But Hakestad was not thinking of gales or mountainous waves which might swallow up the *Thayer's* dories and drown her fishermen. He was studying the seventeen men of brawn, veterans of the codfish banks, and wondering if he would retain his crown as highliner of the C.

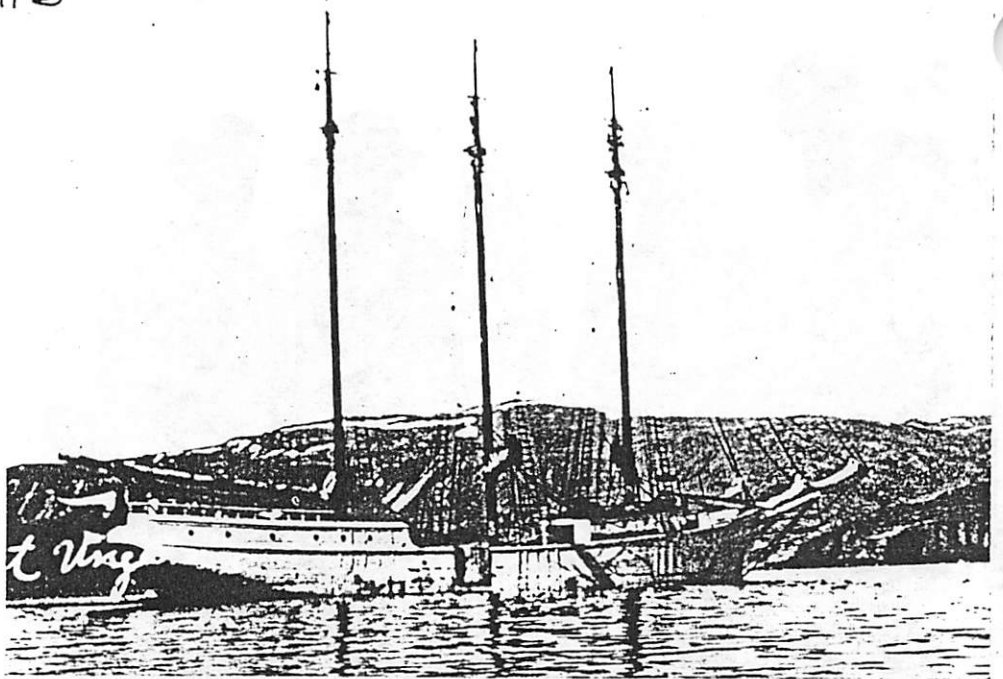


STURDY SONS OF THE NORTH —
Cod fishermen at Union Fish Co.
station, Unga Island. (Courtesy
Ralph Soberg.)

CODFISH ON DRYING RACKS at Coal Harbor codfish station, Unga Island, Alaska. (Courtesy Ralph Soberg.)



From ~~the~~
FISH + SHIPS



GOLDEN STATE loading salted codfish at Unga, Alaska. (Courtesy Ralph Soberg.)

A. Thayer. The words of J. E. Shields, president of the Pacific Coast Codfish Company, owner of the schooner, raced through his brain. Shields had said:

"They're the finest fishermen from Greenland to the Bering Sea. All are old-timers on the banks."

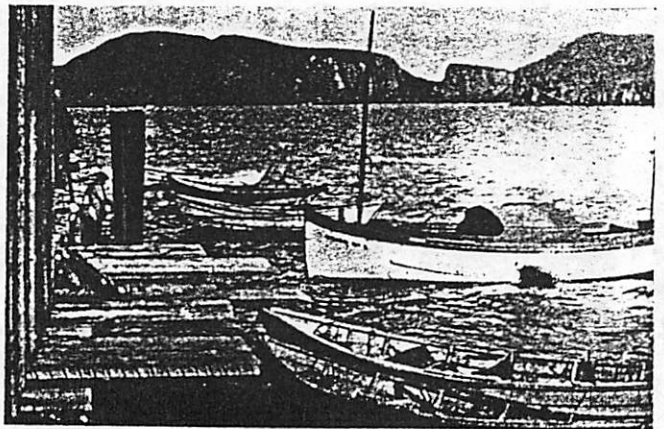
"Hakestad had a snug winter ashore, for last season he caught nearly 25,000 codfish during the cruise of the *Thayer*. It meant a fat purse, but more than that, he was proclaimed the champion fisherman of the stout little three-master, the highliner of the *C. A. Thayer*, the finest schooner of the Bering Sea codfish fleet. Could there be a greater honor, he thought, but the owners of the *Thayer* immediately recognized his prowess. They promoted him to bo'sn, a position of authority over the hardy crew of sailors who man the *Thayer*. However, Hakestad must defend his crown and when the schooner reaches Bering Sea he will put out in a dory day after day in an effort to beat or at least equal his record of 25,000 codfish.

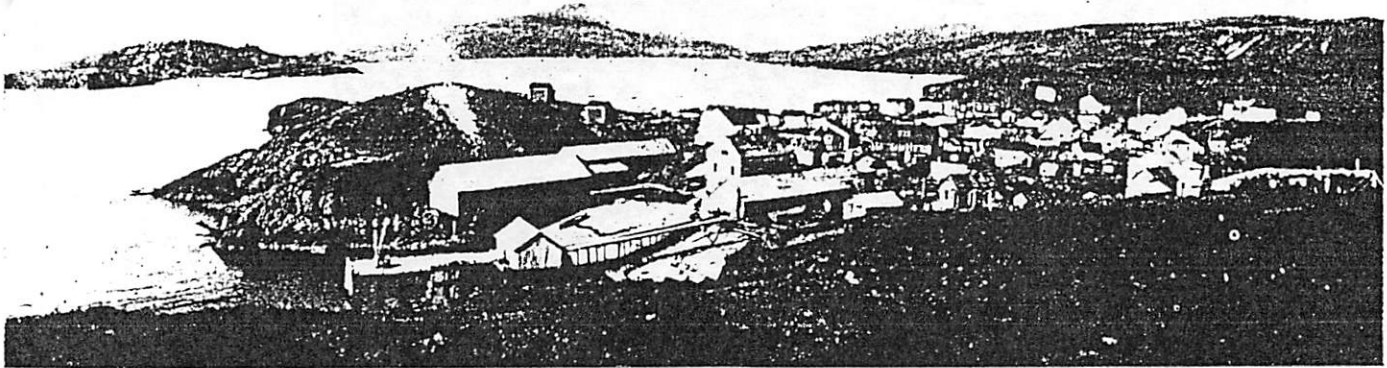
"Among the seventeen fishermen who will make an effort to win the title of highliner of the *Thayer* are Ben Shanahan, fifty years a fisherman, and John Markie who, as Shields expressed it, 'has spent forty-nine years in a dory.' Neither of these men has missed a season since they started cruising to the banks. Shanahan was highliner several seasons and hopes to lift the crown from Hakestad.

"However, the tallyboard will tell. Every fish is counted as it is taken aboard the schooner from the dories but payment to the fishermen is not made until the catch is landed in port. Highliners of the fleet have made more than \$1,500 during a season, some of them averaging between 400 and 500 fish a day. Codfish are caught with hook and line with one man in each dory. A line with two baited hooks is thrown over each side.

"Capt. John Grottle, veteran fishing vessel master, commands the *C. A. Thayer*, Thomas Felstad is mate. The schooner carries thirty-six men all told and has capacity for 600 tons of fish. She was towed fifteen miles off Cape Flattery last Thursday by the tug *Sonoma*, spread her sails and headed for the fishing banks.

CODFISH DORIES at Union Station dock, Unga, Alaska (Courtesy Ralph Soberg.)





VILLAGE OF UNGA on island of same name, in Shumagin group, Alaska, was the site of several codfishing shore stations. (Courtesy Knut Knutsen.)

"If all goes well the *Thayer* will be back in port early in September. She has eighteen power dories, is equipped with electric lights and ranks as the most modern vessel ever sent to the banks. One other codfishing schooner, the *Wawona* of the Robinson Fisheries, is on her way to the Bering Sea fishing grounds. She left for sea last Wednesday in tow of the tug *C. C. Cherry*."

The cod fisherman's workday began in the small hours of the morning, between 3 and 4 o'clock in spring and summer, an hour or so later during fall and winter. Around 10 in the forenoon the first dories would begin to straggle in to the station, loaded to the gunwales with shiny, fresh cod. By noon the last dory would be in and the fishermen gathered in the messhouse for a hearty meal.

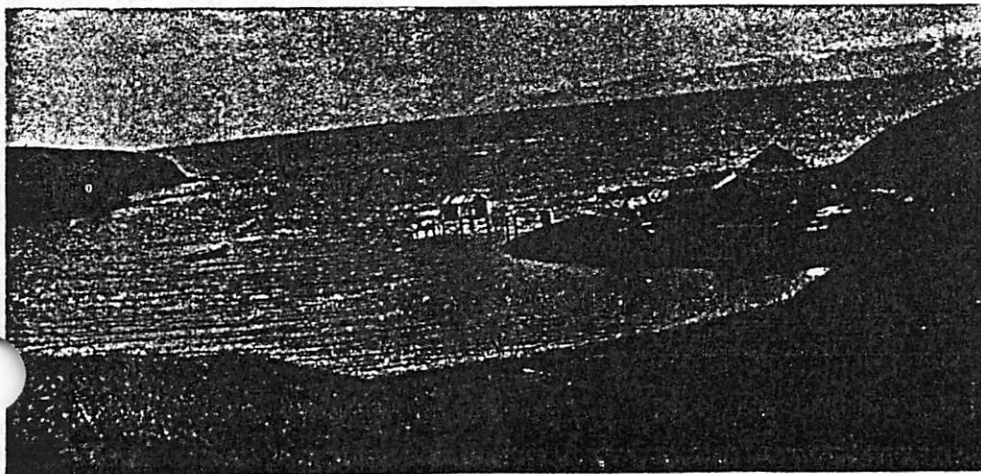
Next came the work of taking care of the day's catch. The crew would divide into "dressing gangs", each gang consisting of a "throater", who cut the cod's throat and opened its belly with a couple of swift strokes of his dressing knife, a "header", who separated the cod from its head and entrails, a "blackskinner", whose job was to remove the black membrane inside the cod's belly.

Other men with wheel-barrows moved the dressed fish from dressing house to saltery where the fish was split, washed and salted.

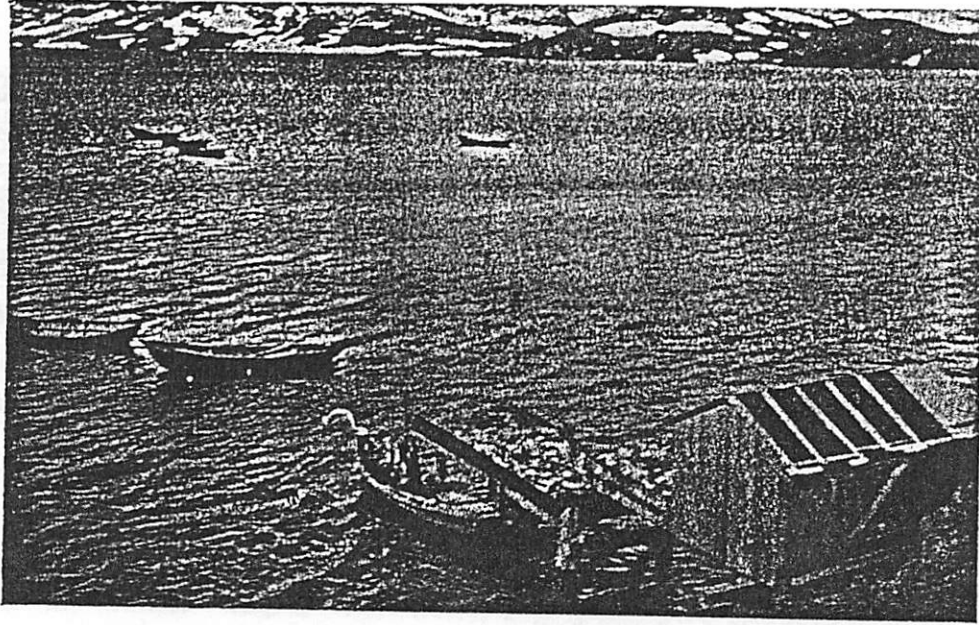
The dories were of the "eastern" or Grand Banks type, 14 to 15 feet in length, bottom measure, and capable of carrying 180 to 220 codfish. The small size dory was preferred because the larger ones, when loaded, were too heavy to row if a breeze should spring up while the boats were on the ground.

The station fisherman was furnished boat, housing and grub, and for his catch he received 25 to 30 dollars per thousand fish—that is, fish over 28 inches long. Smaller cod had to be counted "2 for 1" or half price.

Hand lining for cod was "rugged work for rugged men"; shore stations and codfish schooners were fields where the weak and the lazy found no place to linger—only the tough and the rugged ones could survive and make a living. The cod fishermen were accordingly generally looked upon within the fishing fraternity as a "tough breed of cats" and could boast a great number of "characters"—both lovable and otherwise.



COAL HARBOR CODFISH STATION—Unga Island, Alaska. (Courtesy Ralph Soberg.)



KNUT KNUITSEN'S FIRST codfishing station, Unga Harbor, was modest enough but it caused a minor revolution in the Shumagin Island cod fishing industry by paying its fishermen \$10 a ton above the Company station price. (Courtesy Knut Knutsen.)

"As soon as he has a load he hauls up the anchor on a handy gurdy, cranks up his engine and heads back to the ship. After the fish are loaded aboard the schooner he goes aboard for a 'mug up.' The table is never unset and the fishermen eat all they can whenever they can. 'They fed swell on the schooners,' said my fisherman.

"If he shouldn't catch any fish he drifts back toward the mother ship when the tide turns and keeps at it until he has a load.

"The fishermen average, over and above expenses, about \$500 or about \$100 a month. The fish average about three and a half feet in length,

but are mostly head and tail. They are caught in from 20 to 40 fathoms.

"Incidentally the fishermen never touch the fish with their hands. As soon as they are hauled alongside they slit the throats to bleed them. Then by skilfully manipulating their gaffs, they extrude the hook. They pitchfork them aboard the mother ship with a long-handled single-prong fork, called a pew.

"All fishermen think theirs is the toughest of all fishing, but there is no doubt that dawn-to-dusk codfishing ranks close to halibut fishing for arduous work."

CREWMAN ON BOARD the *St. Nicholas* splitting codfish. (Courtesy William Wootton, Astoria.)

