

Shawn McManus  
17421 NE 166<sup>th</sup> Place  
Woodinville, WA 98072

November 14, 2015

Mr. Dan Hull  
Chairman  
North Pacific Fisheries Management Council  
605 West 4<sup>th</sup> Street, Suite 306  
Anchorage, AK. 99501-2252

Dear Chairman Hull:

Please allow this letter to serve as a friendly reminder of an IFQ proposal which I sent to the Council in February of 2014. My proposal, which is attached deals with excluding qualifying fishermen who honorably served their country from owner on board and future vessel ownership requirements in the halibut and sablefish IFQ fisheries.

I understand that there will be an IFQ Implementation Committee meeting this December. Given the infrequency of IFQ Implementation Committee meetings, I ask that you not allow this proposal to fall through the proverbial cracks.

In closing, I feel this proposal has plenty of merit and therefore I implore you to give my proposal due consideration at both the Council and IFQ Implementation Committee meetings in December

Sincerely,



Shawn McManus  
Honorably Discharged  
Desert Storm Veteran

**HALIBUT AND SABLEFISH IFQ PROGRAM  
AMENDMENT PROPOSAL  
North Pacific Fishery Management Council  
Fax: (907) 271-2817**

Name of Proposer: Shawn McManus

Date: February 20, 2014

Address: 17421 NE 166<sup>th</sup> Pl., Woodinville, WA. 98072

Telephone: 425-488-3747

**Brief Statement of Proposal:**

**Consideration of owner onboard and future vessel ownership interest exemption for qualified U.S. veterans:**

1. Allow all honorably discharged U.S. veterans as indicated on their Department of Defense form 214(DD214) who qualify for a Transfer of Eligibility Certificate (TEC) from owner onboard and future vessel ownership interest requirements. Or
2. Allow only honorably discharged U.S. veterans who have served in a combat environment as indicated on their DD214 who qualify for a TEC from owner onboard and future vessel ownership interest requirements. And
3. Provide lifetime ownership privileges and exemption from owner onboard and future vessel ownership interest requirements to the spouse or partner of a U.S. veteran who was either killed in action (KIA) or missing in action (MIA) as indicated on service member's DD214 and held halibut or sablefish IFQ at the time of death or disappearance.

**Objectives of Proposal (What is the problem?):** Since inception of the halibut and sablefish IFQ program, individuals as well as both for profit and tax exempt CDQ/CQE corporations have benefited greatly for simply being in the right place at the right time during the qualifying and framing years of the halibut and sablefish IFQ program. Veterans who have fought for our country on the other hand have found themselves in the wrong place at the wrong time. Your typical veteran doesn't have the deep pockets of most corporations, but rather pockets full of patriotism. It's time to both acknowledge and reward the fishermen who have not only been fishing boots on deck but also combat boots on the ground.

**Need and Justification for Council Action (Why can't the problem be resolved through other channels?):**

Council is the deciding body.

**Foreseeable Impacts of Proposal (Who wins, who loses?):**

The winners are the veterans who will benefit from the proposal by being recognized for their service to our country. Losers would be some initial as well as 2<sup>nd</sup> generation halibut or sablefish allocates who don't enjoy the owner onboard and future vessel ownership interest exemptions of veterans and CDQ/CQEs.

**Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem?**

I don't know of any alternative solutions inside the halibut and sablefish IFQ program that address paying homage to U.S. veterans for service to our country.

**Supportive Data and Other Information (What data are available and where can they be found?):**

At a minimum, this proposal warrants a discussion paper that encompasses how many veterans are actively fishing in the halibut and sablefish IFQ program and what the foreseeable impacts to the halibut and sablefish IFQ program would be.



Shawn McManus

Adam Westfall  
28120 Redondo Beach Drive  
S. #207  
Des Moines, WA 98198

November 13, 2015

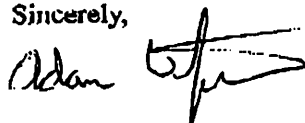
Mr. Dan Hull  
Chairman  
North Pacific Fisheries Management Council  
605 West 4<sup>th</sup> Street, Suite 306  
Anchorage, AK. 99501-2252

Dear Chairman Hull:

Attached, is a copy of an IFQ proposal I addressed to the Council and IFQ Implementation Committee just over a year ago. To remind you, my proposal concerns raising the halibut and sablefish vessel caps for second generation IFQ fishermen only. In the past year, I have had ample opportunities to consult with various halibut and sablefish IFQ stakeholders regarding my proposal. As a result, I would like to amend my proposal to support raising the halibut and sablefish IFQ vessel caps for second generation fishermen only in Areas 4BCDE/BSAI, thus excluding the GOA. My reason for this amendment is that given the falling TACs for both halibut and sablefish in most areas of Area4/BSAI and the vast distances to market, quota stands a greater risk of being stranded. Furthermore, I feel my proposal also helps to address the grave concerns surrounding the plight of Pribilof IFQ fishermen who are on the brink of losing their livelihoods due to falling TACs. Additionally, if we are to believe the premise that the halibut and sablefish IFQ fisheries are entry level and boots on deck fisheries, then Areas 4BCDE/BSAI are the only affordable IFQs for a second generation fishermen to purchase. Area 3A for example is in excess of \$50 per pound. The buzzwords these days seem to be "the greying of the fleet". However, I am a thirty five year old second generation fisherman who hopes to get a foothold in my fisheries well before my hair begins to grey.

In closing, I implore you to give my proposal due consideration at both the Council and IFQ Implementation Committee meetings in December. Without your help, this problem is forecast to get worse well before it gets better.

Sincerely,



Adam Westfall

**HALIBUT AND SABLEFISH IFQ PROGRAM  
AMENDMENT PROPOSAL  
North Pacific Fishery Management Council  
Fax: (907) 271-2817**

Name of Proposer: Adam Westfall Date: 11/4/14

Address: 28120 Redondo Beach Drive S. #207  
Des Moines, WA 98198

Telephone: 360-490-2353

**Brief Statement of Proposal:**

My proposal is to allow second generation fishermen only to exceed the current vessel cap across all vessel size categories and to set a ceiling cap of 150,000 pounds of halibut and 300,000 round pounds of black cod for second generation fishermen only. As a second generation long-liner who has built himself from the ground up, I want more than labor to define who I am.

Fourteen years ago I decided to immerse myself in what my father had shown me to be a stable career and a regal fishery with an upstanding group of individuals.

Seven boats later, I have incrementally invested much of my earnings to purchase black cod and would like the opportunity to purchase halibut as it is a viable option to build myself, my family and my fellow second generation fishermen a better future.

A boat is not an option for me as that is too expensive. I have crunched the numbers multiple ways, including incorporating my fiancé's earnings and the truth is, it's financially impossible.

**Objectives of Proposal (What is the problem?):**

Second generation fishermen are facing steep IFQs prices that are unattainable in large amounts. As a crew member I can only afford to purchase small blocks and being that the boat I am on is capped per halibut and is nearly capped per black cod, I would have to venture to another boat to catch anything more that I chose to purchase. With that being said, it is extremely difficult for me to find a boat that would allow small blocks as it is not economical for either party involved.

**Need and Justification for Council Action (Why can't the problem be resolved through other channels?):**

This proposal requires the North Pacific Fishery Management Council permission.

**Foreseeable Impacts of Proposal (Who wins, who loses?):**

With second generation fishermen being exempt from the vessel cap and setting a reasonable ceiling cap, the North Pacific Fishery Management Council is giving second generation fishermen the opportunity to have a stake in the fishery and not just be a laborer. In the 70s crewmen could invest in multiple channels for financial gain and planning for the future. Today options are limited. They will not only be positively impacting themselves, but their crews aboard, and families of all parties. Fishing is a strenuous career as we all know and it is up to us to make smart decisions to better the industry and the people involved.

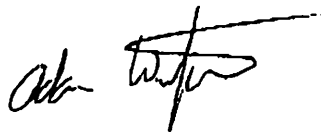
I foresee potential loss when others try to take advantage of this opportunity. To deter that from happening, I propose that there be strong regulations to make sure the IFQ purchaser for capped vessels is truly a second generation fishermen.

Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem?

The only other options I see are to raise the individual vessel caps, but by doing that the owners would take advantage before the crew had the opportunity.

Supportive Data and Other Information (What data are available and where can they be found?):

In the 1980-90s an entry level permit in a Halibut derby opener cost fisherman \$450 and a safe, rigged long-liner vessel cost around \$100-200,000. With today's economy and sustainability regulations investors are looking at anywhere from \$850,000-\$4,000,000 for a vessel plus IFQ costs.



Adam G. Westfall