

Adam Westfall
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Mr. Dan Hull
Chairman
North Pacific Fisheries Management Council
605 West 4th Street, Suite 306
Anchorage, AK. 99501-2252

Dear Chairman Hull:

I kindly request the accompanying proposal be considered as an alternative, amendment or compromise at the December, 2014 NPFMC meeting when addressing the agenda item concerning Vessel IFQ Caps. I also ask that my proposal be given consideration at the next IFQ Implementation Committee meeting.

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

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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 than 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

A handwritten signature in black ink, appearing to read "Adam Westfall", with a long horizontal stroke extending to the right.