

RC 043

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F/V Pacific Rose
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Proposal
276

March 18, 2015

Alaska Board of Fish
Anchorage Meetings
March 17 -20, 2015

Re: A Recent History of the F/V Pacific Rose

I am the current owner of the F/V Pacific Rose, which in 2009, was named the F/V Pacific Skye and owned by another Southeast Alaska salmon seine fisherman. The seine fisherman who owned the Pacific Skye before I bought it had modified this Canadian-built vessel to shorten it from 61 feet to a 58' limit seiner pursuant to Alaska statutes and Coast Guard rules and regulations in order to fish salmon in Southeast Alaska waters. The American Bureau of Shipping (ABS) sent its representative, Mr. Treader, to measure the overall length of the vessel and its tonnage capacity. ABS issued a tonnage certificate for the F/V Pacific Skye and this certificate attests that the vessel was less than the legally required 58' length limit, and excluded the anchor roller, and that it met all state and federal measurement requirements. Based on the application of both federal and state law, this vessel was legal to operate in all waters of the United States, including Alaska. The Alaska Commercial Fisheries Entry Commission (CFEC) issued a permit for the vessel to fish salmon in Southeast Alaska.

I purchased the F/V Pacific Skye in 2010. I renamed the vessel to F/V Pacific Rose and was required to be remeasured by the ABS because of the name change. Again ABS sent its representative, Mr. Treader, to measure the overall length and tonnage capacity of the vessel. ABS issued a tonnage certificate for the F/V Pacific Rose certifying that the vessel was less than the 58' limit excluding the anchor roller and that it met all state and federal requirements and thus legal to fish the waters of the United States. The CFEC issued a permit to the F/V Pacific Rose to fish salmon in Southeast Alaska and has done so in 2011, 2012, 2013, 2014, and 2015.

I would not have purchased this vessel if it had not met all the legal requirements for commercial fishing in Southeast Alaska, and I would not have invested all the very significant amounts in both purchasing it, certifying it, measuring it, and maintaining it if it did not meet all the Alaska and feral legal requirements to participate in Alaska salmon fisheries.

In 2010, my first year fishing with the F/V Pacific Rose, an Alaska state trooper measured the vessel. After about an hour of checking measurements and Coast Guard documentation and the ABS tonnage certificate, the trooper stated that my paperwork was in order and the vessel length, excluding the anchor roller, matched the paperwork.

In 2011, I added a bulbous bow to help improve speed and increase fuel savings. Designed by a boat architect, the Norwegian-style bulbous bow is more efficient than the older style bulbous bow. The boat architect designed it to fit the F/V Pacific Rose and to fit under the existing anchor roller assembly.

In addition to salmon seining I have used the F/V Pacific Rose to tender herring in the Sitka Sound fishery since 2011. In 2014, the United States Coast Guard boarded this vessel and requested documentation papers which I showed the officers. They stated that everything was in order. The officers said that the reason they had boarded was to check if the F/V Pacific Rose was a foreign-flagged vessel. At the end of their inspection they declared that the vessel was a United States-flagged fishing vessel and could receive fish directly from a United States fisherman

I believe that no other vessel in the Southeast salmon seine fishery has been measured and checked more than the F/V Pacific Rose. The vessel has been measured twice by American Bureau of Shipping, three surveys, one boat architect measurement, the United States Coast Guard, and the Alaska state troopers. And each time the vessel has been found to be compliant under all state and federal statutes and regulations. My vessel is a legal, under 58' seiner. My boat's anchor roller configuration does not give me an extra inch of hold capacity and not a single inch of usable deck space.

Sincerely,

Douglas W. Chaney