

Proposal 276 RC Dan Patterson

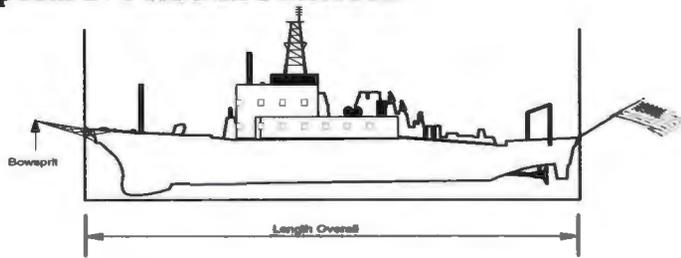


Figure 6 to Part 679. Length Overall of Vessel
(see § 679.2)

LOA: the horizontal distance of the hull between the foremost part of the stem and the aftermost part of the stern, excluding anchor rollers.

Anchor rollers: *may compliment the rest of the vessel aesthetics but cannot allow the vessel to exceed 58' by more than 7% of the vessels buoyant envelope. The roller structuring must drain water from the deck to the sea and cannot add buoyancy nor usable space to the vessel. It may be re-enforced by rigging.*

Here is my rational. An anchor Roller is a piece of rigging. Rigging is not part of a vessels buoyant envelope, and there for its location does not influence the start and end point of a vessel's measured dimensions. Its size should be proportional to the ground tackle of the vessel.

Anchor rollers, (that extend beyond the bow) side davit rollers (that extend beyond the sides), or tackle fixed to the main boom (that extend beyond the stern) and stabilizer poles (that extend beyond the sides) all operate outside the envelope and are not measured.



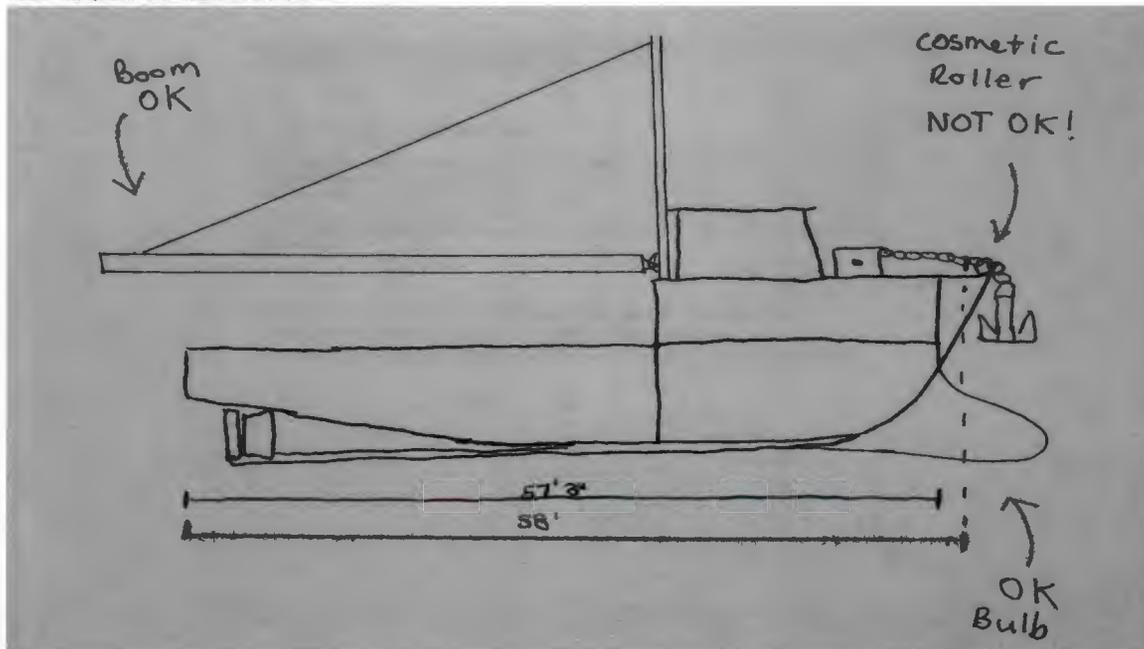
Notice: what is the difference between the roller structure if it is bare pole or with a faring matching the hull? Why are people upset about the faring?

The purpose of an Anchor roller is to project the fall of the anchor away from the vessel. The length of an anchor roller and its structure would be a function of the boats material, bow rake, anchor size/shape and the possible presence of a bulbous bow. In the case of a vessel with a bulbous bow, the anchor roller would need to project beyond the bulb.

Furthermore in Naval fishing history, anchor rollers have been established in numerous locations. Anchor mechanisms can be incorporated into the buoyant hull and submerged beneath the top deck, or bisecting bulwarks, or projected far beyond the hull on bowsprits, or projected out beyond bow art, and or fair led by appropriate structuring members to clear bulbous bows. **The scale of a vessel and the mass of its ground tackle would have great influence on the structure and size of an anchor roller. The length of a navy style stockless 500 lb anchor is 40 inches with flukes extending aft.** Therefor when secured it the anchor roller assembly should reasonable be to the scale of the anchor. In the case of a Seiner, the anchor roller and its structure would be at least 40". 12" would not be relevant.

If the BOF is going to maintain a unique method for measurement it is important to keep in mind that boats have numerous purposes. Equipment and types of rigging that extend beyond the boat can be any shape they need to be. **Rigging will change from fishery to fishery, and fishing technology will change. The boat part should always be measured the same.**

It is currently acceptable to exceed the 58' rule just not on the upper half of the front of the vessel.



This vessel was terminated short of 58' and the remnant material was used to build an anchor roller. **In the absence of a clear definition in the Alaska regulations, guidance from published USCG documents were referenced to construct this anchor roller and the anchor roller was built to match existing vessel lines.**



Other boat owners were upset that the boat looked over length so another bow roller was built.



What's the point of this? It's the same boat.

The anchor roller position is exactly the same as the previous one. **This roller does not have material fairing the anchor roller into the lines of the actual vessel so it upsets the eye but not other fisherman.** Silly rational for a lot of added cost.

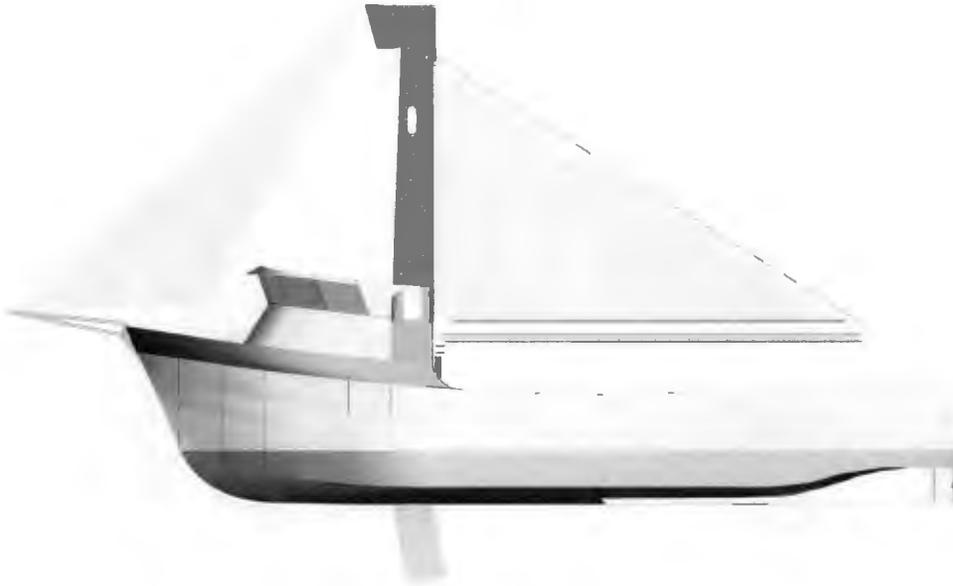
Here are some further examples where size and shape are determined by function:
This one is the length of the anchor.



These two are incorporated into the bulwarks



This Alaska Purse Seine Vessel is rigged for Sailing to offset the cost of fuel. It is not 58' when it sails. It is also the same boat with or with out its rigging.



There are approximately 80 of these 58' "length of mold" seine vessels that have anchor rollers. The anchor rollers are often incorporated with other elements of rigging.



