

Vessel specifications (10 proposals)

PROPOSAL 82

5 AAC 06.341. Vessel specifications and operations.

Amend multiple vessel specifications and adopt additional vessel specifications, as follows:

Revised Language

5 AAC 06.341. Vessel specifications and operations.

(a) No vessel registered for salmon net fishing may be more than 32 feet in overall hull length. An anchor roller may not extend more than sixteen inches beyond the 32-foot overall hull length, and any portion that extends beyond the 32-foot overall length may not be more than twelve inches in width or height.

(b) For the purposes of this section,

(1) Anchor Roller; means a device used solely in aid of deploying and retrieving anchor gear, and does not provide any additional flotation, planing surface to the vessel.

(2) Fish Drop-out Basket; means a device used to prevent the loss of fish from a gillnet after the fish leaves the water and before it is brought on board the vessel, a fish drop-out basket does not provide any additional flotation to the vessel.

(3) Gillnet Roller; means a device used solely in aid of deploying and retrieving drift gillnet gear, a gillnet roller does not provide any additional flotation vessel and may not extend more than Twelve inches beyond the vessels transom.

(4) Outdrives; means part of the propulsion system of a vessel used for either steering or thrust, an outdrive does not provide any additional flotation to the vessel.

(5) Outdrives, water jet guards; means a device of skeletal or structural construction used to protect the outdrive/water jet unit of a vessel, an outdrive/ water jet guard may be incorporated in conjunction with a fish catcher and provides safety from side, and top incursions, below water jet guards mean a device used to protect jets and steering nozzels from shallow water groundings and gear entanglement, guards and trim gaurds located directly beneath individual jets and steering nozzels any solid surface applied may only be equal to or less than the jets intake opening beneath the hull and does not provide any additional flotation.

(6) Overall Length; means the straight-line measurement between the extremities of the vessels bow and transom, but does not include fish drop-out baskets, anchor rollers, gillnet rollers, trim tabs, outdrives, jet drives, jet drive or outdrive guards, steering rudders, boarding ladders, cooling systems, exhaust tips, exhaust baffles, jet housing.

(7) Trim Tab; means an extension of the bottom of a vessel, at the transom or jet housing, which is no more than 18 inches long at its longest point, Trim Tabs do not provide any increased flotation, and their function is to provide trim to a vessel while underway. Trim Tabs may be incorporated with water jet reverse nozzels and gaurds and do not provide additional flotation.

(8) Water Jet; means part of propulsion system of a vessel used for either steering or thrust, a “water jet drive” does not provide additional flotation to the vessel, and may require adaptive boxes aft of the transom, these boxes should be no greater than eight inches deep and eight inches from the sides, top and bottom of the jets manufacturers recommended mounting instructions.

(9) Safety&Equipment; means part of the vessels safety accessories, cooling systems, rudders, exhaust tips, baffles, and Jet mount housings, all equipment listed may not exceed beyond eighteen inches from the

What is the issue you would like the board to address and why? Concerns regarding vessel length specifications identified in a letter dated February 142023 from Alaska Wild Life Troopers, in response to increasing concerns from “fishermen”.

Current regulation 5AAC06.341 (Section A). provides for a hull length of 32 feet from bow to stern transom. 5AAC06.341 (Section B) provides language that regulates
1.Anchor Rollers, 2. Fish Drop-Out Baskets, 3. Gillnet Rollers, 4. Outdrives, 5. Outdrive Guard, 6. Overall Lenth, 7. Trim Tabs.

The language in section B has many grey areas making the current regulation technically hard to enforce.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. Developing this proposal was in conjunction with a wide collaboration of Bristol Bay Drift Fishermen, Boat Builders, Jet Manufactures, Marine engineering services, and State of Alaska Troopers.

PROPOSED BY: Abe Williams (EF-F26-014)

PROPOSAL 83

5 AAC 06.341. Vessel specifications and operations.

Extend the overall length of a vessel registered for salmon net fishing in Bristol Bay, and modify multiple vessel specifications, as follows:

Revised Language

5 AAC 06.341. Vessel specifications and operations.

- (a) **No vessel registered for Bristol Bay Salmon Driftnet Fishing may be more than 36 feet in overall hull length.** An anchor roller may not extend more than **sixteen inches beyond the 36-foot overall hull length**, and any portion that extends beyond the **36-foot** overall length may not be more than **twelve inches** in width or height.

(b) For the purposes of this section,

(1) Anchor Roller; means a device used solely in aid of deploying and retrieving anchor gear, and does not provide any additional flotation, planing surface to the vessel.

(2) Fish Drop-out Basket; means a device used to prevent the loss of fish from a gillnet after the fish leaves the water and before it is brought on board the vessel, a fish drop-out basket does not provide any additional flotation to the vessel.

(3) Gillnet Roller; means a device used solely in aid of deploying and retrieving drift gillnet gear, a gillnet roller does not provide any additional flotation vessel **and may not extend more than Twelve inches beyond the vessels transom.**

(4) Outdrives; means part of the propulsion system of a vessel used for either steering or thrust, an outdrive does not provide any additional flotation to the vessel.

(5) Outdrives, water jet guards; means a device of skeletal or structural construction used to protect the outdrive/water jet unit of a vessel, **an outdrive/ water jet guard may be incorporated in conjunction with a fish catcher and provides safety from side, and top incursions, below water jet guards mean a device used to protect jets and steering nozzels from shallow water groundings and gear entanglement, guards and trim gaurds located directly beneath individual jets and steering nozzels any solid surface applied may only be equal to or less than the jets intake opening beneath the hull** and does not provide any additional flotation.

(6) Overall Length; means the straight-line measurement between the extremities of the vessels bow and transom, but does not include fish drop-out baskets, anchor rollers, gillnet rollers, trim tabs, outdrives, jet drives, jet drive or outdrive guards, **steering rudders, boarding ladders, cooling systems, exhaust tips, exhaust baffles, jet housing.**

(7) Trim Tab; means an extension of the bottom of a vessel, at the transom or jet housing, which is no more than 18 inches long at its longest point, Trim Tabs do not provide any increased flotation, and their function is to provide trim to a vessel while underway. **Trim Tabs may be incorporated with water jet reverse nozzels and gaurds and do not provide additional flotation.**

(8) Water Jet; means part of propulsion system of a vessel used for either steering or thrust, a “water jet drive” does not provide additional flotation to the vessel, and may require adaptive boxes aft of the transom, these boxes should be no greater than eight inches deep and eight inches from the sides, top and bottom of the jets manufacturers recommended mounting instructions.

(9) Safety&Equipment; means part of the vessels safety accessories, cooling systems, rudders, exhaust tips, baffles, and Jet mount housings, all equipment listed may not exceed beyond eighteen inches from the

What is the issue you would like the board to address and why? The current 32-foot vessel length for the Bristol Bay Drift fleet has become a safety and quality issue among the entire fleet. To meet the quality standards imposed by fish processors and market demands, the 32 foot length severely limits fish hold capacities, refrigeration efficiencies and effectiveness. Meeting these quality standards has become a necessary effort to achieve financial incentives by all processors these some of these incentives require floating fish in refrigerated sea water. Filling the vessels fish holds with both fish and refrigerated seawater compromises the safety and stability of the fishing vessels under the existing regulations.

Current regulation 5AAC06.341 (Section A). provides for a hull length of 32 feet from bow to stern transom. 5AAC06.341 (Section B) provides language that regulates

1.Anchor Rollers, 2. Fish Drop-Out Baskets, 3. Gillnet Rollers, 4. Outdrives, 5. Outdrive Guard, 6. Overall Lenth, 7. Trim Tabs.

The language in section B has many grey areas making the current regulation technically hard to enforce.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. Developing this proposal was in conjunction with a wide collaboration of Bristol Bay Drift Fishermen looking to maximize safety and quality incentives.

PROPOSED BY: Abe Williams

(EF-F26-048)

PROPOSAL 84

5 AAC 06.341. Vessel specifications and operations.

Increase the overall length of vessels registered for salmon net fishing in Bristol Bay, as follows:

Change 5 AAC 06.341(a) and (b)(6) to read as follows:

(2) No vessel registered for salmon net fishing may be more than **34 feet, 2 inches** [32 feet] in overall length. [An anchor roller may not extend more than eight inches beyond the 32-foot overall length, and any portion that extends beyond the 32-foot overall length may not be more than eight inches in width or height.]

(3) For the purposes of this section,

(1) "anchor roller" means a device used solely in aid of deploying and retrieving anchor gear, and does not provide any additional flotation, planing surface, or structural support to the vessel;

(4) "fish drop-out basket" means a device used solely to prevent the loss of fish from a gillnet after the fish leaves the water and before it is brought on board the vessel; a "fish drop-out basket" does not provide any additional flotation, planing surface, or structural support to the vessel;

(5) "gillnet roller" means a device used solely in aid of deploying and retrieving drift gillnet gear; a "gillnet roller" does not provide any additional flotation or planing surface to the vessel;

(6) "outdrive" means part of the propulsion system of a vessel used for either steering or thrust; an "outdrive" does not provide any additional flotation or planing surface to the vessel;

(7) "outdrive guard" means a device of skeletal construction used solely to protect the outdrive unit of a vessel; an "outdrive guard" does not provide any additional flotation or planing surface and is not used for any other purpose such as a bench, platform, or storage area;

(8) "overall length" means the straight-line measurement between the extremities of the vessel [but does not include fish drop-out baskets, anchor rollers, gillnet rollers, trim tabs,] **excluding** outdrives **and** [or] outdrive guards;

(9) "trim tabs" means an extension of the bottom of a vessel, at the transom, which is no more than 18 inches long at its longest point; "trim tabs" do not provide any increased flotation, and their sole function is to provide trim to a vessel while underway.

What is the issue you would like the board to address and why? Increase the drift gillnet vessel overall length to 34 feet, 2 inches, exclusive of outdrives and outdrive guards.

The 32' limit is an original regulation, implemented when most Bristol Bay drift vessels were made of wood. These regulations were modified first in 1981, then nine years later in 1990, then

eight years after in 1998. It is now 2025, and **it has been 27 years since the last modification to 5 AAC 06.341.**

The situation as it currently exists:

Since AAC 06.341 was first written, vessel design has improved to include anchor rollers, fish drop out baskets, gillnet rollers, outdrives, outdrive guards, trim tabs and several other extremities. Some of these are defined in 5 AAC 06.341. Despite the definitions being written as clearly as possible at the time, confusion about enforceability currently exists.

Situation if this proposal were enacted:

Changing the overall boat length from 32 feet to 34 feet, 2 inches adds 26 inches inclusive of extremities which have been agreed upon by previous BOF decisions. All other non-flotational extremities should be inclusive of that length **except for the outdrive units and the outdrive guard.**

This situation will provide clarity for existing vessels, new builds, and address enforcement concerns.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain.

PROPOSED BY: Matt Marinkovich

(EF-F26-042)

PROPOSAL 85

5 AAC 06.341. Vessel specifications and operations.

Remove vessel length and include in a separate regulation,, as follows:

I suggest that the current regulation found in 5AAC 06.341 which describes the overall vessel length and the specifics of what is allowed/not allowed be bifurcated into two separate sections. A new section titled 5AAC 06.340 would be created which would contain the overall vessel length limit of 32 feet, the second (5AAC 06.341) would contain the allowed devices that could extend beyond the 32-foot overall length.

I have outlined the guiding principles below that were used to formulate the draft regulation addressing the 32-foot vessel limit regulation. I put exceptions to items outside of 32-foot in two categories “flotation & planing surface” and “gingerbread” (non-competitive items placed aft of transom). Flotation and planing surface must remain consistent with current regulation as these items distinguish major competitiveness between vessels.

- 1) Make the regulation easy to understand and enforce.
- 2) Keep all flotation within the 32-foot dimension.
- 3) Keep all planing surfaces within the 32-Foot plus 18” dimension.
- 4) Recognize anchors are larger now than when the 8”x8”x8” provision was originally established.
- 5) Provide an area aft of transom for “gingerbread items” and try not to identify allowable items as it is difficult to identify and enforce.
- 6) Recognize outdrive guard and fish dropout basket may be incorporated into one structure.

*5 AAC 06.340 [S AAC 06.341] Vessel specifications and operations
(New section)*

(a) No vessel registered for salmon net fishing may be more than 32 feet in overall length.

(b) For the purposes of this section,

(1) "Overall length" _ means the straight-line measurement between the extremities of the vessel, any portion that extends beyond the 32-foot overall length is defined in section 5 AAC 06.341; 5 AAC 06.341 Vessel specifications and operations

(New language replaces currant regulation in 5 AAC 06.341)

(a) Overall Length as defined in 5 AAC 06.340 does not include anchor, anchor rollers, fish drop-out baskets, gillnet rollers, trim tabs, other attachments and devices mounted aft of transom defined in section (b)(5), cooling systems, outdrives and outdrive guards;

(b) For the purposes of this section,

(1) "Anchor roller" _ means a device used solely in aid of deploying and retrieving anchor gear, and does not provide any floatation, planing surface, seakeeping ability, deck space, winch or structural support to the vessel. An Anchor may extend beyond the 32-foot overall length in its retracted at rest position;

[Editor's note: The Oxford Dictionary defines "Seakeeping" as, "The ability of a vessel to withstand rough conditions at sea"]

(2) "Fish drop-out basket" _ means a device used to prevent the loss of fish from a gillnet after the fish leaves the water and before it is brought on board the vessel. Any portion of a fish drop-out basket that is aft of provisions in (b)(5) of this section is of skeletal and non-metallic web construction. A fish dropout basket does not provide any floatation, planing surface, storage area, structural support to a gillnet roller or the vessel;

(3) "gillnet roller" _ means a device used in aid of deploying and retrieving drift net gear; A gillnet roller mount on the bow of a vessel may not extend forward of the 32-foot overall length and stern gillnet roller attachment mount may not extend aft of (18) inches from the 32-foot overall length. Gillnet roller or attachment mount may not provide deck space or storage area beyond the 32-foot overall length. A gillnet roller does not provide any flotation or planing surface to the vessel;

(4) "trim tabs" _ means an extension of the bottom of a vessel, at the transom, which is no more than eighteen (18) inches aft of the 32-foot overall length. Jet reversing water flow ducting (scoop) is part of the trim tab and is no more than eighteen (18) inches aft of the 32-foot overall length. "Trim tabs" do not provide any floatation, and their function is to provide trim to a vessel while underway;

(5) "all other attachments and devices" _ means attachments and devices mounted aft of the transom not to exceed eighteen (18) inches aft of the 32-foot overall length and may be on, above or below the trim tabs. These attachments and devices do not provide any storage area, flotation or planing surface to the vessel;

(6) "Coolant Systems" _ means tubing or transom coolers used for refrigerated sea water systems or engines; above or below the trim tab and does not extend beyond 18 inches aft of the 32- foot overall length.

(7) "outdrive" _ means part of the propulsion system of a vessel used for either steering or thrust; an outdrive does not provide any floatation or planing surface to the vessel;

(8) "outdrive guard" _ means a device of skeletal construction used to protect the outdrive unit of a vessel. A fish drop-out basket of non-metallic web construction may be incorporated in the outdrive guard. Platforms may be incorporated within the area addressed in (b)(5) of this section. Platforms and benches are not permitted aft of the area addressed in (b)(5). An outdrive guard does not provide any floatation or planing surface and is not used for a storage area;

What is the issue you would like the board to address and why? The Bristol Bay vessel specifications are described in 5AAC 06.341 of the Alaska Administrative Code. The regulation limits drift gillnet vessels to 32 feet in overall length, with a few exceptions.

The 32-foot length limitation to commercial fishing vessels in Bristol Bay was established in 1949 and there have been just a few descriptive changes of that length throughout the years. The current regulation and description have been in effect since 1991.

The regulation defines “overall length” as the straight-line measurement between the extremities of the vessel, but does not include fish drop-out baskets, anchor rollers, gillnet rollers, trim tabs, outrives or outrive guards. The regulation defines each of the items that are not included in the 32-foot measurement. Alaska Wildlife Troopers (AWT) enforcement efforts indicate many vessels that were measured were 32 feet in overall length, however AWT has noted multiple items that have been modified, added to, or repositioned on vessels beyond the 32-foot limit in the 32 years since the regulation was adopted.

- AWT has seen several anchor rollers that are longer than the allowed eight inches in length extending beyond the 32-foot length or are taller and wider than the allowed eight inches.

- Fish drop-out baskets have been modified significantly. Baskets are now being built out of large diameter aluminum tubing that is sealed and provides flotation when submerged under heavy loads. A fish drop-out basket may not provide flotation.

- Gillnet Rollers may extend beyond the 32-foot length, but the structure or mount the roller sits on are not authorized to extend beyond the 32-foot length. Vessels have extended their deck working space by building mounting structures off the stern of the vessel and moving the gillnet roller further back. These transom extensions of the hull beyond 32-foot overall length used to mount the gillnet roller on are not allowed per regulation.

- Outdrives are allowed to be beyond the 32-foot length, but they may not provide flotation or a planing surface. Traditionally jet outdrives were bolted directly to the stern. There are vessels now with an additional box built off the transom that the jet is mounted to. These boxes at times add flotation and planing surface. Additionally, there are vessels with hulls that are extended up to five feet long and three feet wide below their jet outdrives. This extension, unless part of the trim tab up to 18 inches, may not extend beyond 32-foot overall length.

- Outdrive guards have been built up with large diameter sealed aluminum tubing that traps air which provides flotation when submerged. Further, these have been made to extend the hull’s planing surface and some have had aluminum decks added to them to provide a platform or bench. If the vessel has an outdrive guard below the jet unit, it may not provide flotation or a planing surface, and must be of skeletal construction. The “trim tab” can be included below the jet unit but may not be more than 18 inches long beyond the transom.

- Trim tabs have been modified and many now are an extension of the hull, at times creating voids that provide flotation. Trim tabs have been seen that extend more than the allowable 18-inches beyond the transom.

- There are numerous other items that have been added to transoms or bows that are not allowed to be beyond the 32 feet in overall length measurement. Only the items mentioned in the regulation and defined are not included in the overall length measurement and may be beyond the 32-foot measurement.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. I developed this proposal based on ACR 5 from the October 12-13, 2023 AK BOF Work Session.

PROPOSED BY: Robert Heyano

(EF-F26-044)

PROPOSAL 86

5 AAC 06.341. Vessel specifications and operations.

Include a reference to overall vessel length in the definition of trim tabs, as follows:

“Trim tabs” means an extension of the bottom of a vessel, at the transom, which is no more than 18 inches long at its longest point **beyond the 32’ overall length**; “trim tabs” do not provide any increased flotation, and their sole function is to provide trim to a vessel while underway.

What is the issue you would like the board to address and why? the definition of “Trim Tabs.” Currently “trim tabs” are stated to be 18” long. This leaves confusion because they are under the section of things not included in the 32’ overall length which causes a person to think the “trim tab” is beyond the 32’ overall length. The definition does not specifically say so. Example: a 28’ boat with a 24” trim tab could be considered illegal while only being 30’ overall length. It is not clear if the 18” measurement is from the transom or from the 32’ overall length.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. I came up with it on my own

PROPOSED BY: Timothy Mikkelsen (EF-F26-007)

PROPOSAL 87

5 AAC 06.341. Vessel specifications and operations..

Define refrigerated seawater transom cooler and include in vessel specification and operations, as follows:

“RSW Transom Cooler” means a Refrigerated Sea Water Transom Cooler used solely for chilling fish, which extends no more than 18” beyond the 32’ overall length at its longest point; a “RSW transom cooler” does not provide any additional flotation or planning surface to the vessel.

What is the issue you would like the board to address and why? The provision for and addition of the definition of a “RSW transom cooler.” Currently there is no provision for a RSW transom cooler to extend beyond the 32’ overall length. This new technology greatly benefits product quality and therefore adds value to the fishing industry.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. I came up with it on my own

PROPOSED BY: Timothy Mikkelsen (EF-F26-006)

PROPOSAL 88

5 AAC 06.341. Vessel specifications and operations.

Remove anchor roller specifications, as follows:

I am respectfully asking the Board to remove the anchor roller regulation portion from AAC 06.341

What is the issue you would like the board to address and why? The Anchor Roller portion of this regulation is unnecessary and creates a safety issue. Boats have grown and anchors too. The roller is not performance enhancing, does not add flotation, nor planning service area.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. I have spoken with a number of Bristol Bay fishers and I submit this proposal with their support

PROPOSED BY: Kevin Currier (EF-F26-107)

PROPOSAL 89

5 AAC 06.341. Vessel specifications and operations.

Increase the allowable size of an anchor roller, as follows:

No vessel registered for salmon net fishing may be more than 32 feet in overall length. An anchor roller may not extend more than **15** [EIGHT] inches beyond the 32-foot overall length, and any portion that extends beyond the 32-foot overall length may not be more than **15** [EIGHT] inches in width or height.

What is the issue you would like the board to address and why? Size of Anchor roller. Currently the allowable 8” size of the anchor roller is too small especially for the bigger boats that are being built. 12” or 18” would probably fit most anchors used in Bristol Bay. Properly sized anchor gear is a matter of practicality and safety.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. I came up with it on my own.

PROPOSED BY: Timothy Mikkelsen

(EF-F26-008)

PROPOSAL 90

5 AAC 06.341. Vessel specifications and operations.

Add gillnet roller specifications, as follows:

“Gillnet Roller” means a device used solely in aid of deploying and retrieving drift gillnet gear, **which extends no more than 30” beyond the 32’ overall length at its longest point;** a “gillnet roller” does not provide any additional flotation or planing surface to the vessel.

What is the issue you would like the board to address and why? The definition of a “Gillnet Roller.” Currently a Gillnet roller is defined only by use (with no physical limit). There are vessels that do not meet the sole use definition, but are difficult (and therefore expensive) to enforce. This has caused frustration for both lawful fishermen due to unfair competitive advantage for the lawbreakers and to Troopers trying to enforce the law.

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain. I came up with it on my own after much discussion with other fishermen and Troopers David Bump and Aaron Frenzel.

PROPOSED BY: Timothy Mikkelsen

(EF-F26-005)

PROPOSAL 91

5 AAC 06.341. Vessel specifications and operations.

Amend the definition of an outdrive guard, as follows:

Change 5 AAC 06.341(b)(5) to read as follows:

(5) "outdrive guard" means a device of skeletal construction used solely to protect the outdrive unit of a vessel; an "outdrive guard" does not provide any additional flotation or planing surface and is not used for any other purpose such as a bench [, platform,] or storage area, **but may have horizontal platforms used solely for safe access to the “outdrive” equipment;**

What is the issue you would like the board to address and why? Allow horizontal platforms on “outdrive guards” for the purpose of safe access to the outdrive.

The “outdrive” provides thrust and propulsion to a vessel, with either propellers or jet propulsion. No matter what the circumstance, this essential piece of machinery protrudes from the stern of the vessel, to varying lengths, sometimes greater than four-feet from the transom.

The “outdrive guard” is necessary to keep the net from tangling with the outdrive, and to protect the outdrive from damage from other vessels. The outdrive guard must be of smooth material so the gillnet can pass over it and not snag, yet it must be strong enough to withstand impact from other vessels. To accommodate this, most outdrive guards are made from heavy-built aluminum pipe between 6” to 10” in diameter.

Even though the outdrive guard does a great job of keeping the net away from the outdrive, the net or towline sometimes become tangled in the outdrive, or there may be a mechanical issue that demands repair. Either way, it is not uncommon for the skipper or a crew member to climb down onto the outdrive guard to service the drive during these at-sea emergency situations. This often happens at an unexpected moment, and the job must be completed in whatever weather conditions exist.

An outdrive guard is generally built of 6” to 10” in diameter aluminum, is very slippery, and in its “skeletal” form offers nothing to hang onto if a person has climbed upon it to access the outdrive. A horizontal platform built upon the outdrive guard will provide safe access to the outdrive, and is an absolutely necessary safety concern.

The situation as it currently exists:

Most every vessel in Bristol Bay that has an outdrive protruding from its stern has an outdrive guard of some sort. Most of these already have horizontal platforms from which a person can access the outdrive. These safety-necessities are not currently compliant with 5 ACC 06.341

Situation if this proposal were enacted:

Nobody would have to remove their horizontal platform from their outdrive guard (if they have one on their vessel). This proposal will provide clarity for

Did you develop your proposal in coordination with others, or with your local Fish and Game Advisory Committee? Explain.

PROPOSED BY: Matt Marinkovich

(EF-F26-181)
