

Proposal 188, 191: OPPOSE

In our Public Comments #75 we did not specifically oppose these two proposals. We left them out and supported their counter proposals. I just wanted to clarify that PVOA is opposed to these two proposals.

We oppose these proposals in order to **support 183, 186, 187,190,207** coming from SEAS and USAG and to **support 182, 185, 225** from JRPT. We have members in all the gear types affected by these proposals and we support the efforts and compromises made by these organizations.

Proposal 203: OPPOSE

Petersburg Vessel Owner's Association is opposed to this proposal. We don't see any benefit from limiting the speed a seine can be towed. There are many seine districts in Southeast Alaska with very strong running currents, especially during large tides. Other conditions such as wind can enhance these effects. Sometimes fishermen truly cannot control the speed of their nets. These are usually the times they wish they could and end up in hang-ups with torn nets. It seems like this proposal could result in unnecessary tickets to our fishermen. This proposal also seems difficult to enforce. It is unclear how enforcement could judge the speed of a net through the water.

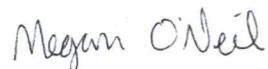
Proposal 204: OPPOSE

The department is faced with a lot of budget cuts this year and we keeping hearing that there will be even more next year. Spotter pilots can share what they are seeing with the department to help them manage the fishery. They can inform them of the places they are seeing not only high volumes of fish but also boats and fishing efforts.

This is a really unique opportunity for pilots in Alaska. It is more difficult to obtain commercial jobs as a pilot in Alaska than in any other state. To be considered "hirable" in this state you need 1,500 hours of flight time in Alaska. Renting planes, buying planes, and the cost of gas and maintenance make it very expensive to build these hours. Fish spotting is one unique way a pilot can be paid while they build those required hours.

Thank you for considering these comments.

Megan O'Neil



Executive Director