

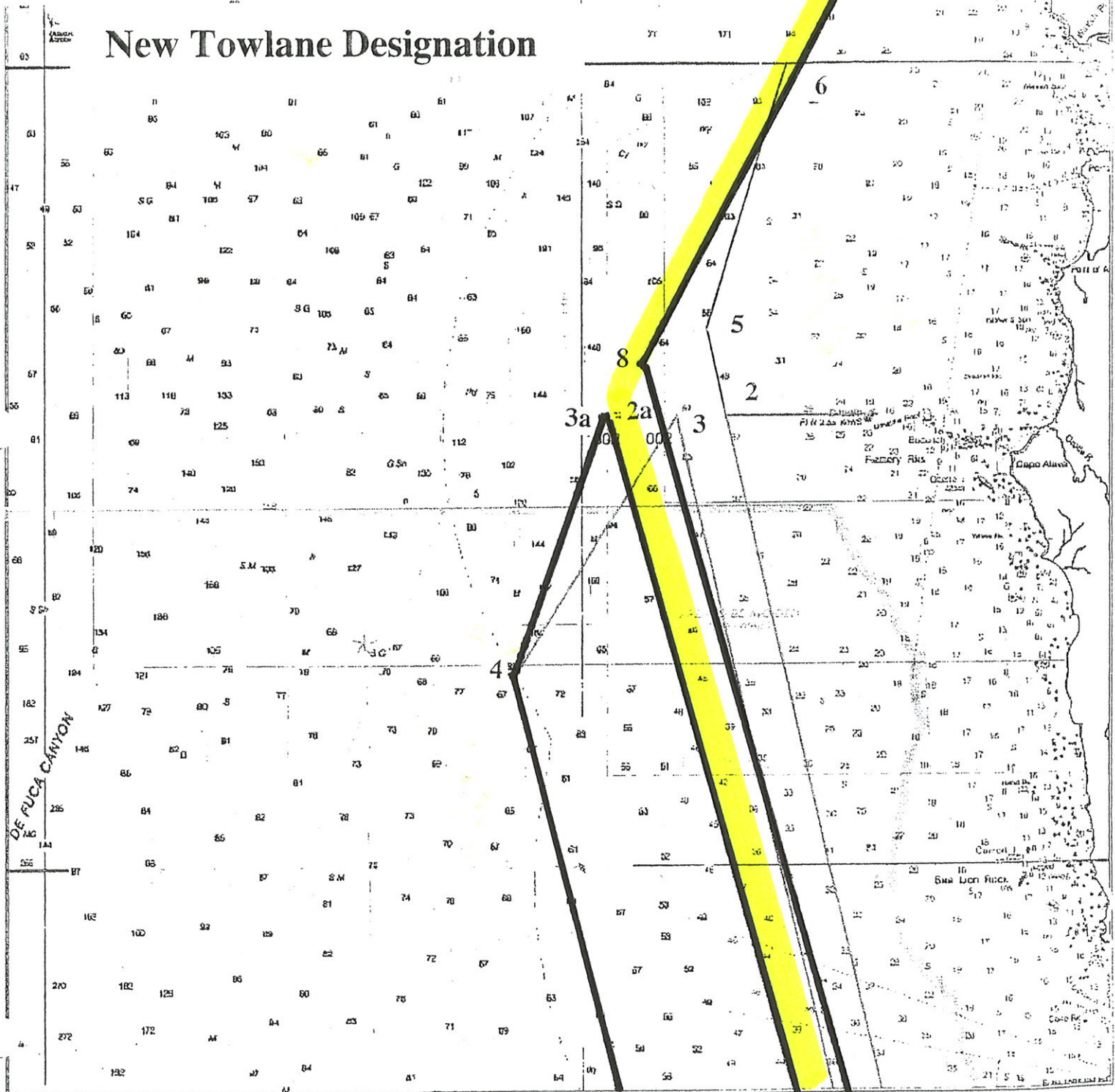
SAN FRANCISCO TO CAPE FLATTERY - 1 : 1,020,000
(NOAA Chart) Chart #18007 1 - Depth Units: FATHOMS

Pt.	GPS Positioning	Description
8	481340 1245790	New turn point of towlane
3a	481125 1245900	Connects to Point 16 Grays Harbor Chart New north outside corner of the lane Connects to Point 17 Grays Harbor Chart

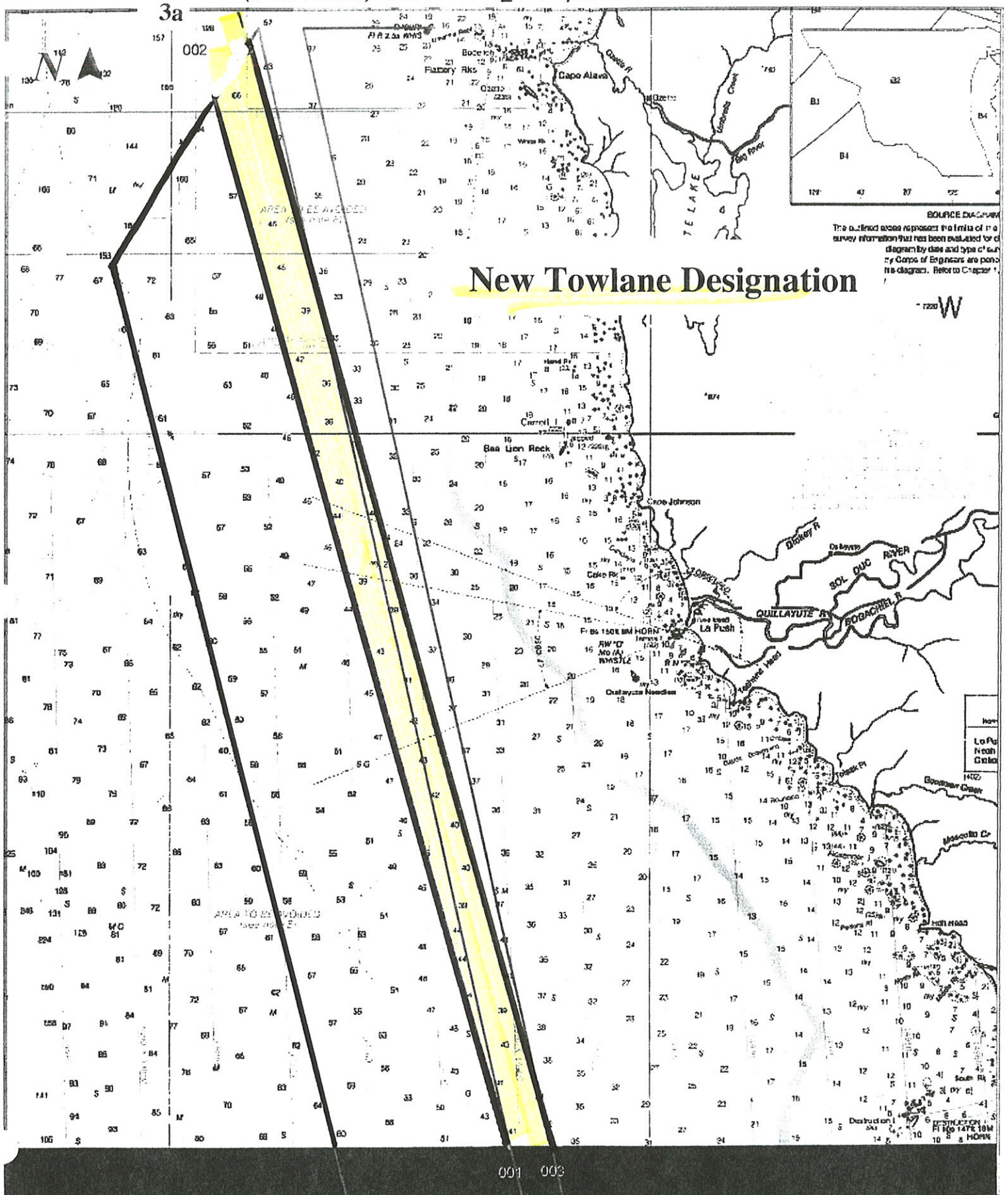
Advisory Only

9	482340 1244875	Connects to Point 8 – advisory only
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New Towlane Designation



SAN FRANCISCO TO CAPE FLATTERY - 1 : 1,020,000
(NOAA Chart) Chart #18007_1 - Depth Units: FATHOMS



DO NOT USE FOR NAVIGATION
SOME NAVIGATION AIDS MAY NOT BE SHOWN

ALERT: Lane Change Cape Alava, Washington

Cape Alava Chart #1

A slight modification to the towlane at Cape Alava is now in effect to reduce conflicts between vessel traffic and fishing gear. New positions for Point 2 and Point 3 on the old chart have been created. The new Point 3a (481125 1245900) connects to Point 4 (north outside corner of the fishing area – no change). A new turn Point 8 (481340 1245790) has been created approximately two miles north, extending the lane from new Point 2a (481125 1245705). A new Point 9 (482340 1244875) connecting to Point 8 remains only an advisory point (see below).

Pt.	GPS Positioning	Description
8	481340 1245790	New turn point of towlane Connects to Point 16 Grays Harbor Chart
3a	481125 1245900	New north outside corner of the lane Connects to Point 17 Grays Harbor Chart
Advisory Only		
9	482340 1244875	Connects to Point 8 – advisory only

Commercial Crabber/Towboat Lane Agreement Meeting

Friday, November 14, 2008
Port of Astoria Commissioner's Meeting Room
Astoria, Oregon.

Meeting Summary

Opening Remarks and Introductions

Following introductions of those in attendance, Steve Harbell, Washington Sea Grant, WSU Extension, reviewed discussions during our March post-season meeting, and activities since that time.

Assessment of the 08-09 Season – Industry Operations

Industry representatives were asked to comment on operations plans for the coming season. Dunlap Towing will be averaging about one trip per week between the Columbia River and Coos Bay, Oregon. Foss Maritime and K-Sea Transportation representatives indicated that no major changes in their operations were planned. Mike Glick, Columbia River Bar Pilots Association, indicated that shipping traffic may be reduced somewhat with slowing economic conditions worldwide. Pending final results of the test fishery, the crab season is scheduled to open December 1st, with coast wide fishing from Bodega Bay, California, to Cape Flattery, Washington. Tribal fishing will cover the area from Klipsan Beach, Washington, north, including special marine areas along the Washington coast. Non-tribal fishing north of Klipsan Beach will begin January 1st.

Modifications to the Towlanes

The proposed modification to the northern towlane in Washington was discussed. As described in the spring meeting, fishermen have experienced significant gear loss north of the designated towlane at Cape Alava, and the northern section of the current towlane is located in a prime fishing area. In addition, if vessel traffic moves north of the current lane shoreward over the outer shelf (water depths of about 35 fathoms), gear loss for fishermen has been significant. A proposal to move the northern lane two miles seaward was made last spring to deal with this issue (see attached chart). Steve reported that tug and barge industry representatives were for the most part supportive of the change. However, Dunlap Towing expressed some concerns with potential restrictions with the new lanes and their impact on dealing with shipping traffic coming out of the Strait of Juan de Fuca. In response to this concern, the group delayed final approval of the full lane change proposal, but did approve the new towlane points 3a and 8. Consideration of the northern Point 9 will follow further discussions with Dunlap Towing.

Future Action:

1. Steve will work with Dunlap Towing to consider the modification to the towlane including the proposed Point 9.

2. Steve will complete the approved modifications to the northern lane (change to new Points 3a and 8).

Compliance with the Lane Agreements

Tug and barge compliance with the lane agreements has been good. New companies operating during the crab season have been notified, and this policy will continue in the future. Shipping traffic has followed the lane designations, but the area south of the CR Buoy on the Columbia River has caused some problems. This is a mixed-use area, with ship traffic coming south of the buoy at times, including high river flows, causing gear loss. Helicopter operations have reduced these problems. Sodium deck light problems have been reduced, but fishing boat skippers need to keep lights off when near shipping traffic. Crab gear set in the towlanes continues to be a problem in certain areas, and tug and barge companies continue to face additional costs to remove gear from their vessels. Fishing industry representatives were encouraged to continue to strengthen their efforts with their fellow fishermen to reduce this problem.

Future Action:

1. Fishermen will work individually and through their associations to improve compliance with the lane agreements. Two large boats from California fishing off Westport will be included in this effort.
2. Updated charts and industry contact lists will be distributed to commercial fishing, towboat, and shipping industry members.

Chart Production and Distribution

Updated 2008 fully compatible electronic versions of the towlanes in Nobeltec, P Sea Windplot, and Maptech formats on CD's and flash drives have been distributed, and are now available on several internet websites. An updated local Information publication listing commercial fishermen in each port has been completed and mailed to towboat company representatives. This allows tug skippers to call a local fishermen's representative if a problem arises. The towlane project was again listed in NOAA's Coast Pilot to increase awareness and compliance with the lanes. Modified charts for the Cape Alava area will be developed and distributed.

Future Action:

1. Updated charts and industry contact lists will be distributed to commercial fishing, towboat, and shipping industry members.

Lost Gear Recovery

The group discussed the need to improve crab gear recovery efforts for both economic and ecological reasons. Current regulations hinder recovery of pots owned by other fishermen, so this needs to be addressed. The marine sanctuary and environmental groups are interested in seeing this happen, and the commercial fishing industry has the capacity to effectively deal with this issue if the regulations were modified.

Future Action:

1. Legislative changes in Washington may be made to address this issue.

2. Steve will work with WDF&W and others to see if regulations can be modified to allow recovery of gear by fishermen other than the pot owner.

Improved Weather Forecasting

Steve Todd, National Weather Service, Portland provided an update on marine weather forecasting. Sea surface temperature readings in the South Pacific are near normal this year, so no unusual storm activity is predicted for the west coast. The lack of buoy data because of damage and malfunction has been a severe problem in the past, but improved mooring systems and the development of spare buoys may help. A study on the relationship between wind and wave conditions on the Newport jetty, and the Newport buoy, may provide useful correlation data for other parts of the coast, including the Columbia River. The value and operation of small-scale radar on the coast is being studied by the CASA group, with a final report and recommendation expected soon. Beginning in April, the National Weather Service will divide its marine zone forecast area from 0 - 60 miles, to 0 -10 miles and 10 - 60 miles, providing more specific conditions in the nearshore area. Specific point forecasts are now available on their website. Mike Glick, Columbia River Bar Pilots Association, reported on their attempts at adding wave sensors to navigation buoys at the Columbia River. Problems were encountered, but this effort is still underway, and could provide much needed wave information for the Columbia River bar, particularly in the area of Buoy#4 on the south side. Don Engbloom, K-Sea Transportation, reported on weather condition reporting through Rich Courtney in Kodiak. Steve Todd indicated that this type of vessel reporting would be of help in their forecasts. Additional data is needed to improve forecast quality in terms of timing and content. Tugs and fishing vessels are encouraged to call the National Weather Service toll free (800 428-2585) to provide wind and wave data. Ships could be providing additional weather data as they enter or leave the Columbia River area.

Dale Beasley, Columbia River Crab Fishermen's Association, suggested names be given to large hurricane force storms to increase public and political awareness of the severity of winds and potential damage here. He also supports additional coastal buoys, and asked about the wave model for the coast. The group discussed bar forecasts and vessel restrictions, including Coast Guard policies.

Meeting Adjourned 11:45

**Next meeting - Spring Meeting, Friday, March 13, 2009
Port of Astoria Commissioners Room, 10 AM**

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