



the Charter Log

A Quarterly Newsletter for Fishing Guides and Charter Boat Operators

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Halibut GHL Announced

The National Marine Fisheries Service has announced Guideline Harvest Levels (GHL) for the halibut charter fishery in the 2004 season.

Charter GHL in area 2C is 1,432,000 lbs. and in area 3A is 3,650,000 lbs. This is the first year that the GHL framework has been applied to the halibut sport charter fishery, and it applies only to those two regulatory areas. NMFS reminds operators that the GHLs are determined in accordance with federal regulations, but do not limit charter fishery harvest

and the announcement is for notification purposes only. No additional regulatory measures are anticipated for the charter fishery. The charter harvest last year in area 3A was within 11% of the GHL for that area.

The sport halibut charter Individual Fishery Quota (IFQ) management program, as approved by the North Pacific Fishery Management Council, is still under development by NMFS staff. A Proposed Rule is expected to be released for comment later this spring or summer.

2004 Sport Fishing Regulation Changes

ADFG has published a list of sport fishing regulation changes, approved by the Board of Fisheries, which may affect charter operators and sport fishing guides. They go into effect this season.

Statewide regulation changes include the following:

- At the request of an enforcement officer or ADFG employee, anglers must present for inspection any fishing gear they are using or have available to use for sport fishing.
- Anglers and guides may not gaff any fish that will be released, or use any hook-like devices to puncture the fish other than the hook attached to the angler's line.
- Fish listed as "other finfish" (for which bag limits, seasons or other regulations do not apply) may be used as live bait in saltwater sport

fisheries. Unused live bait may be returned only to salt waters of the area in which they were taken, and no live fish may be transported or used as live bait in fresh waters.

- Anglers and guides may be prohibited under Emergency Order from filleting or otherwise disfiguring (other than gilling and gutting) fish before those fish are inspected by ADFG employees to collect biological data. The new rule applies in both fresh and salt waters, but does not apply to fish processed or eaten aboard a boat. The department anticipates issuing an Emergency Order to collect biological data from Kenai River early-run king salmon.
- Anglers with physical disabilities may apply for an exemption to the statewide "Methods and Means" regulations and use alternative

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gears. They must apply at least 30 days in advance and provide a physician's affidavit.

Regional regulation changes include:

- In Bristol Bay, anglers may now take five king salmon per day under 20 inches from the Nushagak-Mulchatna drainage. Jack kings do not count against the 5,000 fish guideline harvest level, nor toward annual king salmon limits.

Continued ... page 2

Legislature Considers Sport Fishing Bills

The state legislature is considering two bills that may directly impact charter boats and sport fishing guides. This is in addition to the five tourism industry taxation bills also under consideration (see accompanying article).

These bills may already have passed by the time you read this newsletter, and if not they may come up again in another form in the next session.

HB 452, the Guide Licensing Bill, would require sport fishing guides and business owners to be licensed by the state. In its original form it attracted a lot of opposition from charter operators, but changes incorporated this spring in a committee substitute apparently have rectified many of the problems and opposition by industry has diminished.

If passed into law the bill would require guides and owners to meet certain basic requirements, to file reports, and to obtain a license from the State of Alaska. The bill is similar to one introduced about seven years ago that never passed.

Fees, which would cover the cost of the program, would be:

- \$100 for a sport fishing guide services operator license for the owner of the business.
- \$50 for a sport fishing guide's license.
- \$100 for a combined operator/guide license for an individual who is both owner and the guide who accompanies clients.

The reporting required of all licensed operators would replace logbooks currently required of saltwater charter boat operators and Kenai River guides.

Changes from the original made in the committee substitute include

- Provisions have been removed that would have required guides to record the names, fishing license numbers and numbers of fish harvested by each client daily.

- Sport fishing outfitters and transporters have been removed from provisions of the bill.
- The text stating that businesses and guides that only assist personal use or subsistence fishermen, as opposed to sport fishermen, has been removed.
- Definitions have been changed to include only sport fishing guide businesses and guides.

A view of some operators, and shared by ADFG, is that if as proposed the program is administered by the Sport Fish Division, it will clearly designate the guided sport fishery as a sport fishery and not a commercial fishery.

The department says that registration funds would go into the Fish and Game Fund, to be used to administer the provisions of the licensing bill. The bill would impose a maximum fine of \$500 for violations of its provisions.

Personal Use Preference

Another bill that could have a major long-term negative impact on the industry is SB 318, introduced by Sen. Ralph Seekins (R-Fairbanks) which would declare resident personal consumptive use a fundamental right and the highest use of fish and game resources. If passed it could result in closure of state-managed sport (as well as commercial and subsistence) fisheries if personal use fishermen could be shown not to have attained enough catch for their consumption.

“Dude Fishing” Bill

HB 458, introduced by Rep. Carl Moses of Unalaska, has been dubbed the “dude fishing” bill because it would create inexpensive short-term commercial fishing crew licenses, presumably making it cost-effective for tourists to participate in commercial fishing operations. The bill would authorize the state to issue one-day crew licenses for \$30 and three-day licenses for \$50. Currently resident licenses issued for the season are \$60 and nonresident licenses are \$180.

Commercial fishermen testifying in a hearing on the bill stated that the measure would open new economic opportunities by making it more feasible for them to take tourists out on their boats to participate in the fishery. No one testified against the bill, but charter operators have expressed concern about the perception that fishermen might start taking out passengers for hire without meeting the Coast Guard license, vessel equipment, random drug testing and other requirements imposed on charter operators.

Despite the warm reception the bill got in the hearing, it apparently is not a priority and probably won't pass this session. Charter operators and commercial fishermen should stay tuned to the issue in case it comes up in the next session in order to assure that it doesn't create a boatload of new problems. ⚙️

Continued ... 2004 Regulation Changes

- Also in Bristol Bay, if a king salmon is to be released it may not be removed from the water.
- On the Alaska Peninsula, anglers may now keep two rainbows per day and have two in possession. Only one per day and one in possession may be 20 inches

or longer. There is now an annual limit of two rainbow/steelhead trout. Previously all wild trout fisheries in the region were catch-and-release only. The Sandy River remains catch-and-release only. ⚙️

Tax Bills in the Legislature

The Alaska tourism industry is holding its collective breath to see if any of the several tax bills currently in the legislature will pass this session.

Last year operators saw introduction of HB 163, which would create a “wildlife viewing pass,” which would constitute a tax on nonresident wildlife viewing. The bill failed to pass during the first year of the current session but is still in committee.

The governor has supported introduction of SB 367 and HB 537, both of which would institute a five percent accommodations tax. The Alaska Travel Industry Association (ATIA) supports HB 426 and SB 254 which would create a two percent “voluntary self assessment” on nearly all classes of tourism-related businesses, other than cruise ships, to support tourism marketing. Facing stiff opposition over issues such as the cruise industry exclusion, ATIA is supporting a substitute bill that would impose a 1% self-assessment combined with contributions from other industry segments including the cruise lines.

With the current session ending on May 11 the issues may be resolved by the time you read this newsletter. However, the governor has hinted at a special session to address revenue-raising measures, and the possibility remains of these or similar bills resurfacing in the next session.

For texts and discussions of the bills currently under consideration see ATIA’s government relations page at www.alaskatia.org. For a critique of the self-assessment bills, see the site posted by Alaska Wildland Adventures at www.aktaxpax.com.

Inflatable PFDs Banned on Airlines

Here’s a tip from *Sea Magazine* that could save you some grief if you fly on commercial airlines next season.

Do not try to take inflatable PFDs (like the popular Stormy Seas vests and jackets) or inflatable suspenders, on the plane with you. The CO₂ cartridges that inflate them look too much like the little gas cylinders that power pocket torches and the TSA officers can’t tell the difference. If you’re caught with one in your carry-on you’re subject to the same penalties as if you were carrying a knife or, heaven forbid, nail clippers.

Sea Magazine advises that if you want to get your inflatable flotation device to your destination you can remove the CO₂ cartridge and buy a new one once

you arrive, or you can send the whole thing to yourself via UPS or Federal Express. Be prepared, however, to pay hazardous material charges.

[Editor’s Note: At a recent sportsmen’s show the owner of Eagle Enterprises, a safety equipment dealer in Anchorage told me that the above is not true and CO₂ cartridges can be carried aboard aircraft. No doubt the conflicting views result from interpretations by different TSA officials contacted. Mariners are advised to think out carefully what items they may try to take aboard aircraft, and eliminate anything that might be viewed as suspect by TSA, or be prepared to give up items if they are found.] ⚙

NMCA Offers Insurance Program

The National Marine Charter Association (NMCA), the new nationwide organization for operators of sport fishing charter, party boat, ecotour and small passenger vessels, has announced that it has formed an alliance with the marine insurance firm of Starkweather & Sepley.

After NMCA was created by the former management company of National Association of Charterboat Operators (NACO) there was a period of uncertainty about whether NACO’s insurance partner, Charter Lakes, would stay with that organization or would transfer to NMCA. In the end Charter Lakes opted to continue its relationship with NACO, leaving NMCA without an insurance program. The recent announcement of the Starkweather & Shepley arrangement allows NMCA to offer its members an association-sponsored vessel insurance program.

Details of the new program are not yet available, but it is assumed that it will be similar to that offered by Charter Lakes. Dan Longman of Charter Lakes says NACO members receive a 5% discount from rates charged non-members plus about \$150 worth of free additional coverage annually. He also says the company will deduct an additional 5% from premiums on boats that hold current Coast Guard Five Star safety ratings.

Operators seeking vessel insurance are advised to shop around for insurance because rates and policy features vary, and association-affiliated agencies may or may not provide the best price and value. Check with the Marine Advisory Program for a copy of the publication *Buying Insurance for Your Charterboat* and for a recent Powerpoint update on the charter boat insurance in Alaska. ⚙

Commercial Day Use Registration Required

The state administration that promised you no new taxes has just instituted a new registration fee instead. The Department of Natural Resources (DNR) is requiring operators who conduct commercial recreation activities on state lands and tidelands to register and pay a \$25 or \$50 annual fee.

DNR claims that the amount of commercial recreation on state lands is increasing, and the only way the department has of keeping track is through registration. DNR wants to know where the activity is occurring, what is being done, and how many

clients are involved. The registration pertains to commercial recreation activities on all state tidelands and uplands, including freshwater bodies and shore lands. Activities included are guided sport fishing, guided and outfitted sport hunting, air and water taxi services, and various other guiding, outfitting or transportation activities. Registration is required even if activities use state lands only occasionally. Operators conducting overnight commercial operations on state lands are supposed to be obtaining permits for those activities already. Activities that occur exclusively on

salt water, without taking clients ashore, are exempted.

DNR says that businesses that don't register will be considered in trespass and could be prosecuted.

Applicants can register online at www.dnr.state.ak.us/mlw/commrec, for a fee of \$25. It is also possible to download the application form at that address and mail it in to DNR, but the fee for doing so jumps to \$50. Some additional details on the requirement are provided at the same Web address. ☺

Juneau Charter Assoc. Revived

The charter boat industry in Juneau again has a trade association. The Juneau Charterboat Operators Association has come back to life after being essentially defunct for more than two years.

Tom Dawson, one of the organizers and also a board member of the National Marine Charter Association, says that JCBOA has more than 20 members and is inviting others to join. The association addresses the interests of sport fishing, whale watching, and bareboat charter service operators, as well as lodges and B&Bs.

Dawson says that in the past the organization was active in the political arena, taking stands on issues such as halibut IFQs, local taxes, the proposed charter moratorium, and king salmon management. He says that the revitalized association likely will do so again as members meet to find points of agreement.

New officers of JCBOA include Bill Benning, president; Todd Wicks, vice president; Mike Knightlinger, secretary; Ole Bartness, treasurer. ☺

Kenai Off-Season Promoted

The city of Soldotna and area businesses have begun a campaign to persuade anglers to fish the Kenai River in the autumn. They sponsored the filming of a segment for the weekly TV show *Exploring Alaska* that promotes fishing coho on the Kenai in August and September.

The main pitch is that the river is less crowded after the summer red salmon run and, further, that the fall colors are spectacular. It also asserts that the Kenai produces "king-size" coho. An ADFG biologist who appears on the

program says that cohos in the 20-25 lb. size are not uncommon.

The biologist, Bruce King, also explains that Department research shows that migrating coho often concentrate on one side of the river or the other as they migrate upstream. With as much as 80% of the run traveling up one bank, King advises unsuccessful anglers simply to "move to the other side of the river."

The segment for *Explore Alaska* is expected to air several times before next fall. ☺

Correction

Regarding the development of the halibut charter Guideline Harvest Level (GHL) program as reported in the last *Charter Log*, Jane DiCosimo, the North Pacific Fishery Management Council staff member who is assigned to the plan, sent the following correction:

"I have a factual correction regarding your GHL summary in the Spring 2003 *Charter Log*. While the GHLs were based on 125% of the average

of 1995-99 charter harvest estimates as reported by the ADF&G's State-wide Harvest Survey, the Council's preferred alternative and the regulations set the GHLs (by area) at a set allocation of 1.432 million pounds in Southeast Alaska and 3.650 million pounds in South Central Alaska, unless changed in the future. It does **not** fluctuate with halibut abundance as indicated in the newsletter... Potential charter IFQs would fluctuate with halibut abundance, but not the GHLs."

Registration Available Online

The 2004 registration forms required for various aspects of sport fishing guiding and charter boat operation are now available from ADFG online at www.sf.adfg.state.ak.us/statewide/Guides/guide.cfm.

Among the forms included and explained at links accessible from that site are

- Sport fish guide and business registration.
- Logbook data release.
- Vessel AK number (vessel registration via Dept. of Motor Vehicles).
- State business license.

In addition the site has information on, and links to information on,

- Guide requirements.
- Freshwater and saltwater sport fishing business requirements.
- Saltwater sport fish charter operator logbook requirements.
- Vessel licensing and registration requirements.
- Coast Guard vessel documentation, operator licensing, drug testing requirements, and vessel safety requirements.
- Special regulations for Kenai River guides.
- Individual Fishery Quota (IFQ) regulations.
- State Parks commercial use permits.

The site also has contact information for 23 ADFG offices around the state.

The site contains updated information on the Coast Guard's Regional Exam Center (REC), which is the place where Coast Guard licenses and documents are issued. The REC moved from its old location at 510 L Street in Anchorage to the Dimond Center shopping mall, at 800 E. Dimond Blvd., Suite 3-227, Anchorage 99515. The phone number remains 271-6736 and the e-mail is rec@cgalaska.uscg.mil.

Kenai Guide Numbers Decrease

Numbers of fishing guides on the Kenai River remained high in 2003, although down slightly from the year before. According to the Alaska Division of Parks and Recreation, 375 guides were permitted to operate on the river, down from 383 in 2002.

The Department of Natural Resources, at the urging of the Kenai River Special Management Area advisory board and some individual guides, has announced plans to limit guide permits on the river. However, DNR commissioner Tom Irwin rescinded that order last spring after area guides and lodge owners threatened to sue.

Some trends that showed up in the 2003 guide registrations:

- Of the total, 36 registered as non-fishing (rafting and sightseeing) guides.
- The number of nonresidents dropped from 92 to 78 the year before, and nonresidents composed 21% of Kenai River guides.
- Only 20% of those registered were drift guides, the lowest number ever.

DNR says there are no plans for conducting a study on the effects of limiting guide numbers, and until one is done there will be no guide limit plan.

Kenai Professional Guides Program

A group of Kenai River guides has initiated a new program to honor members who have distinguished themselves through their experience and service.

The Kenai River Professional Guides Association has created the title of Master Guide and conferred it on 12 individuals last year who met the association's exacting standards. To qualify a guide must obtain a score of at least 30 points in a system that awards points for experience on the river, serve as a guide association board member or officer, participate in the Board of Fisheries process, and participate in community service activities.

A candidate can also lose points if cited by a resource management agency for a regulation violation.

Honored with the Master Guide designation in 2003 were Bix Bonney, Greg Brush, Roger Byerly, Joe Connors, Mel Erickson, Joseph Hager, Joe Hanes, Reuben Hanke, Jeff King, Daniel Meyers, Vince Strahmann, and Larry Waltrip.

KRPGA president Joe Connors says that the level of professionalism among the Kenai River guides is high, citing the fact that 62% have more than five years of guiding experience on the river.

GPIRB Alert

If you're thinking about buying a GPS-equipped EPIRB you may be interested in the results of a study commissioned by BOATU.S. (Boat Owners Association of the United States) and conducted by an independent firm called Equipped to Survive (ETS). The study tested six beacons, made by three different companies, and found that the units manufactured by McMurdo Ltd. failed to perform correctly in "real world" conditions.

ETS founder Doug Ritter told BOATU.S. that McMurdo's Precision 406 MHz EPIRB (also called the G4) and the same company's Fastfind Plus 406 MHz Personal Locator Beacon) did not reliably acquire a location fix when tested in a life raft, floating in the water, or held by a swimmer in the water.

West Marine, a major marine retailer that sells the units and has a business affiliation with BOATU.S., has announced it will refund the price of McMurdo units it sold or will arrange an exchange for another model.

The ETS study made various other recommendations to improve the performance and reliability of GPS-EPIRB units. A summary of the report is expected to be posted on the ETS site at www.equipped.org.

Lower Cook Halibut Stats

Lower Cook Inlet charter boat clients tend to catch slightly more fish per day and those fish are slightly larger than those caught by private boat anglers, according to statistics released by ADFG. Charter clients averaged 1.9 halibut per angler day, compared to 1.4 for private anglers.

Average size of charter client-caught Lower Cook Inlet halibut was the biggest

Sport Halibut Landings High, Says IPHC

The International Pacific Halibut Commission (IPHC) has issued its 2002 annual report, which shows that year had the third largest sport-caught halibut landings ever.

The numbers are preliminary because they are derived largely from in-season creel censuses, and may be revised later on. Because of the large number of ports and the calculations involved, IPHC reports come out a year after the conclusion of the season.

Total 2002 sport landings were estimated at 8,663,000 lbs. This compares with totals of just over nine million pounds each in 1997 and 2000, and 8,106,000 in 2001.

More than seven million pounds of the total was landed in Southeast Alaska (Area 2C, at 2,512 million) and the Gulf of Alaska (Area 3A, with 4,511 million).

The Southeast catch was 15% below projections. Charter boats accounted for 62% of the total and took both higher numbers of fish and larger weight than did non-guided anglers. In 3A charter boat anglers took 67% of the catch, which was seven percent above the estimate.

Landings were down from the previous year in 3B (10,000 lbs.) and Area 4 (37,000 lbs.). Because average fish size from the Dutch Harbor fishery is larger than elsewhere, the final figure for Area 4 may increase slightly.

NMCA Announces Certification Program for Operators

A-VIP is the abbreviation that the National Marine Charter Association is using for its new charter vessel safety certification program. It stands for Accredited Vessel Inspection Program. The new industry association bills it as "a program of voluntary self-regulation for marine charter vessels."

NMCA said in a recent press release in April that the program establishes preferred industry operating practices, equipment standards, and safety measures for both inspected and uninspected charter boats. The release says that certified companies will receive discounts on insurance.

Melissa Moskal, director of governmental affairs for the association, says that A-VIP is based in part on Alaska's Five-Start safety equipment program, but also covers safety procedures, ethics, and business practices. The intent, she says, is to improve not only safety but also customer service.

NMCA has not yet released criteria and applications for certification. Check the NMCA Web site (www.marinecharter.org) for information when it is released.

in over a decade, at 21.7 pounds per fish. Private vessel angler-caught halibut averaged 16.3 pounds.

The total number of Lower Cook Inlet (south of Anchor Point) charter-caught halibut landed in 2002, which was 60,883, was up about 13% from 1994, but was actually lower than four of the last ten years. No harvest total for 2003 is currently available.

Seasickness Study

by Terry Johnson, Editor



Seasickness is a debilitating condition than can affect almost anyone, and affects enjoyment of a boating experience. Recently I decided to revise an old Marine Advisory pamphlet on seasickness. I compiled about 175 published sources, ranging from scientific and medical journal articles and abstracts, drug company technical data sheets, and articles in boating and marine industry journals. I found Web postings by physicians and physiologists, professional mariners, and recreational boaters. In addition, I corresponded with some researchers.

I presented a paper at the International Fishing Industry Safety and Health conference last fall in Sitka that resulted in making contact with still more experts and getting further reviews. Alaska Sea Grant will publish my new pamphlet this year.

A great deal of research has been done in the study of seasickness by universities, medical research institutes, navies, and air forces all over the world. Many doctors and scientists are yachters and ocean racers and have contributed to the literature. At the same time, there is a lot of misinformation, folklore, and general foolishness being passed around on the subject. I hope to clear up some of the misunderstandings and offer some useful advice that will help you help your clients spend their time on the water safely and enjoyably.

What It Is

Seasickness results from repeated rhythmic motion at the frequency range of sea waves. It occurs when the vestibular (inner ear) and proprioceptor (body position awareness) systems detect motion out of harmony with normal visceral activity. The brain's emetic (nausea-inducing) center interprets this disharmony as indication of poisoning, and triggers the body's poison-purging response—vomiting.

Seasickness is not psychological or “all in the head,” although fear, lack of a sense of control, as well as certain odors and foods exacerbate it. The belief that it results

from dissonance between what the eye sees and the inner ear feels is only part of the story, and simply keeping an eye on the horizon rarely prevents it. There are two components: one is the distress (malaise, dizziness, and nausea) experienced by the brain; the other is the stomach's reaction to it. Treating the stomach with antacids or folk remedies may ease the stomach's discomfort, but will have no effect on the cause.

How to Predict It

Almost everyone gets it once in a while. People susceptible to other forms of motion sickness are especially at risk. A good self-test is to read while riding as a passenger in a car on a winding road.

Behaviors to Prevent It

Most of this is common sense. Avoid fatty foods, acidic foods (like coffee) and alcohol before going to sea. Take preventive medicine in advance. On board, avoid smells of exhaust, fuel, the galley, and the head. Stay low and near the center of the boat, but stay where a continuous view of the water outside is possible. Move around, get fresh air, avoid tasks that require close-up focus.

If seasickness starts, the victim should inform the skipper or crew. Many feel better after vomiting. Seasick people must be treated gently, protected from falling, and should be fed fluids to avoid dehydration.

Alternative, Folk, or “Natural” Remedies

Ginger, honey, peppermint, citrus fruits, saltine crackers, biofeedback, and herbal drinks have been touted as seasickness preventatives or remedies. Most have been tested in laboratories and found ineffective. Ginger has a stomach-calming effect on some people but has not been found to significantly reduce seasickness.

Acupressure, in the form of elastic bands that hold little plastic beads on a point on the inner wrist, does work for some. The Relief Band, which emits a mild electrical stimulus to that same

point, works for some people.

Prescription Drugs

A number of powerful, and potentially dangerous, prescription drugs have been developed for fighting nausea in chemotherapy patients and are very effective on seasickness. Scopolamine (“the patch”) works well for most users but does have some side effects. The decision to use prescription drugs should be made by the patient and his/her doctor.

Over-the-Counter Drugs

Most OTC drugs are one of three common antihistamines. All are fairly effective if taken a few hours prior to exposure, and if levels are maintained in the blood for the duration. Drugs made of meclizine (Bonine, Antivert, Dramamine II) tend to produce less drowsiness than those based on dimenhydrinate (original Dramamine, TriTone, Gravol). Conventional wisdom is that the OTC drugs work only if taken well in advance of exposure, and do not work as a treatment. This is because once people are sick they usually can't get a pill down and keep it down, and if they can it takes a few hours to work its way through the digestive system and into the bloodstream.

One charter boat operator and delivery captain says he has nearly total success with already-sick passengers by having them take one of the chewable OTCs, chew it, **but not swallow**. Instead they hold the chewed mush under the tongue or against the inside of the cheek, where it can be absorbed through the mouth lining directly into the bloodstream. Much to my surprise, I found when I contacted the drug companies that they had never tested this method of delivery. I haven't tested it on my boat yet either, but I will this season.

I would appreciate it if anyone who tries that method would contact me and outline the results. If this works as claimed, it could alleviate a lot of the misery associated with boating. ⚙️

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Guides and College Start Kenai Fishing Academy

Kenai River fishing guides and Kenai River Special Management Area board members are working with the Kenai Peninsula College to develop a new—and mandatory—program called Kenai River Guides Academy.

The program, which will include 40 hours of instruction as well as both written and oral exams, is designed to improve professionalism on the river. If all goes according to plan, every guide on the river eventually will complete the course and pass the tests, including those who already have decades of experience.

The program may be the first-ever fishing guide certification project, at least in Alaska. The impetus comes from a concern within the KRSMA and the guides themselves that not all operators on the river exhibit the degree of professionalism they want to see (see accompanying article on the Master Guide project).

The plan is to have the academy operational early 2005, and eventually the instruction will be a prerequisite for anyone seeking a guide license to operate on the river. In 2006 all guides with less than five years on the river

would have to take the course. The following year those with less than ten years would need it, and in 2008 all guides, regardless of experience, would be required to take the course and pass the tests.

The academy will not teach candidates how to fish, according to an article in the *Peninsula Clarion*; instead it will contain instruction in topics like river history, traditional uses, safety, and angling ethics. ☺

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