

GAO Forum Handout

November 2016

All information and documentation will be kept confidential in accordance with applicable statutes and GAO policies and regulations.

Personal Information:

Full Name	
Role in Fishing Industry (Owner/operator, council member, shipbuilder)	
Years in Fishing Industry	
Name of Company, Employer	
Address (including city, state, and zip code)	
Telephone	
Email	

Fishing Vessel Information: *Owner/operators please complete for each vessel in fleet, regardless of age. Shipbuilders please list all ships built by your company since 2010.*

Number of Vessels in Fleet							
Key Information by Vessel							
Vessel Name	Primary Port Location	Vessel Type	Primary Species Harvested	Vessel Size (in feet)	Year Built	Classed* (Yes or No)	Alternative-to-Class Approach** (Yes or No)
1.							
2.							
3.							
4.							
5.							

If you have more than 5 vessels, please use the notes section (on back) to list this key information for those vessels.

*Classing requirements are applicable to

- Fish processing vessels built or converted after 07/27/1990; **or**
- Fishing, fish processing, or fish tender vessels at least 50 feet in overall length and built after 07/01/2013; that operate beyond 3 nautical miles from the territorial sea of the US/Great Lakes' coastline, operate with more than 16 on board, or engage in the Aleutian trade.

**Alternative-to-class approach is applicable to

- Fishing or fish tender vessels that and are at least 50, but not more than 79 feet in overall length **and** built after the enactment of the Coast Guard Authorization Act of 2015 (02/08/2016); that operate beyond 3 nautical miles from the territorial sea of the US/Great Lakes' coastline, operate with more than 16 on board, or engage in the Aleutian trade.

General Questions

For the following questions, if you have documentation that reflects the costs of building/maintaining a fishing vessel that is not classed, meets classification society standards, or falls under alternative-to-class approach, please email them to StockdaleE@gao.gov. This will assist us in identifying and understanding the true costs associated with classing commercial fishing vessels.

1. If you have purchased or built a commercial fishing vessel (catcher, tender, or processor) since 2010, what was the cost to construct the vessel? If possible, please identify what equipment and services are included in the construction invoice, such as ship design reviews, key equipment (i.e. *hull, propulsion and power generation systems, drainage and bilge pumping, ballasting, anchoring*), and any special materials(i.e. *fire prevention and protection systems and lifesaving equipment*) as well as their costs.

2. If you are a fishing vessel owner/operator, what additional equipment, if any, are you required to purchase beyond the equipment provided as part of vessel construction?

3. Please describe the annual maintenance you perform on your fishing vessel and estimate the cost of these activities.
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4. If you own/operate a classed fishing vessel, how do annual maintenance costs for your vessel compare with non-classed vessels? If possible, please provide examples and estimated costs.
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5. Have you experienced any savings as a result of classing your vessels, including reduced insurance premiums? If so, please explain and provide savings estimates, if possible.
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6. Please use the space provided here to identify additional costs or savings that you believe it would be important for us to understand that have not been previously identified elsewhere in this document, for vessels that are 1) classed to society standards; 2) being built under the alternative-to-class approach; or 3) not classed altogether.
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7. How, if at all, have classing requirements impacted your decision to purchase/build new fishing, fish processing, or fish tender vessels or continue to operate those vessels your business already owns?
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8. From your perspective as a fishing vessel owner, operator, or builder, what are the benefits and challenges of having commercial fishing vessels classed by classification societies?
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9. If you are considering purchasing or building a new commercial fishing vessel, have you considered building your vessel using the alternative-to-class approach? If yes, please explain why you considered the alternative-to-class approach over classing your vessel. *Note: Vessels that fall under the alternative-to-class approach are 50-79 feet in length, built after 2/8/2016, and must be 1) designed by a naval architect/engineer with standards equal to a class society; 2) constructed with oversight and certification provided by a marine surveyor; 3) able to complete stability testing, have stability and loading instructions, and assigned loading mark; 4) altered only with the review/approval of a naval architect/engineer; 5) subjected to a condition survey twice in 5 years, not to exceed 3 years between surveys; 6) subjected to an out-of-water survey at least once every 5 years; 7) reviewed/ updated with the alternative requirements when altered or once every 5 years; and 8) ready for inspection with available and well-maintained records.*
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10. May GAO contact you for additional information related to your responses, if needed?
 Yes No

Other Notes:
