



American Samoa Motu Lipoti 194th Council Meeting

Recreational Report

The ASGFA released its final tally of the largest gamefish caught in 2022:

2022 Rolling Board					
Species	Weight (lbs)	Date	Angler	Captain	Boat
Marlin					
Sailfish	92.6	12/29	Oliver Paga	Myers Teleso	Anita Pier
Masi	36.6	8/29	Myers Teleso	Tim Teleso	Anita Pier
Wahoo	55.8	10/12	Mike Tolmie	Chris Banse	Double Trouble
Yellowfin	166.6	3/31	Dustin Snow	Brian Peck	Tava'e Ula
Dogtooth	93.8	11/26	Andy Thomas	Carl Floor	Harley Rose
Giant Trevally	27.0	3/12	Alden Tagarino	Brian Peck	Tava'e Ula
Misc (Aku)	29.4	10/23	Sally Asafo	Andy Wearing	Double Hooked
Juniors (Sailfish)	90.8	7/8	PJ Naseri	Chris Banse	Anita Pier
Ladies (Yellowfin)	135.8	3/12	Pafuti Tupua	Andy Wearing	Double Hooked
Line Class (Yellowfin)	278(166.6/60*100)	3/31	Dustin Snow	Brian Peck	Tava'e Ula
Bottomfish (Palu Malau)	22.0	12/11	Sam Esera	Chris Banse	Double Trouble

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For the Recreational anglers we can report that the asiase (YF) are running in 2023 with many boats catching large yellowfin around the island. This has been the case since October 2022. Largest last year topped 180 lbs and this year at 156 lbs

Marlin catch has been plentiful but mainly in the 150 lb range. There were no marlin over 200 lbs (the minimum for points) caught in 2022.

Dogtooth have been large both inshore and at the outer banks.

One case of possible interaction with local longliner reported inside the 12 mile zone which has been productive for local anglers catching YF but no official complaint issued

The list of tournaments for 2023 include

Flag Day April 14, 15

I'a Lapo'a - October 9-13 2023 but no NZ boats until 2024 per shipping sponsor Thanksgiving

Nov 24, 25



Shipyard Improvements Report

American Samoa Shipyard, the expansion of the dry dock cradle.

Over the years, the tuna purse seiners have all mostly been stretched to almost 300 ft long, and because of this fact, our dry dock cradle became obsolete since we only had 308 ft long capacity which would not allow us to have our working equipment like forklifts, boom lifts, scissor lifts to sandblast, paint and access to the dry docked vessel. The concept of stretching the fleet started with the Starkist fleet managed by Mr Sanchez at the time - primarily the Caribbean Fishing Company in 2000. Since then resolution of this issue of length limitation was not addressed until now. Management is excited and did it. Our shipyard team planned and executed this extension of the cradle to 336 feet long. After working to put all pieces together, the team tested last Friday with a successful launching and retraction of this very long extended dry dock. Now the

shipyard can dry dock boats that are up to 310 feet long and still have the ability to operate all our equipment for sandblasting, painting and other tasks and also be able to remove the propellers inside the cradle instead of hanging them over the water.

This project would not be possible without the support and trust of our Shipyard Board of Directors, Governor and financing by the US Dept of Interior which is very appreciative. The shipyard is now in the process of procuring new winches and ropes to complete the capabilities of this goal. The new extension now allows them to dry dock 2 each 160 ft long boats like the Fotu O Samoa and the Manuatele together or any of the Lady Samoas and the Manuatele together. The only limitation now is the 3000 ton capacity of the drydock that is difficult to resolve but we are studying the possibility of reinforcements to address this issue. They will be dry docking the Lady Samoa 3 March 14. Subsequently, they will attempt to dry dock the Miss Lilly, the garbage boat for Starkist and the Atafa, a tugboat from Samoa. No purse seiners scheduled as yet.

Dry Dock Extension Photos



Dry Dock Testing Photos



Dry Dock as of March 16, 2023



5-5

Super Alia Update

Here are some pictures taken during the inspection visit. The vessel will be ready in June/July 2023 according to the boat builder.



Length over All (LOA)
38'x14'



Cabin (cuddy) & side of bow



Deck area & roof & LOA



Inside cabin, windows &
helm station & dashboard



Outside of cabin & windows



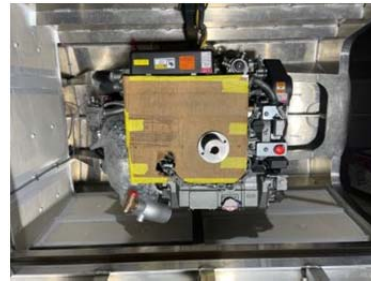
Bow, railings, cabin & windows



Stern



Engine room



Engine

Toilet



Berthing area



Eating area



Legislative Update

<https://www.samoanews.com/local-news/house-introduces-bill-create-licensing-system-us-flagged-purse-seiners>

House introduces bill to create a licensing system for U.S. flagged purse seiners

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“This act shall establish a record of locally based purse seiner vessels that regularly land tuna to American Samoa either for use in the tuna processing plant or for transshipment.”

By Joyetter Fa’apouli Feagaimaali

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Pago Pago, AMERICAN SAMOA — A bill to give the Department of Port Administration authority to establish a local licensing system for US-flagged purse seiner vessels was introduced in the House of Representatives last week.

According to the preamble of the proposed measure the Department of Port Administration and Department of Marine and Wildlife Resources have identified a strong need to establish a local licensing system for US-flagged purse seiner vessels that will aid the territory in seeking full Small islands Developing State/ Participating Territories benefits within the Western and Central Pacific Fisheries Commissions.

“The American Samoa economy is highly dependent on the tuna industry and sustaining this sector is of critical importance, especially as it will now contribute greatly as another revenue source for the Territory; and the development of this local licensing system shall enable the U.S. purse seiner fleet that supplies the local cannery to be recognized as an American Samoa based fleet.

“This act shall establish a record of locally based purse seiner vessels that regularly land tuna to American Samoa either for use in the tuna processing plant or for transshipment.”

The proposed bill will create a Chapter 6 in Title 20 A.S.C.A.

According to the proposed bill the purpose of this chapter is to issue landing licenses to locally based Purse Seiner vessels that regularly land tuna to American Samoa; either for use in the tuna processing plant or for transshipment, in support of the American Samoa tuna industry.

The Port Director shall implement duties under this chapter; such as issuing a landing license to any owner or operator of a purse seiner who submits the application and documents that are required by the Director along with payment of the required fee.

“Any landing license issued by the Department does not supersede any other license or regulatory certification needed to operate the vessel in American Samoa.”

Other authorities given to the director include revoking of a landing license of any owner or operator under this chapter for any one or combination of the following grounds:

- Fraud or misrepresentation in obtaining a landing license authorized to be issued by the provisions of this chapter;
- willful and deliberate violation of any of the provisions of this chapter or any of the rules promulgated by the Director;
- failure to comply with any qualification or requirement provided in this chapter or any of the rules promulgated by the Director; and,
- violation of any law or rule related to operations of a vessel or any territorial of federal commercial fishing regulation.

“The annual fee for purse seiner landing license shall be prescribed in the rules promulgated by the Director.

“In the absence of any rules prescribing a fee, the annual fee for a purse seiner landing permit shall be \$500.

“All revenues collected under the landing license fees of this chapter shall be deposited in the general fund and earmarked fund for the Department to administer this Chapter.

“Any person who is convicted of violating any section of this chapter or any rules promulgated pursuant thereto shall be guilty of a class A misdemeanor and upon conviction, sentenced accordingly.”