

From: [LJO Petersburg](#)
To: [Senate Finance Committee](#)
Cc: [John Murgas \(johnmurgas@aptalaska.net\)](mailto:JohnMurgas@aptalaska.net)
Subject: J. Murgas SFIN written testimony SB 92
Date: Monday, March 05, 2018 11:00:00 AM

Please distribute to all SFIN Members and add to the written record for SB92. Thank you, Ellen

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SFIN Chair and Committee Members,

Concerning SB 92 "An Act relating to abandoned and derelict vessels", to reduce abandoned and derelict vessels (ADV's) in Alaska, the legislature needs to consider all aspects of the ADV problem. Simply titling/registering vessels and increasing fines will not accomplish much. I am the owner of a large vessel boat yard in Petersburg. I don't have all the answers but I can contribute some of my experience with ADV's.

SB 92 is unfriendly to boat yards and persons in the vessel repair business. I think we boat yards should be considered key partners to solutions to the ADV problem in Alaska, not treated as part of the problem. Some vessels are brought to us in deplorable condition but after several months of re-work the vessel is once again in good and sea worthy condition. Last year we hauled a wood vessel built in the 1890's and it is now back in the troll fleet, recently featured in National Fisherman magazine. And of course all boat yards occasionally, inadvertently get "stuck" with an ADV. Current Alaska law AS 30.30.110 has a chapter titled "Disposition of Vessels By Persons in Vessel Repair Business" which is godsend for us boat yards, and allows a clear, simple, fair statutory procedure for taking possession of ADV's. Current SB 92 has deleted AS 30.30.110 in its entirety and offers no substitution. With SB92, to legally take possession of an ADV would require court and legal procedures that could take a year or more, no matter how detailed the haulout contract, unaffordable for most boat yards. For me, under SB 92 as law, I would be very reluctant to haul any vessel for repair that could conceivably turn into an ADV. This would cause hardships to our commercial fishing fleet and likely increase the number of ADV's in our harbors. It would also cause an increase in deep water illegal scuttling of vessels, which is the worst possible scenario. Please retain current AS 30.30.110 "Disposition of Vessels By Persons in Vessel Repair Business" in its entirety.

Thank you,

John Murgas, Owner,

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