

## ALASKA

"Within recent months, two vessels, the *Oregon* and **Alaska** have been acquired through special legislation and appropriations and are now stationed in the Gulf of Mexico. One will do exploratory fishing and the other will do biological research."

(Ten Years of Fishery Activities Under the Fish and Wildlife Service, by Albert M. Day, Director, USFWS - Address at the 43<sup>rd</sup> Annual Convention of the National Cannery Association, Atlantic City, NJ, 1-28-50, p.60.)

"The **Alaska** and *Oregon*, respectively, rigged for purse-seine and live-bait fishing, prospected for western Pacific tuna in 1948 with O. R. Smith and M. B. Schaefer of POFI on board as observers."

(Exploratory Fishing and Gear Development, by Melvin R. Greenwood. North Pacific EF&GR, 1948-60, p.109)

re: **Alaska** -- "Building preliminaries have begun on four steel, 100-foot combination trawlers and tuna fishing vessels that, when finished, will be the key nucleus to a new, major operational development for Pacific Basin fisheries.

Two west coast yards are getting ready to lay down the keels. Authority for construction has been received by the Astoria Marine Construction Company, at Astoria, Oregon, and the United Concrete Pipe Company at Long Beach, California. Each yard will build two of the vessels. The Astoria Marine hulls will be built at the yard of Gunderson Bros., Portland, Oregon, on a subcontract basis, and then towed to the Amcco plant.

H. C. Hanson, naval architect with offices at Seattle, designed and engineered the four trawlers..."

(Anonymous. 1946. Four 100-Foot Steel Fishing Boats Building for Vast Pacific Basin Operation. Pacific Motor Boat, Jan. 1946. p.38, 40)

"The most visible symbol of American government support for the fishing industry was the *Pacific Explorer*, the 423-foot converted World War I freighter. The project was originally designed to catch and process fish for delivery to the troops in the Pacific. With peace, the project was shifted to doing exploratory deep-sea fishing off Alaska, with a price tag of \$2 million.<sup>34</sup> This mission shifted again; the ship would pioneer an American king crab fishery in Alaska during the winter, then move to Latin American waters to fish for tuna.

By the time the Restoration Finance Corporation (RFC) was saddled with the project, it had expanded to include **five 100-foot steel purse seiners** to go with the ship (when bids were higher than projected, the project was scaled back to **four auxiliary fishing boats**). A biologist was assigned to the cruise, to collect information on fish stocks, while a fisheries technologist worked to refine canning and freezing techniques. There was another new political objective: a trip to the Central Pacific, to the Trust Islands, to fish for tuna.

By the time the ship was converted in a Bellingham, Wash., shipyard, the price reached \$3.75 million. The four steel purse seiners pushed the price tag to \$4.75 million" (p.283-284)

(Finley, M. C. 2007. The Tragedy of Enclosure: Fish, Fisheries Science, and U.S. Foreign Policy, 1920-1960. Dissertation. University of California, San Diego. 581 p.)

re: **Alaska** -- "Preliminary Investigations of [Central and South] Pacific Tunas..."

(FWS Annual Report for Fiscal Year 1948, Branch of Fishery Biology. South Pacific Fishery Investigations, p.47-48.)

"Fishery Exploration in the Western Pacific (January to June, 1948, by Vessels of the Pacific Exploration Company) By O.R. Smith and M.B. Schoefer.

Introduction: During the first six months of 1948, the Pacific Exploration Company, operating under contract with the Reconstruction Finance Corporation, dispatched the motor vessels *Oregon* and **Alaska** to prospect for tuna in the western Pacific, more particularly in the region of the Hawaiian Islands and southward through the Line Islands, and in the region of the Pacific Trust Territory (former Japanese Mandated Islands) which consists of the Marshall Islands, the Caroline Islands, and the Marianas Islands.

The contract between the R.F.C., a Government corporation, and the Pacific Exploration Company provided that observers of the Fish and Wildlife Service were to be accommodated on these vessels...The **Alaska** was fitted out as a tuna purse-seiner...These vessels [*Oregon* and **Alaska**] are sister ships, being typical West Coast combination seiner-dragger type, of 130 feet in length. Both are the property of the R.F.C."

(Commercial Fisheries Review, p.1. March 1949. Vol.11, No.3. 18 pages.)

"Introduction: The motor vessel **Alaska**, property of the Reconstruction Finance Corporation and operated by the Pacific Exploration Company, left Astoria, Oregon, on July 21, 1947, to fish for king crabs in Bering Sea. Aboard were 13 men: the master of the vessel, a chief engineer, an assistant engineer, a cook, six fishermen, a representative of the International Fisheries Commission, a cannery technician from a commercial West Coast packer, and the author who served as observer for the Fish and Wildlife Service.

The objectives of the trip were several. The crew's chief aim, of course, was to make a profitable trip in as short a time as possible and return to the home port. The International Fisheries Commission desired to learn more of the size, movements, distribution, and abundance of halibut in Bering Sea and had an agreement with the Pacific Exploration Company whereby all live halibut taken incidental to crab fishing operations were to be tagged and released by a representative of the Commission. The Fish and Wildlife Service hoped to supplement the information gained earlier by the studies of the Alaska Crab Investigation pertaining to the size, distribution, and abundance of the king crab and bottom fish in Bering Sea. All the above groups were interested in determining whether or not a vessel of the type and size of the **Alaska** could operate satisfactorily and with profit in Bering Sea."

"THE VESSEL. Description: General type of vessel: trawler; Overall length: 100 feet; Beam: 25 feet; Draft: 13½ feet; Main engine: supercharged diesel, delivering 600 hp at 400 rpm; Auxiliary engines; 2 diesels, 75 hp., each with power take-off for driving trawling winch, and each driving a 220v. generator; Trawling winch: having two main spools each with a capacity of 500 fathoms of 5/8-inch cable (on this trip the vessel carried 450 fathoms on each spool); Fuel capacity: 17,700 gallons; Lubricating oil capacity: 1,200 gallons; Fresh water capacity: 2,240 gallons.

As crab legs are very light and bulky, the vessel was never carrying sufficient weight to be properly trimmed. In all other respects, the **Alaska** was quite seaworthy and performed very well in heavy seas whether going into the wind or before the wind."

"The **Alaska** is a combination-type vessel readily adaptable to trawling, purse-seining, or live-bait tuna fishing. As a trawler she was rigged to operate with a 'stern set' type of gear. In making a set, the net was put out over the stern rather than from the side as in the North Atlantic draggers."

(Experimental Fishing Trip to Bering Sea. By Joseph E. King. p. 1, 2, 10. FWS Fishery Leaflet 330. March 1949. 13 pages.)

"Alaska red king crab exploratory cruises were discontinued during World War II, 1942–45, but at the end of the war the potential for harvesting underutilized marine resources reported from the 1940–41 explorations resulted in the government-financed conversion (via the Reconstruction Finance Corporation or RFC) of the Pacific Explorer into a factory processor and the construction of four smaller fishing vessels; the **Alaska**, *Washington*, *Oregon*, and *California* (Greenwood, 1982). Part of the vessel lease agreement from the RFC to the Pacific Exploration Corporation (PEC) included allowing government researchers to participate in the cruises (Greenwood, 1982)."

"**Alaska** 1947: The 1947 cruise was a private venture to catch, process, and freeze Bering Sea red king crab, operated by the PEC using the RFC-purchased vessel **Alaska** (King, 1949). An observer from the International Fisheries Commission (IFC, now the International Pacific Halibut Commission or IPHC) tagged halibut while an observer from the FWS collected information about crab and other groundfish..."

"The University of Washington replaced its research vessel *Commando* with the **Alaska** in 1980 (Stickney, 1989) and operated it as a charter vessel for several years. The **Alaska** was chartered for at least 25 AFSC cruises which included the 1981 and 1983–1992 Bering Sea bottom trawl surveys. The **Alaska** completed its last AFSC survey in 1995 and was sold by the University in the late 1990's."

(Zimmermann, M., C. Braxton Dew, and B. A. Malley. History of Alaska Red King Crab, *Paralithodes camtschaticus*, Bottom Trawl Surveys, 1940-61, p.5-6, 17. Marine Fisheries Review 71(1):22 pages)

"This report is principally a list of chemical data collected aboard the U. S. Fish and Wildlife Service M/V **ALASKA** while she was engaged in a biological and oceanographic survey of the Gulf of Mexico." "Cruise 1-1A. M/V **Alaska**. April-May 1951" "Cruise 10-2B. M/V **Alaska**. April-May 1953"

(Gulf of Mexico Physical and Chemical Data from **Alaska** Cruises. FWS Special Scientific Report-Fisheries Na249, October 1958. --  
[http://www.archive.org/stream/specialscientific249usfi/specialscientific249usfi\\_djvu.txt](http://www.archive.org/stream/specialscientific249usfi/specialscientific249usfi_djvu.txt))

"Reports are made of three cruises of the U. S. Fish and Wildlife vessel **Alaska** during the year 1952-1953 in which members of this project participated for the collection of oceanographic and meteorological data...Mobile Bay...Gulf of Mexico..."

(Oceanographic Survey of the Gulf of Mexico, Annual Report for Period 15 June 1952 to 30 June 1953. Research conducted through the Texas A. & M. Research Foundation in cooperation with the Fisheries Biology Division of the U. S. Fish and Wildlife Service. p.1. --  
[http://74.125.155.132/search?q=cache:sdtdP7yi\\_1IJ:handle.dtic.mil/100.2/AD016160+%22vessel+alaska%22+%22wildlife+service%22&cd=5&hl=en&ct=clnk&gl=us](http://74.125.155.132/search?q=cache:sdtdP7yi_1IJ:handle.dtic.mil/100.2/AD016160+%22vessel+alaska%22+%22wildlife+service%22&cd=5&hl=en&ct=clnk&gl=us))

**Alaska** -- Tuna clipper, steel hull. -- built, 1947; length, 100'; beam, 26'; draft, 13.8'; tonnage, 272 gross; cruising speed, 9 kph, 11 kph max; range, 6,500 nmi; complement, 2 crew, 9 students, 4 sci. staff; Propulsion, Enterprise, 6-cylinder diesel, 600 hp at 400 rpm, single fixed-pitch propeller - Elec. Power, Caterpillar diesel 50 kw generator, has 220v AC -- 320 sq. ft. lab space on and below main deck -- has underwater observation windows on starboard side midship -- exploratory fishing, oceanographic, and biological observations.

(Oceanographic Vessels of the World, Volume II. A Joint Publication of IGY World Data Center A for Oceanography and the National Oceanographic Data Center (publication G-2 in the NODC General Series), p.62.140-62.142. 1963. U.S. Naval Oceanographic Office, Washington, D.C.)

1951-54 -- "A comprehensive fishery and oceanographic survey of the Gulf of Mexico is being made. The vessel **Alaska** has been equipped and used for collecting water and plankton samples and physical data for the Gulf Fishery Investigations, the Department of Oceanography of Texas A. and M. College and the Geological Survey, Trace Elements Section.

(FWS Annual Report for Fiscal Year 1951, Branch of Fishery Biology. Gulf Fishery Investigations, p.30.)  
(FWS Annual Report for Fiscal Year 1952, Branch of Fishery Biology. Gulf Fishery Investigations, p.16.)  
(FWS Annual Report for Fiscal Year 1953, Branch of Fishery Biology. Gulf Fishery Investigations, p.20.)  
(FWS Annual Report for Fiscal Year 1954, Branch of Fishery Biology. Gulf Fishery Investigations, p.23.)

re: **Alaska** -- classification and distribution studies of copepods in the Gulf - unknown cruise dates

(FWS Annual Report for Fiscal Year 1955, Branch of Fishery Biology. Gulf Fishery Investigations, p.32.)

U.S.F.W.S. vessel **Alaska** was leased by the CDF&G department and outfitted for department duty

(California Dept. of Fish and Game, 44<sup>th</sup> Biennial Report 1956-1958. Management Tools Provided, p.10.)

"In the summer of 1957 the department negotiated a 10-year loan agreement with the U. S. Fish and Wildlife Service for the use of the M/V **Alaska**. The **Alaska** had been decommissioned by the USFWS in 1953 at Brunswick, Georgia. It was reconditioned and outfitted in Miami, Florida. After a shakedown cruise the vessel arrived at San Pedro, her home port, February 12, 1958.

The **Alaska** is a West Coast purse-seine type vessel of steel construction. She is 100 feet long with a cruising range of 7,500 miles, and has accommodations for 10 crewmen and seven scientists. Fishing platforms, three large bait wells, a large freezing compartment, crawl winch and davits, a blanket net, two large A.C. generating plants, a sea scanar, ship-to-shore radiotelephone, radar, and two fathometers make the **Alaska** well suited for all of the department's major investigations. The **Alaska** was constructed in 1947 at Long Beach, California, and first used in fisheries exploratory work around Pacific islands but later modified and equipped for oceanographic work in the Gulf of Mexico and Caribbean Sea.

During the biennium, the **Alaska** completed three cruises in 61 operating days. Two of these cruises were made to carry out pelagic fish investigations and were conducted in the waters of Southern California. The third cruise was made in an effort to determine the migration route of albacore as they approach the Pacific Coast prior to the commercial fishing season."

(California Dept. of Fish and Game, 44<sup>th</sup> Biennial Report 1956-1958. Research Vessels, p.76.)

"TRANSFER OF VESSEL **ALASKA**: Another Act of August 9, 1962, provides for the transfer of all right, title, and interest in the U.S. vessel **Alaska** by the Secretary of the Interior to the State of California for the use and benefit of its department of fish and game. Since 1957 the **Alaska** has been operated by that department under a 10-year agreement between the Secretary of the Interior and the State of California. It has been repaired and refitted for biological research by the State of California. The act provides for conveyance of the vessel upon payment by the State of California to the Secretary of the Interior of 50 percent of the fair market value when leased by the State and that the vessel shall be used for a public purpose, and if such use should cease, the vessel will revert to the United States.

(Report of the Bureau of Commercial Fisheries for the Calendar Year 1962, p.9.)

**Alaska** --100', built in 1947, cost \$300,000, 600hp, home port at Brunswick, GA, on loan to University of California Scripps Institution, 1957-60; home port at California, on loan to the California Department of Fish and Game, 1961-63

(Report of the Bureau of Commercial Fisheries for the Calendar Year 1957. Vessel fleet table, p.42.)  
(Report of the Bureau of Commercial Fisheries for the Calendar Year 1958. Vessel fleet table, p.41.)  
(Report of the Bureau of Commercial Fisheries for the Calendar Year 1959. Vessel fleet table, p.48.)  
(Report of the Bureau of Commercial Fisheries for the Calendar Year 1960. Vessel fleet table, p.44.)  
(Report of the Bureau of Commercial Fisheries for the Calendar Year 1961. Vessel fleet table, p.55.)  
(Report of the Bureau of Commercial Fisheries for the Calendar Year 1962. Vessel fleet table, p.67-68.)  
(Report of the Bureau of Commercial Fisheries for the Calendar Year 1963. Vessel fleet table, p.76-77.)

"In order to facilitate fish sampling at sea, the research vessel, **Alaska**, was fitted with an underwater viewing chamber. Viewing ports in this chamber will also allow observing fish behavior in a natural environment." (p.7)

(State of California Marine Research Committee. 1963. California Cooperative Oceanic Fisheries Investigations, Reports. Vol. IX, Jan, 1963:73 p.)

"The largest individual [sea bass - snowy grouper] we have seen from the eastern Pacific was a nearly ripe female...This fish was caught on Thetis Bank, Baja California...on August 23, 1963, by James Cowie, a crewmember aboard the Department's [CDFG] research vessel **Alaska**." (p.88)

(California Fish and Game quarterly publication, Vol. 64, No. 2, April 1978:73-133.)

California market squid, *Loligo opalescens*, used for this study were captured in southern and central (Monterey Bay) California waters during a cruise of the California Department of Fish and Game research vessel **Alaska** from 28 May 1976 to 20 June 1976

(Douglas L. Vaughan, and Conrad W. Recksiek. 1979. Detection of Market Squid, *Loligo opalescens*, with Echo Sounders. CalCOFI Rep. Vol. XX, 1979:40-50.)

re: jack mackerel studies off southern California and Baja California in 1974 using the research vessel **Alaska**

(Paul A. Gregory, and Robert N. Tasto. 1976. Results of the Jack Mackerel Subpopulation Discrimination Feasibility Study. State of California, the Resources Agency, Department of Fish and Game. Marine Resources administrative report 76-2, 1976:14 p.)

Vessel Name:	<b>ALASKA</b>	USCG Doc. No.:	<b>252331</b>
Vessel Service:	COMMERCIAL FISHING VESSEL	IMO Number:	*
Trade Indicator:	Fishery	Call Sign:	*
Hull Material:	STEEL	Hull Number:	*
Ship Builder:	UNITED CONCRETE PIPE CORP	Year Built:	1947
		Length (ft.):	94.1
Hailing Port:	SAN DIEGO CA	Hull Depth (ft.):	14.5
Owner:		Hull Breadth (ft.):	26
		Gross Tonnage:	221
		Net Tonnage:	66
Documentation Issuance Date:	June 30, 2008	Documentation Expiration Date:	June 30, 2009
<b>Previous Vessel Names:</b>	No Vessel Name Changes	<b>Previous Vessel Owners:</b>	THE EDWIN B DIEHL, JR. AND SHAREN J DIEHL FAMILY TRUST AGREEMENT U.D.T. DATED 1/ EDWIN B DIEHL JR AND SHAREN J DIEHL FAMILY TRUST DTD 1/3/1995 EDWIN B DIEHL JR

(USCG Vessel Database -- [http://www.st.nmfs.noaa.gov/pls/webpls/cgv\\_pkg.vessel\\_id\\_list](http://www.st.nmfs.noaa.gov/pls/webpls/cgv_pkg.vessel_id_list))

FROM: 1948 Merchant Vessel of the US (Status in year 1947)

Official No.	218294	251138	251139	252331	252332
Raido Call Let.	KILT	AYPV	AYPW	KSFY	KSFZ
Rig	Steam Screw	Oil Screw	Oil Screw	Oil Screw	Oil Screw
Name	Pacific Explore	Oregon	Washington	Alaska	California
Gross Tonnage	7,254	219	219	240	240
Net Tonnage	4,892	158	158	163	163
Reg. Length	410'	91.8'	91.8'	91.8'	91.8'
Breath	54.4'	26.2'	26.2'	26.2'	26.2'
Depth	27.2'	10.1'	10.1'	10.8'	10.8'
Year Built	1919	1946	1946	1947	1947
Where Built	Los Angeles CA	Astoria OR	Astoria OR	Long Beach CA	Long Beach CA
Service	Fr.	Fish.	Fr.	Fish.	Fish.
Crew	36	14	13	14	14
Horse Power	3,500	600	600	600	600
Owner	RFC	RFC	RFC	RFC	RFC
Home Port	Seattle WA	Seattle WA	Seattle WA	Seattle WA	Seattle WA
Removed	1952 or 1953	1949	1948	1949	
New Owner					1949
Former Names	Mormacrey West Calumb				