

## 14 senators join—

### Compromise amendment

WASHINGTON—Fourteen Senators of both parties joined Friday in introducing a compromise amendment to the 200 mile fisheries limit bill that would establish a fish conservation program under terms of a 1958 Geneva Convention.

The coalition, led by Sens. Alan Cranston, D-Calif., and Robert Griffin, R-Mich. added Sens. Hubert Humphrey, D-Minn.; Robert Morgan, D-N.C.; Gale McGee, D-Wyo.; Adlai Stevenson, D-Ill.; Dick Clark, D-Iowa; Howard Baker, R-Tenn.; Robert Stafford, R-Vt.; John Tower, R-Tex.; Barry Goldwater, R-Ariz.; Strom Thurmond, R-S.C.; Walter Huddleston, D-Ky.; and Mike Gravel, D-Alaska; as principal sponsors of the amendment, drafted under terms of Article 7 of the Geneva Convention of Fishing and Conservation of the Living Resources of the High Seas.

Gravel announced Thursday that a compromise proposal was being worked out when he entered a time agreement with proponents of the bill to vote Wednesday on both his management amendment, introduced earlier, and the new amendment on the conservation program.

Both amendments are scheduled for votes Wednesday prior to a vote on final passage of the bill, expected around noon.

The Alaska lawmaker said if the Magnuson bill is truly a fish conservation measure, then the compromise amendment would "solve the fisheries problem." The principal sponsors of the compromise are now working to get additional cosponsors.

Under the Geneva agreement which is the basis for the amendment: "Any coastal State (nation) may, with a view to the maintenance of the productivity of the living resources of the sea, adopt unilateral measures of conservation appropriate to any stock of fish or other marine resources in any area of the high seas adjacent to its territorial sea, provided that negotiations to that effect with the other States (nations) concerned have not led to an agreement within six months."

The Geneva agreement stipulates that the measures adopted under this provision are valid only if (a) there is a need for urgent application of conservation measures in light of the existing knowledge of the fish; (b) that the measures adopted are based on appropriate scientific findings; and (c) that such measures do not discriminate in form or in fact against foreign fishermen.

Gravel said the amendment would make the fisheries bill "legal, therefore it would be easier to enforce and would act as interim protection until the Law of the Sea agreement is reached. The crucial difference," he said, "is that it would not jeopardize the Law of the Sea negotiations."

Gravel maintains that this amendment would "take care of all the conservation concerns addressed in the 200 mile bill - what it doesn't do, is go out and grab 200 miles."

He pointed out also that this provision would provide for enforcement much sooner than the current bill which would delay enforcement provisions until next January.

Gravel said the fisheries conservation measure would be "in force while negotiations continue" at the Law of the Sea Conference.

Regional councils, established

under the Magnuson bill and retained in the compromise, would identify fisheries in need of conservation.

Any conservation regulations adopted would be applied uniformly for all fishermen, which Gravel pointed out, is what makes the unilateral action legal under terms of the Geneva accord.

Gravel's management amendment would provide for state development of a fisheries management program with approval by the Secretary of Commerce. It would specify the manner in which regional or national standards established under the act would be achieved and maintained within the state's zone.

The management plan, worked out with representatives of Kodiak fishermen, would provide for the implementation, maintenance, and enforcement of the regional and national standards for each fishery.

The concept of regional councils and state development of management programs for the fisheries would be incorporated in the compromise amendment, Gravel said.

### Int. villages form IVA

Representatives of Native Village corporations in central Alaska have created the Interior Village Association (IVA) to provide technical and management services to member corporations. Robert L. Jenks, Vice-President for Lands at Doyon, Limited for the past 4 years, will head the new organization.

IVA will provide accounting, legal, and land management services for the village business corporations. It will also handle stockholder records, and will provide other management services relating to development of the village corporations in the business world, as the separate member corporations may desire.

The village corporations were created by the Alaska Native Claims Settlement Act of 1971. Each receives land and money under the Act. There are 37 village corporations in the Interior region.

Doyon, Limited is the regional Native corporation created by the Settlement Act. It is separate from the village corporations, although until now it has provided some administrative and legal assistance to them. Doyon, Limited and the village corporations are "for profit" organizations.

IVA resulted from several region-wide meetings between village corporation presidents and Doyon's management over the past six months, in an effort to structure separate management functions which would be mutually advantageous to both the regional corporation and the villages. The Association will be structured to provide vital staff services that individual village corporations cannot afford separately.

IVA's main office will be located in Fairbanks. Jenks is now searching for suitable space and beginning to recruit a staff. Officially his new job begins February 2, 1976.



The Scots call a scarecrow a "Potato-bogie!"

## Anchoring a boat from stern dangerous

Reports to the Coast Guard indicate that a number of boating accidents are caused by anchoring from the stern.

Anchoring from the bow may seem obvious to most boaters but there have been recent accidents and fatalities due to

anchoring from the stern. This is particularly true of small boats powered by outboard motors.

The pull of the anchor, the weight of the engine and weight of anyone in the stern increases the danger of waves swamp or capsize the boat.

Anchor by the bow. The pull of the anchor will counterbalance the weight of the engine and the passengers.

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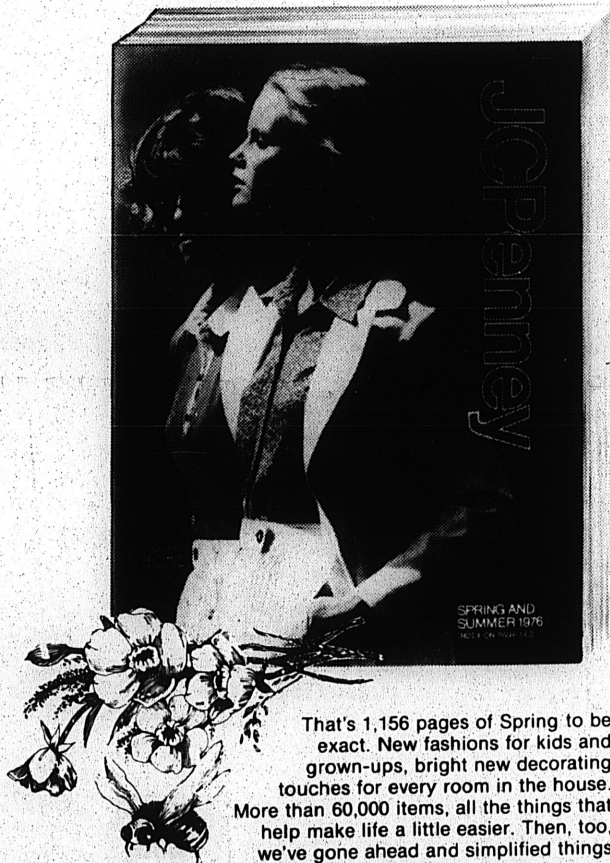


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