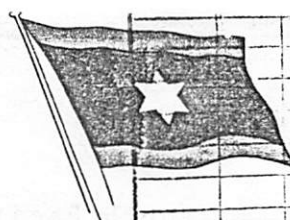


Hochseefischerei Nordstern

Aktiengesellschaft



AGENDA F-2
March 1980

Hochseefischerei Nordstern A.G., Postfach 29 04 01, 2850 Bremerhaven-F.

North Pacific Fishery
Management Council

Suite 32, Post Office Mall
333 W. 4th

Anchorage, Alaska
(907) 274-4563

Rec. Teller
FEB 8 1980
12 noon

Telegramm-Adresse:
Nordstern Bremerhaven

Bankkonto:
Geestemünder Bank, Bremerhaven,
Nr. 3 888 005 (BLZ 292 200 53)

Telefon: (04 71) 7 60 46

Telex: 02 38 758

Ihr Zeichen

Ihre Nachricht vom

Unser Zeichen

Bremerhaven-F., Am Seedeich

January 25th, 1980

Ref.: Visit of our Mr. Wisch and Mr. Muschkeit
on 6th of December 1979 in your office

Dear Sirs,

We want to say many thanks for the nice hospitality to
our Mr. Wisch and Mr. Muschkeit.

The broad discussion with Mr. Jim H. Branson and
Mr. Mark I. Hutton about the fishery-possibilities
was excellent. We are sorry, that there was no chance
to see the president.

As you know in December 1979 the FRG has applied via
the ECC in Washington for a quota for the year 1980 of:

10.000 to Pollock
3.000 to Cod
3.000 to Others

Please will you be so kind and figure out, whether our
chance to get the quota is more better now in case of
the Afghanistan-Crisis.

We ask the North Pacific Management Council to support
our application.

-2-

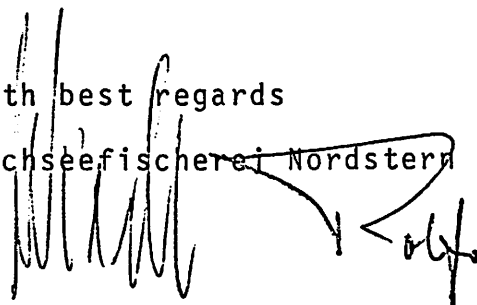
For our further plan we have to know whether we get the permission to discharge from our trawler into a reefer or from our trawler in containers in the ports of Alaska as Anchorage or Dutch Harbour.

If you are not in the position, to give us an answer please let us know the authorities and also the adress that deals with this matter.

Many thanks in advance.

With best regards

Hochseefischerei Nordstern AG



COPY

300-01.5

February 20, 1980

West
Mr. Bernhard Rolfes
Hochseefischerei Norstern .A.G
Postfach 29 04 01
2850 Bremerhaven-F
GERMANY

Dear Mr. Rolfes:

I enjoyed my discussion with Mr. Wisch and Mr. Muschkeit last December when they were in Anchorage. I hope that their visit to Alaska and the West Coast was enjoyable and beneficial. In so far as I can, I will respond to the questions in your letter of January 25th.

First, as to whether or not the elimination of the Soviet Union from the Bering Sea fishery will increase your chance to get a quota. I would expect that there probably is a better opportunity for your application to be favorably received since the elimination of the Soviets has left some 200,000 tons of groundfish unallocated in the Bering Sea. All of the allocations are made shortly after the first of the year for the entire fishing year, if the Soviets had gotten their previously estimated allocation there would have been virtually none left to allocate to a new nation such as the Federal Republic of Germany. You would have had to wait, I would expect, until 1981.

You also requested support of your application by the North Pacific Fishery Management Council. I will bring your request to the attention to the Council at its next meeting on March 26th.

The question as to whether or not you can discharge fish from your trawler to a reefer or into containers at a port in Alaska is more complicated since those activities are carefully regulated by various U.S. laws. I do not expect that you would be able to come into a U.S. port to load your cargo into containers. There is a very old U.S. law that prohibits the landing of fish from a foreign fishing vessel in the United States. It might be possible to land and tranship in vans by putting the cargo under bond. You would have to investigate that possibility with the U.S. Department of Customs. The second part of your question on the discharge of cargo to refrigerator ships is governed by the Fishery Conservation and Management Act. You can discharge your cargo into any ship which has a permit from the U.S. Department of Commerce to fish or conduct support activities within the Contiguous Fishery Zone anyplace outside 12 miles and from 3 to 12 miles offshore in certain designated areas. The freezer ship does have to have a permit which it would

obtain in the same manner as you have requested permits for your trawlers. If you charter reefers you should be sure to do so far enough in advance to insure that that reefer will be able to get a permit. In order to do so, they will have to belong to countries that have a Governing International Fishery Agreement (GIFA) with the United States.

If you have further questions, please let me know. I'll be happy to respond whenever possible.

Sincerely,

Jim H. Branson
Executive Director