



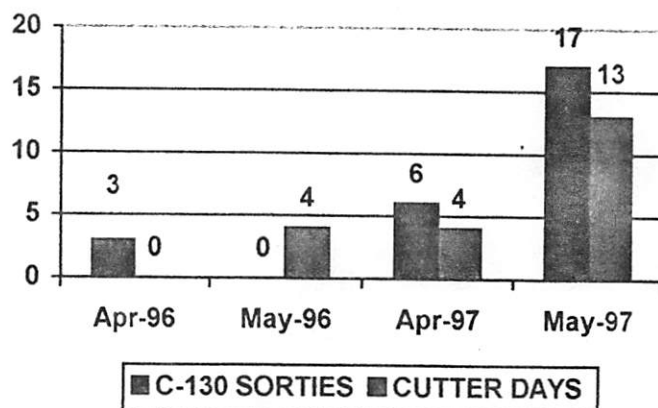
U.S. COAST GUARD ENFORCEMENT REPORT

04/01/97 – 05/31/97

US RU CONVENTION LINE:

Foreign fishing activity in the Russian EEZ began in late April. Coast Guard C-130's have flown approximately 23 sorties totaling 180 hours and 17 cutter days monitoring the Convention Line. As of 13 June, there were approximately 35 vessels working within 30 miles of the Line.

US/RU ENFORCEMENT EFFORT



CURRENT US/RU CONVENTION LINE ACTIVITY:

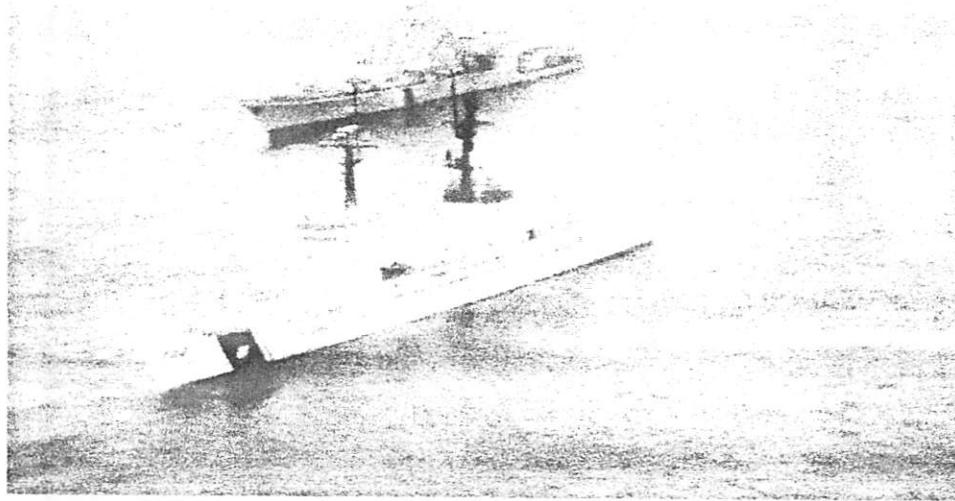
On 03 June 1997, a Coast Guard C-130 detected two Russian fishing vessels (FF/V SOYUZ-9, FF/V OSTROV SAKHALIN) fishing approximately one nautical mile inside the US EEZ. A Coast Guard cutter responded to the sighting, but both vessels had left the immediate area by the time the cutter arrived. Evidence gathered by the C-130 will be sent to the State Department for follow up with Russian authorities.

On 04 June 1997, a Coast Guard HH65 Helicopter from the Coast Guard Cutter Sherman sighted the Japanese F/V TORA MARU NO. 58 fishing approximately 1600 yards inside the US EEZ. The vessel immediately began retrieving its net and crossed back into the Russian zone. Evidence gathered by the C-130 will be sent to the State Department for follow up with Japanese authorities.

On 06 June 1997, while patrolling the US/RU Convention Line, the Coast Guard Cutter Sherman detected a vessel (F/V Cheog Yang Ho ROK) approximately 3700 yards inside the US EEZ. The Sherman visually confirmed that the vessel was fishing with trawl gear and initiated hot pursuit. The Sherman boarded the F/V Cheog Yang Ho and noted that the vessel had been fishing since 05 June and contained 90 tons of gutted pollock. The F/V was seized on 07 June and escorted to Kodiak, AK for transfer to the US Marshal.

DONUT HOLE:

No foreign fishing vessel activity was detected in the area during the reporting period. The Coast Guard Cutter Morgenthau conducted a combined patrol and Search and Rescue Exercise with the Russian Federal Boarder Service in the Donut Hole April 15-16. In June and July there will be two research vessels, one from China and one from South Korea, in the Donut Hole. Coast Guard cutters will attempt boardings as operations permit.



FRIGATE DZERZHINSKY AND CGC MORGENTHAU

CONVENTION ON THE CONSERVATION AND MANAGEMENT OF POLLOCK RESOURCES IN THE CENTRAL BERING SEA:

The Enforcement Group met in Seattle, WA, May 20-22 to develop measures and programs to ensure the effective management of pollock fishing in the Convention Area, should the current moratorium be lifted. The delegations (People's Republic of China, Japan, the Republic of Korea, the Republic of Poland, the Russian Federation, and the U.S.) reached consensus on a Central Bering Sea Observer Program. They also discussed a framework of essential elements for a management scheme. The U.S. submitted a "Draft Management Requirements," upon which the Parties will expand, for further discussion at the Second Annual Conference, to be held in Seattle in November, 1997.

HIGH SEAS DRIFTNETS:

On 06 June 1996, the U.S. F/V MISS ANGIE reported sighting driftnet gear 720 NM NW of Midway Island and a vessel operating within 6NM of the area. A Coast Guard C-130 from Air Station Barbers Point operating out of Midway Island was launched. The C-130 located the vessel and net; several passes were made to take pictures and video. On 07 June a second C-130 re-located the HSDN vessel and saw the vessel actively engaged in retrieving a driftnet. The vessel appeared to be fishing for squid. The Coast Guard and NMFS requested assistance from the Fisheries Agency of Japan (FAJ). The FAJ patrol vessel HAKURYU MARU intercepted the HSDN vessel on 11 June. The State Department is currently working with the People's Republic of China and Taiwanese officials to confirm vessels nationality.

Additional vessel description:

- 250 feet in length
- white hull/white superstructure
- covered net retrieval cutout on starboard side forward of the pilot house
- net transfer tube on port side

DIXON ENTRANCE:

With the Dixon Entrance season under way, the Coast Guard and Canadian DFO/CG are working cooperatively to exchange information on openings and effort in the Dixon Entrance Area. The Canadians have invited the U.S. to Prince Rupert on June 24-25 for an enforcement meeting. Consistent with previous years, the Coast Guard will provide patrol boat and helicopter patrols of Dixon Entrance.

On 25 May 1997, the Coast Guard issued a news release re-emphasizing Canadian requirements that all non-Canadian flagged fishing vessel operators must stow their fishing gear below decks and notify the Canadian authorities before transiting Canadian waters. To date, four U.S. flagged vessels have been detained, fined and released for failing to comply with the regulation.

GROUND FISH:

Coast Guard patrol efforts focused on monitoring major groundfish openings; Pacific Cod and Yellowfin Sole in the Bering Sea and Pollock, Pacific Cod and IFQ Species in the GOA. Time and area closures received highest priority, with particular emphasis on the Red King Crab Savings Areas, and the trawl closure area around the Pribilofs, for habitat protection.

ROOKERIES:

Coast Guard cutters patrolled 22 Rookeries while C-130's flew 34 sorties covering all Alaskan Rookeries. Two no transit violations were detected; \$2500 Summary Settlement violations were issued.

PATROL STATISTICS:

01 April – 31 May 1997

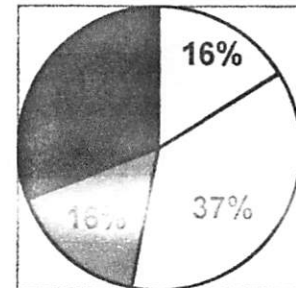
- 6 HEC's patrolled for 150 days
- 1 MEC patrolled for 29 days
- 5 Patrol Boats patrolled for 51 days
- C-130's conducted 70 sorties for 464 hrs
- HH60/65's flew 248 hours

F/V BOARDINGS: 79

F/V BOARDINGS WITH FISHERIES VIOLATIONS: 14

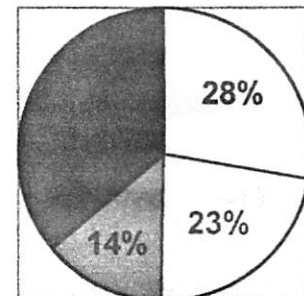
VIOLATION RATE: 18%

HEC/MEC EMPLOYMENT



□ GOA □ BS ■ AI ■ C/L

C-130 EMPLOYMENT



□ GOA □ BS ■ AI ■ C/L

SEABIRD AVOIDANCE:

Prior to the implementation of the Seabird Avoidance Regulations on 27 May 1997, Coast Guard cutters had queried 20 Longline vessels on their use of Seabird Avoidance devices. Seventeen vessels were actively using some avoidance method, the most popular being Tori Lines and bouys. Three vessels used no devices. Coast Guard units are continuing to distribute Seabird Avoidance Pamphlets to Longliners and Harbormasters.

IFQ ENFORCEMENT:

During the reporting period, the Coast Guard conducted a joint enforcement operation with National Marine Fisheries in Southeast Alaska. The effort resulted in 14 at sea boardings and monitoring of 30 shoreside off loads, with four IFQ overages and one bycatch violation detected.

SAFETY STATISTICS FOR 01 APRIL – 31 MAY 1997:

LIVES SAVED: 2

LIVES LOST: 2

VESSELS LOST: 3

CASE SUMMARIES:

05 May, F/V SIERRA GALE, Togiak: A skiff was being lifted over the rail when a line snapped causing the skiff to hit the victim in the head. Death.

09 May, F/V ELDORADO, Naknek: Vessel anchored after setting gear; crew went to sleep and when awoke victim was missing. Death.

16 April, F/V SEA MIST, Sitkalidak Island: Vessel sank while under tow. Vessel lost, crew safe.

16 May, F/V TRIDENT, Hinchinbrook: Vessel taking on water, efforts to de-water unsuccessful. Vessel lost; crew safe.

29 May, F/V COLUMBIA, Barren Islands: Fire on board vessel. After halon system in engine room had extinguished fire, operator lifted hatch; fire reflashed. Vessel lost, crew safe.

DATE	BD	VESSEL NAME	FISHERY	AREA	VIOLATIONS
04/01/97		SEA WOLF		127 509	
04/01/97		ALYESKA		127 509	FXFXFX
04/02/97		ARCTIC STORM		127 509	
04/03/97		TRADITION		121 630	
04/04/97		TANNER J		200 3B	
04/04/97		ENDURANCE		127 509	FXFXFX
04/05/97		ARTIC FJORD		127 509	FXFX
04/07/97		ALASKA BEAUTY		923 541	
04/07/97		HESSEFJORD		110 541	FX
04/07/97		SAN RAPHAEL		100 1F	
04/07/97		OSTERICH		100 1F	
04/07/97		LADY L		110 STATE ???	
04/08/97		IMPERIAL		100 1F	
04/08/97		NORTHERN JAEG		110 STATE	
04/08/97		EMERALD ISLE		100 1F	
04/08/97		ALASKA VOYAGE		193 542	
04/09/97		LILLIAN ANN		100 4	
04/09/97		RUNNING REBEL		100 4	
04/09/97		KYOKUSHIN		193 542	
04/10/97		ALASKA WARRIO		193 543	
04/10/97		EAGLE		100 1F	
04/10/97		SEA FISHER		193 543	
04/10/97		CLAUDIA		100 1F	
04/11/97		OCEAN PEACE		193 542	
04/11/97		SUN RUNNER		630	
04/11/97		JOCHOH		193 542	
04/12/97		ALASKA SPIRIT		13 543	
04/12/97		ALASKA VICTORY		193 543	
04/14/97		PATRICIA LEE		923 542	
04/15/97		ECHO BELLE		710 630/3	
04/15/97		MARIAN		110 541	
04/16/97		KATIE JEAN		710 200 518 / 4	FX
04/16/97		PAPA MAX		200 649	
04/17/97		MELANIE SUE		110 STATE	
04/19/97		BOUNTIFUL		110 516	
04/20/97		UNIMAK ENTERP		127 509	
04/22/97		CAPE HORN		127 517	
04/22/97		ALASKA I		110 524	
04/22/97		DEFENDER		127 110 517	FX
04/22/97		VAERDAL		127 110 517	
04/22/97		ALASKA PIONEER		110 524	
04/23/97		PACIFIC DAWN		200 650/3A/2C	
04/24/97		EXEMPTION		200 650/3A/2C	
04/24/97		KJEVOLJA		110 509	
04/25/97		BERING ROSE		127 513	FS
04/25/97		CONSTELLATION		127 513	FX
04/25/97		SILVER ICE		110 521	FX
04/30/97		SILVER SPRAY		110 509	FWFX
05/01/97		MISS NORMA		134 518	
05/01/97		MARGUIRITE		610	
05/01/97		SUNDANCER		134 518	
05/02/97		LEGASEA		235 509	
05/03/97		KILKENNY		200 710 4B	
05/06/97		KATRINA-EM		110 518	
05/07/97		POLARIS		200 518	
05/07/97		BEAUTY BAY		134 518	
05/07/97		SCANDIES ROSE		110 518	
05/07/97		NORTH COMMAN		110 518	
05/07/97		CHINA B		200 650/3A	
05/10/97		BELLAMARI		710 CG	FV
05/11/97		GULF MAIDEN		134 519	
05/11/97		QUEST		110 200 610	

*mm - marine by a mmcc
 SS - Summary Settlement*

FIXIT Tick.

DATE BD	VESSEL NAME	FISHERY	AREA	VIOLATIONS
05/12/97	ANGELIQUE			MM 200 610
05/13/97	NORTHERN			200 630
05/13/97	PACIFIC STAR			200 630
05/13/97	ALASKAN LEADE			134 524
05/14/97	FOREIGNER			200 630
05/14/97	LOW CAPE			110 630
05/14/97	LINDY II			110 630
05/14/97	VEN VADER			200 630
05/20/97	ROYAL VIKING			110 519
05/20/97	ALASKA MIST			110 134 509
05/21/97	FRONTIER EXPLO			110 134 509
05/22/97	DEBIO			110
05/22/97	DIAMOND HEAD			200 3A3B
05/31/97	SPARROW CASTL			110 610
05/31/97	PACIFIC MIST			210 200 610
05/31/97	REPUBLIC			MM 110 610
05/31/97	NORDIC STAR			FX 610



UNITED STATES DEPARTMENT OF COMMERCE
NOAA / National Marine Fisheries Service
Alaska Enforcement Division
P.O. Box 21767
Juneau, Alaska 99802-1767

DATE: June 6, 1997

MEMORANDUM FOR: Stephen A. Meyer, SAC 

THROUGH: Michael Gonzales, DSAC

FROM: John C. Kingeter, ASAC *JCK*

SUBJECT: **IFQ Enforcement Report**
March thru May 1997

ATTACHMENTS:

- 1) 1997 IFQ Enforcement Statistics thru 6/2
- 2) 1997 FPO/SA Inspection Statistics thru 5/29
- 3) 1997 FPO/SA Case Numbers thru 5/29

Attached are three reports of IFQ Enforcement activity from March thru May 1997.



1997 IFQ Enforcement Statistics
(For the period 3/15 to 6/2)
Alaska Region

1)	a. Percentage of IFQ Season Complete (79 days÷240 days):	33%
	b. Percent of IFQ Harvested (thru 6/2/97):	Halibut: 35%
		Sablefish: 50%
	c. Percent of CDQ Harvested (thru 6/2/97):	Halibut: 2%
		Sablefish: 4%
2)	a. 1997 Number of IFQ & CDQ Vessel Landings (thru 6/2):	2,890
	b. 1997 Landings as a percent of 96 Total (2,890÷9,009):	*32%
	<i>* Compare this number to 1 a.</i>	
3)	a. 1997 Number of IFQ Processor Inspections (thru 5/29):	23
	b. 1996 Total Number of Processor Inspections:	39
4)	a. 1997 (thru 5/29) Number of IFQ Vessel Inspections:	526
	b. 1997 Vessel Insp. Rate by landings (526÷2890):	18%
	c. 1997 Est. Tot. Inspections if rate continues (526÷0.33):	1,594
	d. 1996 Total IFQ Vessel Inspections:	1,540
	e. 1996 Total IFQ Vessel Inspection Rate (1,540÷9,009):	17%
	f. 1995 Total IFQ Vessel Inspection:	2,262
	g. 1995 Total IFQ Vessel Inspection Rate (2,262÷9,652):	23%
5)	a. 1997 Number of IFQ Cases Initiated (est. thru 6/2):	51
	b. 1997 Estimated Total Cases if this rate continues (51÷0.33):	155
	c. 1996 Total Number of IFQ Cases Initiated:	376
	d. 1995 Total Number of IFQ Cases Initiated:	601
6)	a. 1997 Number of Confiscations (thru 6/2):	43
	b. 1997 Confiscation Rate (43÷2,890):	*1.5%
	<i>* Confiscation rate will go up as season progresses and more fishermen near the quota limit..</i>	
	c. 1996 Season Confiscation Rate (612÷9,009):	7%
	d. 1995 Season Confiscation Rate (436÷9,652):	5%

JUNE 17, 1997

AGENDA ITEM B4

ENFORCEMENT REPORT FOR THE PERIOD 4/11/97 THROUGH 6/13/97

**National Marine Fisheries Service
Alaska Enforcement Division**

During the reporting period, a total of 226 cases were opened. NMFS initiated 196 of these investigations.

Further action was also taken on 218 pending cases during the reporting period. Seventeen investigations were closed as unfounded, seven investigations were closed due to lack of evidence, one investigation was closed due to lack of Enforcement resources, and six investigations were dismissed for other reasons. Seven cases were referred to other Regions or other agencies. Fifteen cases were handled with written warnings and thirty cases were handled with Fix-it tickets. Fifteen cases were handled with summary settlement payments totaling \$16,268 and forfeited proceeds of \$14,936. Eighty-five cases were settled through voluntary abandonment of forfeited proceeds and property valued at \$32,476. A total of 26 cases were referred to NOAA General Counsel. General Counsel issued four NOVAs for a total of \$18,635 in penalties and settled five case for \$35,919 in penalties and \$142,173 in forfeited proceeds.

IFO PROGRAM

Each season the AED has carefully tracked our boarding and inspection effort under the Halibut-Sablefish IFQ program and this season is no exception. Attached to this report is a copy of the most recently updated boarding and inspection statistics (March thru May 1997). In that report you will note six categories of data we track with year end projections as well. The single most encouraging item is number four, "Number of IFQ vessel inspections" which indicates we are doing very well with our rotational assignment personnel. The 18% figure for Vessel inspection rate is very close to the 20% figure we feel is necessary to have an adequate enforcement program. With many rotational personnel due to return for a second assignment this season, we fell we will very likely meet the 20% goal we set for ourselves.

During the first week of June I went to Canada and meet with Bruce Turriss, Program Manager of the Canadian Halibut and Sablefish IVQ programs. The purpose of my visit was to get acquainted with the landings validation program utilized by the Canadians to monitor dockside landings data for Halibut and Sablefish. Mr. Turriss was very helpful in providing a complete

explanation of how the validation program was developed with the participation of both industry and government personnel alike. He also provided copies of the annual plan for Halibut management, as well as the 1997 request for proposals for contracting out the validation process. In addition he provided a copy of the conditions of permits that each vessel operator must comply with when fishing in the IVQ program which will be reviewed for possible use in the Alaska Halibut-Sablefish IFQ program.

Another item of interest was the requirement under the Canadian system that the contractor for the validation program was required to make a telephone hotline recording of recent effort data. Included, among other things, was the number of vessels hailed out fishing, by coastal sub-area for the past 24 and 48 hours and over the past week. Additionally they reported the pounds of each species caught and landed for the same time periods. This information was gathered at the request of industry which helps fishermen to decide on when they may want to go fishing for Halibut or Sablefish.

In addition I traveled to Victoria, B.C. and meet with Greg Clapp of Archipelago, the company that has won the contract to provide dockside validation in the IVQ program for the next several years and since the beginning of the Canadian Halibut IVQ program. Greg was very helpful in explaining all aspects of who, what, where, how, when and why's of what they, Archipelago, provide to the Canadian Department of Fisheries and Oceans as well as the fishing industry. This information should prove very useful in any consideration of an Alaskan IFQ dockside validation program.

The long term outlook for the AED staffing remains the same as in April. I have seen the vacancy announcement on the street for 5 replacement officers which still leaves 5 vacancies. The interim rotational supplementation program will likely be repeated next year with a longer term solution being some sort of combination dockside validation and uniformed officer program as in Canada.

Recently there have been many questions coming into my office and here in the halls of the NPFMC meeting regarding a potential violation in Sitka. I can report that an active investigation is being pursued on the dumping of approximately 2200 pounds of Halibut under the docks at Seafood Producers Cooperative. We believe we have a viable case and when the matter is completed I will report further.