

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

DATE: 12/14

I wish to testify on:

AGENDA TOPIC: JV

AGENDA Numbers: H 5.

Time required for presentation: \_\_\_\_\_.

NAME: Alan Otness

MAILING ADDRESS: Box 1147, Petersburg, Ak  
99833

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

DATE: \_\_\_\_\_

I wish to testify on:

AGENDA TOPIC: \_\_\_\_\_

Joint Ventures

AGENDA Numbers: \_\_\_\_\_

H-5

Time required for presentation: \_\_\_\_\_

10 min

NAME: \_\_\_\_\_

GARY BRYANT

MAILING ADDRESS: \_\_\_\_\_

Box 344

FRIDAY HARBOR, WASH

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

DATE: 12/12/79

I wish to testify on:

AGENDA TOPIC: Review of Korean Permit Applications

AGENDA Numbers: H.5 \_\_\_\_\_.

Time required for presentation: 20 minutes \_\_\_\_\_.

NAME: FRANK SMITH

MAILING ADDRESS: 510 L St., Suite 700, Anchorage 99501

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

DATE: 12/14/79

I wish to testify on:

AGENDA TOPIC: MRC JOINT VENTURE

AGENDA Numbers: H 5.

Time required for presentation: 30-45 MIN.

NAME: PANEL - WALTER PEREYRA, CARL PEROVICH, STAN  
SIMONSEN

MAILING ADDRESS: \_\_\_\_\_

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

DATE: \_\_\_\_\_

I wish to testify on:

AGENDA TOPIC: JOINT VENTURE

AGENDA Numbers: H-5 \_\_\_\_\_.

Time required for presentation: 10 MIN.

NAME: CARL PEROUICH

MAILING ADDRESS: 3661 24 PL WEST SEATTLE WASH  
98199

DATE: 12/12/79

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

I wish to testify on:

AGENDA TOPIC: Joint Venture Applications - Bering Sea

AGENDA Numbers: H-5 \_\_\_\_\_.

Time required for presentation: 5 minutes \_\_\_\_\_.

NAME: Lia Jaeger

MAILING ADDRESS: Bldg C-3, Rm 218, Fishermen's Terminal  
Seattle, 98119

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

DATE: 12/12

I wish to testify on:

AGENDA TOPIC: H-5 Permit Applications

AGENDA Numbers: H-5

Time required for presentation: 10 min or less.

NAME: Steve Johnson

MAILING ADDRESS: 3030 Bank of Cal. Ctr.  
Seattle

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

DATE: \_\_\_\_\_

I wish to testify on:

AGENDA TOPIC: Items 7 & 8

AGENDA Numbers: 8 7 . H-5

Time required for presentation: 10 min .

NAME: Ed Naughton

MAILING ADDRESS: Box 1911 Anch 99510



DATE: \_\_\_\_\_

NORTH PACIFIC FISHERY MANAGEMENT COUNCIL

I wish to testify on:

AGENDA TOPIC: Joint Venture

AGENDA Numbers: 7 4

Time required for presentation: 10

NAME: Frank Ostrosky

MAILING ADDRESS: 515 E 12th Exchange

MEMORANDUM

DATE: December 7, 1979

TO: Council Members, Scientific & Statistical Committee  
and Advisory Panel

FROM: Jim H. Branson

SUBJECT: Foreign Permit Applications

ACTION REQUIRED

*Recommendations are needed on four KMIDC joint venture applications, ten USSR Marine Resources, Inc. joint venture application and several applications for vessels that committed serious violations in 1979.*

BACKGROUND

Both KMIDC and Marine Resources, Inc., intend to operate joint ventures off Alaska in both the Bering Sea/Aleutian Island area and the Gulf of Alaska in 1980. KMIDC has requested 65,000 metric tons for the Bering Sea and 84,800 metric tons for the Gulf of Alaska. Marine Resources, Inc., has requested 32,000 metric tons for the Bering Sea/Aleutian Island area and 14,750 metric tons in the Gulf of Alaska. The detailed permit applications and pertinent information are attached.

In my routine review of all of the foreign permit applications that have been submitted, several vessels committed such serious violations in 1979 that these applications should be reviewed by the Council.

There are six Japanese applications, three Taiwanese applications, 2 USSR applications, 3 Mexican applications, and 9 Korean applications to be reviewed. The attached letters and supporting material from Ron Naab explain the violations.

RECOMMENDATIONS

All of the permit applications should be referred to the Foreign Permit Review Committee.

The Committee needs to review the joint venture applications and consider all the information discussed in Agenda G-5 and G-6 pertaining to joint venture policies, requests and public comment.

Attachment

1. KMIDC permit applications and information
2. Marine Resources, Inc., permit applications and information
3. Foreign Vessels Applications with serious violations - pertinent information

FOREIGN VESSELS WITH SERIOUS VIOLATIONS

Japanese	KIKYU MARU 11 TSUDA MARU ERISU MARU 38 KAIYO MARU 53 FUKUI MARU 8 EIKYU MARU 82
Taiwan	TAI CHANGE 1 HIGHLY 301 HIGHLY 302
USSR	CHAIKOVSKOGO ARZAMAS
Mexico	KORMEX 1, 5, 2
KOREA	SEO YANG HO CHEOG YANG HO PUNG YANG HO HEUNG YANG HO DAEJIN 52 DAE SUNG HO DONG WON 31 O DAE YANG 212 KYUNG YANG HO

JOINT VENTURE APPLICATIONS TO BE REVIEWED

KMIDC	BOOK NEUNG HO	Factory Ship
	SOO GONG 51	Factory/Trawler
	TAE YANG 12	Transport
	IL WOO 58	Transport
	(OCEAN/VIOLET	Transport) Possibly
Marine Resources, Inc.	KAMYSHIN	Trawler
	SANGAR	Trawler
	SVETLODOLINSK	Trawler
	SEBEZH	Trawler
	SURAZH	Trawler
	SREDNEURALSKY	Trawler
	STAROBELSKY	Trawler
	SYEZD VLKSM 18	Trawler
	NADEZHDINSK	Trawler
	SULAK	Factory/Mothership

AGENDA H-5  
DEC. 1979

EMBASSY OF THE REPUBLIC OF KOREA  
WASHINGTON, D. C.

September 25 1979

Mr. John D. Negroponte  
Deputy Assistant Secretary  
for Oceans and Fisheries Affairs,  
Bureau of Oceans and International  
Environmental and Scientific Affairs,  
Department of State  
Washington, D.C. 20520

Dear Mr. Negroponte;

In accordance with the provisions of the Fishery Conservation and Management Act of 1976, the Government of the Republic of Korea hereby submits two applications for permits for factoryships to receive United States harvested fish from vessels of the United States within the Fishery Conservation Zone during the year 1980.

Application for the vessel, Soo Gong No. 51, which has applied for permit to fish her own quota within the U.S. Fishery Conservation Zone, is submitted again for permit in case when it is necessary for additional activities related with joint venture business.

Thanking you in advance for your cooperation,

Sincerely,



Han Mo Kim  
Fisheries Attache

Encl: a/s

APPLICATION FOR VESSEL PERMITS  
TO RECEIVE UNITED STATES HARVESTED  
FISH FROM VESSELS OF THE UNITED STATES

No. \_\_\_\_\_

In accordance with the provisions of the Fishery Conservation and Management Act of 1976, as amended, the Government of Republic of Korea hereby submits this application for permits for vessels under its jurisdiction to receive United States harvested fish from vessels of the United States within the Fishery Conservation Zone of the United States during the year 1980.

Fishing Vessel Identification Forms will be submitted in support of this application. The fisheries, species, and amounts of United States harvested fish desired to be received by vessels of the Korean flag are as follows:

Fishery	Species	Total Tonnage Requested For Each Species (MT)
B.S.A. and G.O.A.	Pollock	100,000
	Pacific Cod	18,000
	Pacific Ocean Perch	9,500
	Yellowfin Sole	1,000
	Founders	7,200
	Atka Mackerel	6,000
	Sablefish	2,300
	Rockfish	3,500
	Squid	1,000
	Turbot	300
	Other Species	1,000
	Total	149,800

Detailed descriptions of the methods of operation proposed for each fishery requested are attached and form a part of this application.

Submitted: September 25 1979  
(Date)

  
Han Mo Kim  
(Signature)

Fisheries Attache.  
Embassy of Korea  
(Title)

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0079

(1) VESSEL NAME: BOOK NEUNG (2) CALL SIGN: 6MOD

(3) VESSEL TYPE: FACTORY SHIP (4) LENGTH: 130

(5) GROSS TONS: 8601 (6) NET TONS: 5984 (7) MAX SPEED: 14

(8) OWNERS NAME: KOREA MARINE INDUSTRY DEVELOPMENT CORPORATION

ADDRESS: #55-4, SEOSOMUN-DONG, ~~CHUNG-KU~~ Jung-Ku, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: FILLETER, FISH MEAL PLANT

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
U.S.A.					
and				X	X
G.O.A.					

\*\*\*\*\*  
 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES X NO  
 -----

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0042

- (1) VESSEL NAME: SOO GONG NO. 51 (2) CALL SIGN: 6NEJ  
SHIP
- (3) VESSEL TYPE: LARGE STERN TRAWLER/FACTORY (4) LENGTH: 102
- (5) GROSS TONS: 5511 (6) NET TONS: 2762 (7) MAX. SPEED: 15
- (8) OWNER'S NAME: KOREA MARINE INDUSTRY DEVELOPMENT CORPORATION  
ADDRESS: #55-4, SEOSOMUN-DONG, JUNG-KU, SEOUL, KOREA
- (9) PROCESSING EQUIPMENT: FISH MEAL PLANT, MINCED MEAT PLANT  
FISH OIL PLANT, FILLETER
- (10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A. AND G.O.A.				X	X

- (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
(IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY, SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED.)

YES X NO



SUPPLEMENTAL DESCRIPTIONS RELATING TO  
JOINT VENTURE

1. Book Neung Ho, processing vessel, Soo Gong No. 51, stern trawler/processing vessel, Tae Yang No. 12, transport vessel, Il Woo No. 58, transport vessel/possibly, m/v Ocean Violet/transport vessel.

Other processing vessels and transport vessels to be employed as needed.

2. Fifteen to twenty trawlers

3. Edward F. Naughton

P.O.Box 1911  
Anchorage, Alaska 99510  
Telephone 907-272-8662  
Telex 090-26-700

Gulf of Alaska and Bering Sea and Aleutian area

5. Year around providing winter weather permits
6. Prohibited species to be returned to sea. Pollock  
Semi fillets to be produced from larger Pollock and  
small pollock whole processed in the round. Round  
Pollock to be marketed by KMIDC, distributed in Korea.

Semi-Fillets to be processed in Korea for export to U.S. and perhaps other world markets as frozen Pollock blocks. By catch to be sold in Korea to extent of market. Surplus will be sold in world market, principally to Japan.

Following is tonnage by species and geographical area requested for fishing year 1980.

<u>SPECIES</u>	<u>BERING SEA</u>	<u>GOA</u>
Squid	500	500
Yellowfin Sole	1,000	N/A
Turbot	300	N/A
Flounders	500	6,700
Pollock	50,000	50,000
Pacific Cod	9,000	9,000
Atka Mackerel	1,000	5,000
Sablefish	500	1,800
Pacific Ocean Perch	1,000	8,500
Rockfish	700	2,800
Other Species	500	0
Totals	65,000	80,800


7. Species and quantity of bycatch as in question No. 6.

8. American captains will be instructed to target on those species designated and to avoid areas which yield high volume of those species not targeted. Disposition as in question number 6.

9. Zippered codend delivery.

10. KMIDC will receive United States harvested fish on a priority basis. Any excess capacity will be available for receiving and processing foreign caught fish. Same for transport vessels. Soo Gong No. 51 will receive and process U.S. harvested fish and will fish part of ROK quota.

11. POP, Flat head and rock soles	\$242.50/Mt.
Pacific cod	\$176.36/Mt.
All others, including Pollock	\$132.24/Mt.

  
Han Mo Kim  
Fisheries Attaché  
Embassy of Korea

APPLICATION FOR VESSEL PERMITS  
 TO RECEIVE UNITED STATES HARVESTED  
 FISH FROM VESSELS OF THE UNITED STATES

AGENDA H-5  
 DEC. 1979

No. \_\_\_\_\_

In accordance with the provisions of the Fishery Conservation and Management Act of 1976, as amended, the Government of USSR hereby submits this application for permits for vessels under its jurisdiction to receive United States harvested fish from vessels of the United States within the Fishery Conservation Zone of the United States during the year 1980

Fishing Vessel Identification Forms will be submitted in support of this application. The fisheries, species, and amounts of United States harvested fish desired to be received by vessels of the USSR flag are as follows:

Fishery	Species	Total Tonnage Requested For Each Species (MT)
WASHINGTON, OREGON, CALIFORNIA TRAWL	Pacific Hake	40,000
	Jack Mackerel	1,500
GULF of ALASKA TRAWL	Pollock, Alaska	7,000
	Pacific Cod	5,000
	Pacific Ocean Perch	1,500
	Rockfishes, other	250
	Atka Mackerel	200
	Sablefish	300
	Flounders	300
	Other Groundfish	200
BERING SEA and ALEUTIAN ISLANDS TRAWL	Cod, Pacific	11,000
	Pollock	14,000
	Yellowfin sole	200
	Other Flounders	400
	Pacific Ocean Perch	900
	Sablefish	200
	Herring	4,900
	Atka Mackerel	100

DEC 6 1979

2.

APPLICATION FOR VESSEL PERMITS  
TO RECEIVE UNITED STATES HARVESTED  
FISH FROM VESSELS OF THE UNITED STATES

No. \_\_\_\_\_

In accordance with the provisions of the Fishery Conservation and Management Act of 1976, as amended, the Government of USSR hereby submits this application for permits for vessels under its jurisdiction to receive United States harvested fish from vessels of the United States within the Fishery Conservation Zone of the United States during the year 1980

Fishing Vessel Identification Forms will be submitted in support of this application. The fisheries, species, and amounts of United States harvested fish desired to be received by vessels of the USSR flag are as follows:

Fishery	Species	Total Tonnage Requested For Each Species (MT)
	Other Groundfish	200
	Rockfishes, other	100

Detailed descriptions of the methods of operation proposed for each fishery requested are attached and form a part of this application.

Submitted November 9, 1979  
(Date)

*[Signature]*  
(Signature)  
Counselor DEC 6 1979  
( Title )

II. GULF OF ALASKA

BERING SEA and ALEUTIAN ISLANDS

a) TRAWLERS

- 1. KAMYSHIN                    ESKT 0231
- 2. SANGAR                    UZMU 0616
- 3. SVETLODOLINSK            UKWM 0629
- 4. SEBEZH                    UZEF 0033
- 5. SURAZH                    UZKQ 0029
- 6. SREDNEURALSKY            ENMM 0718
- 7. STAROBELSKY              EWSD 0719
- 8. 18 SYEVD VLKSM          EMZP 0617
- 9. NADEZHDINSK              ESBZ 0002

b) FACTORY/MOTHERSHIP

- 1. SULAK                      UPTO 0238

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T O T A L:                    28 vessels

Seven processing vessels will work majority of time with American vessels from June 1 until end of fishery, while remaining vessels will be in reserve during this period to work with American vessels when fishing is heavy. After June 1 and until October 31 processing vessels will fish on Soviet quota when they are not receiving sufficient fish from American vessels.

(11) BY SPECIES, APPROXIMATE PRICE (U.S. DOLLARS PER M.T.) TO BE PAID FOR UNITED STATES HARVESTED FISH

Price for delivered catches of food grade fish is being negotiated by MRC with fishermen at this time; last year's base price was USD 132.27 /mt

(B) FISHERY - BERING SEA & ALEUTIAN ISLANDS  
TRAWL FISHERY

<u>SPECIES</u> - POLLOCK	-	14,000 mt
PACIFIC COD	-	11,000 mt
HERRING	-	4,900 mt
YELLOWFIN SOLE	-	200 mt
OTHER FLOUNDERS	-	400 mt
ATKA MACKEREL	-	100 mt
SABLEFISH	-	200 mt
PACIFIC OCEAN PERCH	-	900 mt
ROCKFISHES, OTHER	-	100 mt
OTHER SPECIES	-	200 mt

(1) NUMBER & TYPE OF FOREIGN VESSELS TO BE EMPLOYED

Factory/Mothership "SULAK" & six vessels of the STR type plus NADEZHDINSK & "18 Syezd VLKSM" & "KAMYSHIN" as BACK UP VESSELS, equipped to produce frozen round, headed & gutted & fillet; salted fish or fish by-products; & fish meal.

"SULAK" has fish canning FACTORY which is not expected to be used.

- (2) NUMBER & TYPE OF VESSELS OF THE UNITED STATES FROM WHICH UNITED STATES HARVESTED FISH WILL BE RECEIVED

6-8 LARGE ( 36 - 60m) combination bottom/midwater trawl vessels with 850 - 3000 HP

- (3) NAME & ADDRESS OF COMPANY WITHIN THE UNITED STATES WHO WILL BE PRINCIPAL CONTACT WITH OWNERS/OPERATORS OF VESSELS OF THE UNITED STATES

MARINE RESOURCES CO. (MRC) 4215 21-st AVENUE  
WEST, # 206, SEATTLE WA 98199

- (4) GEOGRAPHICAL AREA IN WHICH VESSELS WILL OPERATE

Fishery Conservation Zone in BERING SEA & ALEUTIAN ISLANDS areas 51, 52, 54

- (5) MONTHS DURING WHICH VESSELS EXPECT TO OPERATE

JANUARY 1 - JULY 31, 1980

NOVEMBER 1 - DECEMBER 31, 1980

- (6) BY SPECIES & QUANTITY, THE PROCESSED PRODUCTS & ULTIMATE EXPECTED MARKET OF UNITED STATES HARVESTED FISH, INCLUDING QUANTITIES WHICH ARE TO BE EXPORTED TO THE UNITED STATES

Species will be processed into products given in (1) above. Quantities of each product type will be dependent upon market conditions. Products will be sold by MRC primarily in Orient, Europe & USSR. Samples may be exported to USA for test marketing.

- (7) BY SPECIES, QUANTITY OF INCIDENTAL CATCH TO BE RECEIVED. INCLUDED IN SPECIES LIST ABOVE.

- (8) PROCEDURES TO BE EMPLOYED TO MINIMIZE THE AMOUNT OF INCIDENTAL CATCH RECEIVED BY FOREIGN VESSELS & THE DISPOSITION OF INCIDENTAL CATCH BY SPECIES



All U.S. trawlers fishing for the MRC will have sufficient horsepower, winches, midwater trawls & electronics to enable them to avoid non-target species. If quantities of the incidental species in received catches should be excessive, operation will move to new fishing ground. Incidental species will be processed or discarded. All prohibited species will be immediately discarded.

(9) METHOD OF TRANSFER FROM VESSELS OF THE UNITED STATES TO FOREIGN VESSELS

Catches will be transferred from catching vessels to processing vessel by detachable codend and/or smaller transfer vessels.

(10) RELATIONSHIP TO OTHER FISHING OPERATIONS

Processing vessels will work primarily with American vessels but during periods of insufficient transfers they will catch fish for themselves under Soviet quota or receive fish from other Soviet trawlers.

(11) BY SPECIES, APPROXIMATE PRICE ( U.S. DOLLARS PER M.T.) TO BE PAID FOR UNITED STATES HARVESTED FISH

Prices for individual species are being negotiated by MRC with fishermen at this time.

(12) FISHERY - GROUND FISH OF THE GULF OF ALASKA

<u>SPECIES</u>	- ALASKA POLLOCK	- 7000
	PACIFIC COD	- 5000
	PACIFIC OCEAN PERCH	- 1500
	SABLEFISH	- 300
	OTHER SPECIES	- 200
	ROCKFISHES OTHER	- 250
	FLOUNDERS	- 300
	ATKA MACKEREL	- 200

(1) NUMBER & TYPE OF FOREIGN VESSELS TO BE EMPLOYED

FACTORY / MOTHERSHIP "SULAK" & six vessels of the STR type plus "KAMYSHIN" & "NADEZHDINSK" & "18 SYEVD VLKSM" as back up vessels, equipped to produce frozen round, headed & gutted & fillet; salted fish or fish by-products; & fish meal. "SULAK" has fish canning FACTORY which is not expected to be used.

(2) NUMBER & TYPE OF VESSELS OF THE UNITED STATES FROM WHICH UNITED STATES HARVESTED FISH WILL BE RECEIVED

6 - 8 LARGE (36 - 60m) combination bottom/midwater trawl vessels with 850-3000 HP

(3) NAME & ADDRESS OF COMPANY WITHIN THE UNITED STATES WHO WILL BE PRINCIPAL CONTACT WITH OWNERS/OPERATORS OF VESSELS OF THE UNITED STATES

MARINE RESOURCES CO. (MRC) 4215 21-st AVENUE  
WEST, # 206, SEATTLE WA 98199

(4) GEOGRAPHICAL AREA IN WHICH VESSELS WILL OPERATE

Fishery Conservation Zone in Gulf of ALASKA, CENTRAL & WESTERN STATISTICAL AREAS

(5) MONTHS DURING WHICH VESSELS EXPECT TO OPERATE

JANUARY 1 - JULY 31, 1980  
NOVEMBER 1 - DECEMBER 31, 1980

(6) BY SPECIES & QUANTITY, THE PROCESSED PRODUCTS & ULTIMATE EXPECTED MARKET OF UNITED STATES HARVESTED FISH, INCLUDING QUANTITIES WHICH ARE TO BE EXPORTED TO THE UNITED STATES

Species will be processed into products given in (1) above. Quantities of each product type will be dependent upon market conditions. Products will be sold by MRC PRIMARILY in ORIENT, EUROPE & USSR. Samples may be exported to USA for

## TEST MARKETING.

(7) BY SPECIES, QUANTITY OF INCIDENTAL CATCH TO BE RECEIVED  
INCLUDED in species list above.

(8) PROCEDURES TO BE EMPLOYED TO MINIMIZE THE AMOUNT OF  
INCIDENTAL CATCH RECEIVED BY FOREIGN VESSELS & THE  
DISPOSITION OF INCIDENTAL CATCH BY SPECIES

All U.S. trawlers fishing for MRC will have sufficient horsepower, winches, midwater trawls & electronics to enable them to avoid non-target species. If quantities of incidental species in received catches should be excessive, operation will move to new fishing ground. Incidental species will be processed or DISCARDED. All Prohibited species will be immediately discarded.

(9) METHOD OF TRANSFER FROM VESSELS OF THE UNITED STATES  
TO FOREIGN VESSELS

- Catches will be transferred from catching vessel to processing vessel by detachable codend and/or smaller transfer vessels.

(10) RELATIONSHIP TO OTHER FISHING OPERATIONS

Processing vessels will work primarily with American vessels but during periods of insufficient transfers they will catch fish for themselves under Soviet quota or receive fish from other Soviet trawlers.

(11) BY SPECIES, APPROXIMATE PRICE (U.S. DOLLARS PER M.T.)  
TO BE PAID FOR UNITED STATES HARVESTED FISH

Prices for individual species are being negotiated by MRC with fishermen at this time.

II. GULF OF ALASKA

BERING SEA and ALEUTIAN ISLANDS

a) TRAWLERS

1. KAMYSHIN	ESKT
2. SANGAR	UZMU
3. SVETLODOLINSK	UKWM
4. SEBEZH	UZEF
5. SURAZH	UZKQ
6. SREDNEURALSKY	ENMM
7. STAROBELSKY	EWSO
8. 18 SYEZO VLKSM	EMZO
9. NADEZHDINSK	ESBZ

b) FACTORY/MOTHERSHIP

1. SULAK	UPTO
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T O T A L: 10 vessels

DEC 7 1978

FISHING VESSEL IDENTIFICATION FORM

No. IR-80-0617

- (1) VESSEL NAME: 18 SYEVD VLKSM (2) CALL SIGN: EMZP  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 84 m  
 (5) GROSS TONS: 2326 (6) NET TONS: 841 (7) MAX. SPEED: 12  
 (8) OWNER'S NAME: NAKHODKINSKAYA BAZA AKTIVNOGO MORSKOGO RYBOLOVSTVA  
 ADDRESS: 5 MAKAROVA STREET, NAKHODKA, USSR  
 (9) PROCESSING EQUIPMENT: FREEZER, HEADER, FILLETER,  
FISH MEAL & OIL PLANT  
 (10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
Rockfishes other			X	X	
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Other Rockfishes			X	X
	Atka Mackerel			X	X
	Other species			X	X
WOC	Hake			X	X
	Jack Mackerel			X	X

(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY, SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)  
 YES X NO     

DEC 1 1979

FISHING VESSEL IDENTIFICATION FORM

NO. UR-80-0231

- (1) VESSEL NAME: KAMYSHIN (2) CALL SIGN: ESKT  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 85  
 (5) GROSS TONS: 2690 (6) NET TONS: 926 (7) MAX. SPEED: 12  
 (8) OWNER'S NAME: KAMCHATRYBROM

ADDRESS: 35 LENINGRADSKAYA, PETROPAVLOVSK - KAMCHATSKIY, USSR

- (9) PROCESSING EQUIPMENT: FLASH FREEZERS, HEADER, EVISCERATOR,  
FISH MEAL and OIL PLANT, CANNERY

10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
GOA	Pollock, Alaska			X	X
	Pacific Cod			X	X
	Pacific Ocean Perch			X	X
	Sablefish			X	X
	Other species			X	X
	Flounders			X	X
	Rockfishes, other			X	X
	Atka Mackerel			X	X
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
	Rockfishes, other			X	X

- 11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY, SPECIES,  
 YES x NO      QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED.)

DEC 7 1979

(1) VESSEL NAME: SANGAR (2) CALL SIGN: UZMU  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 54  
 (5) GROSS TONS: 710 (6) NET TONS: 207 (7) MAX. SPEED: 12  
 (8) OWNER'S NAME: BAZA TRALOVOGO I REFRIGERATORNOGO FLOTA  
 ADDRESS: 243 KALININA, VLADIVOSTOK, USSR  
 (9) PROCESSING EQUIPMENT: ICEGENERATOR

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
Rockfishes, other			X	X	
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Other Rockfishes			X	X
	Atka Mackerel			X	X
Other species			X	X	

(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)  
 YES X NO     

DEC 7 1980

(1) VESSEL NAME: SVETLODOLINSK (2) CALL SIGN: UKWM  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 54  
 (5) GROSS TONS: 744 (6) NET TONS: 213 (7) MAX. SPEED: 12  
 (8) OWNER'S NAME: BAZA TRALOVOGO I REFRIGERATORNOGO FLOTA  
 ADDRESS: 243 KALININA, VLADIVOSTOK, USSR  
 (9) PROCESSING EQUIPMENT: ICEGENERATOR

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
Rockfishes, other			X	X	
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Other Rockfishes			X	X
	Atka Mackerel			X	X
Other species			X	X	

(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)

YES x NO



FISHING VESSEL IDENTIFICATION FORM

No. UR-80-0033

- (1) VESSEL NAME: SEBEZH (2) CALL SIGN: UZEF  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 54  
 (5) GROSS TONS: 710 (6) NET TONS: 207 (7) MAX. SPEED: 12  
 (8) OWNER'S NAME: BAZA TRALOVOGO I REFRIGERATORNOGO FLOTA  
 ADDRESS: 243 KALININA, VLADIVOSTOK, USSR  
 (9) PROCESSING EQUIPMENT: ICEGENERATOR

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHE
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
Rockfishes, other.			X	X	
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Other Rockfishes			X	X
	Atka Mackerel			X	X
	Other species			X	X

(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY, SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)  
 YES x NO     

DEC 7 1979

FISHING VESSEL IDENTIFICATION FORM

No. UR-80-0029

- (1) VESSEL NAME: SURAZH (2) CALL SIGN: UZKQ  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 5  
 (5) GROSS TONS: 710 (6) NET TONS: 207 (7) MAX. SPEED: 1  
 (8) OWNER'S NAME: BAZA TRALOVOGO I REFRIGERATORNOGO FLOTA  
 ADDRESS: 243 KALININA, VLADIVOSTOK, USSR  
 (9) PROCESSING EQUIPMENT: ICEGENERATOR

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHE
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
	Rockfishes, other			X	X
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Other Rockfishes			X	X
	Atka Mackerel			X	X
	Other species			X	X

- (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY, SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)  
 YES x NO

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FISHING VESSEL IDENTIFICATION FORM

No. \_\_\_\_\_

- (1) VESSEL NAME: SREDNEURALSKY (2) CALL SIGN: ENMM  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 54  
 (5) GROSS TONS: 744 (6) NET TONS: 213 (7) MAX. SPEED: 13  
 (8) OWNER'S NAME: BAZA TRALOVOGO I REFRIGERATORNOGO FLOTA  
 ADDRESS: 243 KALININA, VLADIVOSTOK, USSR  
 (9) PROCESSING EQUIPMENT: ICEGENERATOR

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
	Rockfishes, other			X	X
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Other Rockfishes			X	X
	Atka Mackerel			X	X
	Other species			X	X

- (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)  
 YES x NO \_\_\_\_\_

**FISHING VESSEL IDENTIFICATION FORM**

No. \_\_\_\_\_

- (1) VESSEL NAME: STAROBELSKY (2) CALL SIGN: EWSD  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 54  
 (5) GROSS TONS: 744 (6) NET TONS: 213 (7) MAX. SPEED: \_\_\_\_\_  
 (8) OWNER'S NAME: BAZA TRALOVOGO I REFRIGERATORNOGO FLOTA  
 ADDRESS: 243 KALININA, VLADIVOSTOK, USSR  
 (9) PROCESSING EQUIPMENT: ICEGENERATOR

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHE
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
	Rockfishes, other			X	X
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Other Rockfishes			X	X
	Atka Mackerel			X	X
	Other species			X	X

(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY, SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)  
 YES x NO \_\_\_\_\_

DEC 7 1979

- (1) VESSEL NAME: NADEZHDINSK (2) CALL SIGN: ESBZ  
 (3) VESSEL TYPE: STERN TRAWLER (4) LENGTH: 85  
 (5) GROSS TONS: 2690 (6) NET TONS: 926 (7) MAX. SPEED: 13  
 (8) OWNER'S NAME: NAKHODKINSKAYA BAZA AKTIVNOGO MORSKOGO RYBOLOVSTVA  
 ADDRESS: 5 MAKAROVA STREET, NAKHODKA, USSR  
 (9) PROCESSING EQUIPMENT: FREEZER, HEADER, MILLETER,  
FISH MEAL & OIL PLANT

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
WOC	Pacific Hake			X	X
	Jack Mackerel			X	X
BSA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Yellowfin Sole			X	X
	Other Flounders			X	X
	Atka Mackerel			X	X
	Herring			X	X
	Pacific Ocean Perch			X	X
	Other species			X	X
Rockfishes, other			X	X	
GOA	Pollock			X	X
	Sablefish			X	X
	Pacific Cod			X	X
	Flounders			X	X
	Pacific Ocean Perch			X	X
	Rockfishes, other			X	X
	Atka Mackerel			X	X
	Other species			X	X

(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING  
 FISHERY, SPECIES, QUANTITIES, DATES, LOCATIONS  
 AND SPECIFIC ACTIVITIES REQUESTED.)  
 YES x NO       

DEC 7 1980

- (1) VESSEL NAME: SULAK (2) CALL SIGN: UPTO  
 (3) VESSEL TYPE: FACTORY/MOTHERSHIP (4) LENGTH: 174  
 (5) GROSS TONS: 18011 (6) NET TONS: 11076 (7) MAX. SPEED: 14  
 (8) OWNER'S NAME: BAZA TRALOVOGO I REFRIGERATORNOGO FLOTA  
 ADDRESS: 243 KALININA, VLADIVOSTOK, USSR  
 (9) PROCESSING EQUIPMENT: BALYK LINE -1, FISH SALTING LINE -1, ICE GENERATOR -4, FISH OIL and VITAMIN PRODUCING LINE -1, FISH MEAL LINE -2, PRESERVING LINE -1, FREEZING LINE -4, HAKE FILLETING MACHINES -1  
 (10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
BSA	Pollock		X		X
	Sablefish		X		X
	Pacific Cod		X		X
	Yellowfin Sole		X		X
	Other Flounders		X		X
	Atka Mackerel		X		X
	Herring		X		X
	Pacific Ocean Perch		X		X
	Other species		X		X
	Rockfishes, other		X		X
GOA	Pollock		X		X
	Sablefish		X		X
	Pacific Cod		X		X
	Flounders		X		X
	Pacific Ocean Perch		X		X
	Other Rockfishes		X		X
	Atka Mackerel		X		X
	Other species		X		X

(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.  
 (IF YES, ATTACH SUPPLEMENTAL SHEET SHOWING FISHERY, SPECIES, QUANTITIES, DATES, LOCATIONS AND SPECIFIC ACTIVITIES REQUESTED)

YES x NO     

000 1379

COPY

November 13, 1979

Mr. Ron Naab  
National Marine Fisheries Service  
P. O. Box 1668  
Juneau, AK 99802

Dear Ron,

I am sending another set of Korean permit applications, apparently the first set mailed on October 15th have gone astray in the mail. I have recommended approval of a number of the applications that fall within the guidelines developed by the Council for my review, however there are nine that have committed serious violations in 1979 that will have to be reviewed by the Council. The information we got from Mark Miller over the phone this week indicates they include the:

6MME SEO YANG HO	KS-80-0002
6LZV CHEOG YANG HO	KS-80-0003
6MLB PUNG YANG HO	KS-80-0004
6MXD HEUNG YANG HO	KS-80-0006
6NAZ DAEJIN NO. 52	KS-80-0037
6NER DAE SUNG HO	KS-80-0051
6LSV NO. 31 DONGWON	KS-80-0053
6NUZ O DAE YANG 212	KS-80-0063
6NBI KYUNG YANG HO	KS-80-0085

Would you please assemble a paragraph on each one of these ships showing date and place of violation, type of violation, magnitude (with details on underlogging or mislogging) and disposition, if any, on the case.

This information will be necessary when the permit review committee meets during the December 12-14 Council meeting.

I appreciate your help.

Best regards,

Jim H. Branson  
Executive Director

Enclosure

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0002

(1) VESSEL NAME: SEO YANG HO (2) CALL SIGN: 6MME  
 (3) VESSEL TYPE: LARGE STERN TRAWLER (4) LENGTH: 89  
 (5) GROSS TONS: 3527 (6) NET TONS: 1704 (7) MAX SPEED: 17  
 (8) OWNERS NAME: KOREA WONYANG FISHERIES CO., LTD.

ADDRESS: #175-87, ANKUK-DONG, CHONGRO-KU, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: FILLETER ,CONTACT FREEZER

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A. and G.O.A.	Pollock Pacific Cod Pacific Ocean Perch Yellowfin Sole Other Flounders Other Rockfish Atka Mackerel Sablefish Squid Other Species	Bottom Trawl	X	X	

OCT 15 1978

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 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES NO X  
 -----



FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0005

(1) VESSEL NAME: CHEUG YANG HO (2) CALL SIGN: 6LZV  
 (3) VESSEL TYPE: LARGE STERN TRAWLER (4) LENGTH: 89  
 (5) GROSS TONS: 2801 (6) NET TONS: 2244 (7) MAX SPEED: 17  
 (8) OWNERS NAME: KOREA WONYANG FISHERIES CO., LTD.

ADDRESS: #175-87, ANKUK-DONG, CHONGRO-KU, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: HEADER, CONTACT FREEZER

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A. and G.O.A.	Pollock Pacific Cod Pacific Ocean Perch Yellowfin Sole Other Flounders Other Rockfish Atka Mackerel Sablefish Squid Other Species	Bottom Trawl	X	X	

OCT 15 1979

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 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES NO X  
 -----

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0004

(1) VESSEL NAME: PUNG YANG HO (2) CALL SIGN: 6MLB  
 (3) VESSEL TYPE: LARGE STERN TRAWLER (4) LENGTH: 89  
 (5) GROSS TONS: 3527 (6) NET TONS: 1784 (7) MAX SPEED: 17  
 (8) OWNERS NAME: KOREA WONYANG FISHERIES CO., LTD.

ADDRESS: #175-87, ANKUK-DUNG, CHONGRO-KU, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: FILLETER, CONTACT FREEZER

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A. and G.O.A.	Pollock Pacific Cod Pacific Ocean Perch Yellowfin Sole Other Flounders Other Rockfish Atka Mackerel Sablefish Squid Other Species	Bottom Trawl	X	X	

OCT 15 1980

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 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES NO X  
 -----

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0006

(1) VESSEL NAME: HEUNG YANG HO (2) CALL SIGN: 6MXD

(3) VESSEL TYPE: LARGE STERN TRAWLER (4) LENGTH: 89

(5) GROSS TONS: 5377 (6) NET TONS: 2798 (7) MAX SPEED: 17

(8) OWNERS NAME: KOREA WONYANG FISHERIES CO., LTD.

ADDRESS: #175-87, ANKUK-DONG, CHONGRO-KU, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: FILLERIER, FISH MEAL PLANT  
 FISH OIL PLANT, CONTACT FREEZER

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHR.
B.S.A. and G.O.A.	Pollock Pacific Cod Pacific Ocean Perch Yellowfin Sole Other Flounders Other Rockfish Atka Mackerel Sablefish Squid Other Species	Bottom Trawl	X	X	

SEP 15 1980

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 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES NO X

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0037

(1) VESSEL NAME: DAEJIN NO. 52

(2) CALL SIGN: 6NAZ

(3) VESSEL TYPE: LARGE STERN TRAWLER

(4) LENGTH: 97

(5) GROSS TONS: 4055

(6) NET TONS: 2370

(7) MAX SPEED: 17

(8) OWNERS NAME: OH CHIN HO, DAERIM FISHERY CO., LTD.

JUNG-KU  
 ADDRESS: 11, MUKYO-DONG, ~~CHUNG-KU~~, SEOUL, REPUBLIC OF KOREA

(9) PROCESSING EQUIPMENT: FILTER 8 SETS

, SKINNING MACHINE 16 SETS

HEADER 2 SETS

, FISH MEAL PLANT

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A.	Pollock	Bottom Trawl	X	X	
and	Pacific Cod				
	Pacific Ocean Perch				
	Yellowfin Sole				
G.O.A.	Other Flounders				
	Other Rockfish				
	Atka Mackerel				
	Sablefish				
	Squid				
	Other Species				

OCT 15 1979

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(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?

(If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)

YES NO X

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0051

(1) VESSEL NAME: DAE SUNG HU (2) CALL SIGN: 6NER  
 (3) VESSEL TYPE: LARGE STERN TRAWLER (4) LENGTH: 97  
 (5) GROSS TONS: 4055 (6) NET TONS: 2369 (7) MAX SPEED: 17  
 (8) OWNERS NAME: HANSUNG ENTERPRISE CO., LTD.

ADDRESS: #34-1GA, DAEPYUNG-DONG, YEONGDO-KU, BUSAN, KOREA

(9) PROCESSING EQUIPMENT: HEADER 1 SET, FILLETTERS 6 SETS  
 DRESS MACHINE 1 SET, FISH MEAL PLANT

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A. and G.O.A.	Pollock Pacific Cod Pacific Ocean Perch Yellowfin Sole Other Flounders Other Rockfish Atka Mackerel Sablefish Squid Other Species	Bottom Trawl	X	X	

OCT 15 1979

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 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES NO X

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0053

(1) VESSEL NAME: NO. 31 DONGWON (2) CALL SIGN: 6LSV

(3) VESSEL TYPE: LONGLINE FISHING VESSEL (4) LENGTH: 49

(5) GROSS TONS: 481 (6) NET TONS: 244 (7) MAX SPEED: 13

(8) OWNERS NAME: DONGWUN INDUSTRIAL CO., LTD.

JUNG-KU  
ADDRESS: 355, JUNGRIM-DONG, ~~JUNG-GU~~, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: LONGLINE

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A. and G.O.A.	Pollock Pacific Cod Pacific Ocean Perch Yellowfin Sole Other Flounders Other Rockfish Atka Mackerel Sablefish Squid Other Species	Bottom Trawl	X	X	

007 15-1070

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(11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
(If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
YES NO X

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0063

(1) VESSEL NAME: O DAE YANG 212 (2) CALL SIGN: 6MUZ  
 (3) VESSEL TYPE: LONGLINE FISHING VESSEL (4) LENGTH: 48  
 (5) GROSS TONS: 497 (6) NET TONS: 286 (7) MAX SPEED: 13  
 (8) OWNERS NAME: KOUIL INDUSTRIAL CO., LTD.

JUNG-KU  
 ADDRESS: NO. 60-17, 1-KA, TAEPIYUNG-RO, ~~CHUNG-KU~~, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: FLASH FREEZER

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A. and G.O.A.	Pollock Pacific Cod Pacific Ocean Perch Yellowfin Sole Other Flounders Other Rockfish Atka Mackerel Sablefish Squid Other Species	Bottom Trawl	X	X	

OCT 15 1980

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 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES NO X

FISHING VESSEL IDENTIFICATION FORM

NO: KS-80-0085

(1) VESSEL NAME: KYUNG YANG HO (2) CALL SIGN: 6NBI  
 (3) VESSEL TYPE: LARGE STERN TRAWLER (4) LENGTH: 104  
 (5) GROSS TONS: 5377 (6) NET TONS: 2821 (7) MAX SPEED: 17  
 (8) OWNERS NAME: KOREA WONYANG FISHERIES CO., LTD.

ADDRESS: #175-87, ANKUK-DONG, CHONGRO-KU, SEOUL, KOREA

(9) PROCESSING EQUIPMENT: FILLETER, FISH MEAL PLANT  
 FISH OIL PLANT, CONTACT FREEZER

(10) FISHERIES FOR WHICH PERMIT IS REQUESTED:

FISHERY	TARGET SPECIES	GEAR	ACTIVITY		
			CATCH	PROCESS	OTHER
B.S.A.	Pollock	Bottom Trawl	X	X	
	Pacific Cod				
and	Pacific Ocean Perch				
	Yellowfin Sole				
G.O.A.	Other Flounders				
	Other Rockfish				
	Atka Mackerel				
	Sablefish				
	Squid				
	Other Species				

OCT 15 1980

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 (11) ARE FISHING ACTIVITIES REQUESTED IN SUPPORT OF VESSELS OF THE U.S.?  
 (If yes, attach supplemental sheet showing fishery, species quantities, dates, locations and specific activities requested.)  
 YES NO X





UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
National Marine Fisheries Service  
P.O. Box 1668  
Anchorage, Alaska 99510



INITIAL	3	Exec. Dir.	
Exec. Dir.			
Asst. Dir.			
Admin. Off.			
Exec. Sec.			
Director			
Asst. Dir. 2			
Asst. Dir. 1			
Asst. Dir. 3			
Asst. Dir. 4			
Asst. Dir. 5			
Asst. Dir. 6			
Asst. Dir. 7			
Asst. Dir. 8			
Asst. Dir. 9			
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December 7, 1979

Mr. Jim Branson  
Executive Director  
North Pacific Fishery Management Council  
P.O. Box 3136-D1  
Anchorage, AK 99510

Dear Jim:

As you requested, the 183 foreign vessel permit applications from Japan, the Soviet Union, Taiwan, South Korea, Iceland and Mexico, which you sent us under cover letters dated November 20, 21 (two letters), 26, and December 5, have been checked against our computerized violation records. We found that since the PCMA went into effect in March 1977, there have been 23 instances of "serious" violations involving those vessels. As before, "serious" violations were considered as the issuance of a Report of Violation or as the seizure of the vessel. The attached paragraphs summarize those violations.

The time crunch in this case was pretty severe but I am sure you had little choice. We appreciate your diligence of the vessel call signs for it greatly speeded up our checking process.

Sincerely,

*Tom*

R. C. Kabb  
Special Agent in Charge

- JA-80-0300 EIKYU MARU No. 11/JFES  
Violation issued August 9, 1979, for failure to maintain an accurate cumulative catch log - underlogging and for failure to properly check out on June 28, 1979. Case pending
- JA-80-0337 TSUDA MARU/JPTB  
Vessel seized January 26, 1979, in position 5834N 17615W for gross underlogging of the catch in the DCCL. Vessel was released on \$350,000 bond. NOAA suspended the vessel's permit for five months July 5-December 4, 1979. Settlement of the civil forfeiture action against the vessel is pending.
- JA-80-0423 EBISU MARU No. 38/JRCI  
Vessel seized October 16, 1979, in position 5244N 17136 W for gross underlogging of the catch in the DCCL. A 47.6 metric ton underlog, or 26 percent, was detected. Case Pending
- JA-80-0464 KAIYO MARU No. 53/JCAY  
Vessel seized June 1, 1979, 22 miles southeast of Kiska Island in the western Aleutians in position 5141N 17803E for retention of prohibited species and failure to maintain a proper DCCL. Vessel released on \$250,000 bond July 10 after forfeiting its catch. NOAA revoked the vessel's permit without prejudice on July 11, 1979. Settlement of the civil forfeiture action against the vessel is pending.
- JA-80-0542 FUKUI MARU No. 8/JDYN  
Violation issued May 13, 1979, in position 5801N 17344W for failure to maintain a proper DCCL. The vessel had kept a running total for more than one area in a single entry. Case pending
- JA-80-0607 EIKYU MARU No. 82/JGNY  
Violation issued May 27, 1979, in position 5400N 16232W for failure to maintain a proper DCCL. The DCCL showed 66,000 pounds less than in the fish holds, a 10 percent discrepancy. Case pending
- TW-80-0001 TAI CHANG No. 1/BYIX  
(Vessel changed name to SEA LIGHT) Violation issued on August 13, 1977, for failing to sort the catch and return prohibited species to the sea immediately. The vessel has failed to pay a civil penalty of \$15,000 and at present has a permit suspension invoked against it.

✓ TW-80-0002 HIGHLY No. 301/BVMV

Vessel seized September 1, 1977, 109 miles NW of Cape Sarichef in position 5501N 16720W for retention of species for which Taiwan did not have an allocation. On August 13, 1977, the same vessel had been issued a report of violation for failure to minimize its catch of prohibited species. The seizure was made for retention of 13,900 pounds of non-allocated species, or 30 percent of the total catch. A civil penalty of \$335,000 and forfeiture of the catch was made. This vessel was again seized on August 19, 1979, along with the HIGHLY No. 302 for gross underlogging its catch. The civil penalty paid was \$250,000. The seizure was made at 5836N 13938W, 4 months after a citation had been issued for the same infraction. In all, since the start of FCMA, the HIGHLY 301 has been issued 3 citations, one violation, been seized twice, and paid penalties of \$585,000.

✓ TW-80-0003 HIGHLY No. 302/BYGM

Vessel seized on August 19, 1979, in position 5836N 13938W for gross underlogging of its catch in the DCCL. Vessel paid a civil penalty of \$250,000.

✓ UR-80-0229 MYS CHAIKOVSKOGO/EUDU

Violation issued for improperly maintaining the DCCL and submitting inaccurate weekly catch reports for the period February 1-13, 1979. The violation was issued on information provided by a U.S. Fisheries Observer. Case pending.

✓ UR-80-0670 ARZAMAS/EVOF

Violation issued July 27, 1979, for failure to properly maintain an accurate DCCL - underlogging of rockfish. Case pending.

✓ MX-80-0052 KORMEX 1/XCKO

✓ MX-80-0055 KORMEX 5/XCKE

Violation issued November 1, 1979, by NMFS for fishing in the western Gulf of Alaska when no allocation exists for Mexico in that area during the new fishing year commencing November 1, 1979.

✓ MX-80-53 KORMEX 2/XCKR

Three violations issued. The first violation was issued on March 6, 1979, in position 5257N 16448W for failure to immediately return prohibited species to the sea. At the same time an additional violation was issued for failure to maintain an accurate DCCL on an area by area basis. Civil penalties of \$11,000 were paid. The third violation was for fishing in the western Gulf of Alaska in a new fishing year commencing November 1, 1979, without an assigned quota for that area.

Prepared By:

Law Enforcement Branch  
NMFS, Juneau,  
December 7, 1979

11/28/79

11/28/79

NONVAB:m1)

H. C. Haab  
Special Agent in Charge

cc/Attachments:  
Haab  
GAK Trawlers  
Brooks  
Kilgus  
McVay

*Copy sent  
11-29-79*

Sincerely,

Remember meeting.

Look forward to seeing you and others of the Council next at the

There appears to have been some confusion concerning the violation records of the South Korean vessels DAE JIN No. 52 and DAE SUNG HO which were listed in your letter of November 13. Our records indicate the DAE JIN No. 52 was issued a Violation Report for fishing in a closed area which, upon later review, was dismissed as unfounded. The DAE SUNG HO is shown in our records as having been issued a citation for a minor fishery violation. In my opinion, neither of those ships should be denied a 1980 permit based upon those violation records.

At long last, attached is a tabulation which indicates the violation records during 1978 and 1979 of the Polish and South Korean vessels which have applied for a 1980 FICMA permit, as listed in your letters of October 15 and October 19, 1979. In the tabulation, those vessels identified with the symbol "\$" have committed what may be considered serious violations. The identities of those vessels involved in serious violations was passed to your office in a telephone conversation with Mark Miller a couple of weeks ago. Your letter of November 13 requested further details on those serious violations and summary paragraphs regarding them are also attached.

Best Jim

Mr. Jim H. Brandon  
Executive Director  
North Pacific Fishery Man  
P.O. Box 3136-D1  
Anchorage, AK 99510

November 28, 1979

*We ordered  
with post  
H-5  
attach 3*

DEC 10 1979  
9:30 a.m.

PROCUREMENT	DATE	STATUS	REMARKS
INFO	11/28/79	X	
AM.M	11/28/79	X	
INT.			
INT. CH.			
NO			
100-101116			

AGENDA ITEM H-5 DEC 1979

*Dec 10, 1979 / of 5*

*To Jim Brandon  
from: Ken Haab*

2 of 5

Prepared November 21, 1979  
 Law Enforcement  
 NMFS, Juneau

PERMIT #	VESSEL NAME	VIOLATION RECORD
KS-80-0001	GAE YANG HO	* Gross underlogging, vessel
KS-80-0002	SEO YANG HO	§§ Gross underlogging, vessel
KS-80-0003	CHROG YANG HO	§ Ultimately catch sorting, failure to return immediately all species & violations issued. Gross underlogging, vessel stored; also 2 citations for minor infractions.
KS-80-0006	HEUNG HANG HO	§ Violation for improperly kept catch log; citation for obscured call sign.
KS-80-0033	NAMRUC	* 1 citation - improperly kept
KS-80-0034	CRYSTAL DAHJIA	call sign.
KS-80-0037	DAEJIN NO. 52	Violation for fishing in a closed area - dismissed - unfounded.
KS-80-0039	DONGSAN-HO	Citation for improperly kept catch log.
KS-80-0042	SOD GONG NO. 51	Violation for improperly kept catch log. dismissed.
KS-80-0045	HAN JIN HO	* Citation - minor logkeeping errors.
KS-80-0048	NO. 70 OYANG HO	* Citation - improperly kept call sign.
KS-80-0053	DONG WON NO. 31	§§ Gross underlogging - vessel seized, citation for minor logkeeping errors.
KS-80-0063	O DAE YANG	§ Violations issued for major log-keeping errors, failure to provide safe boarding ladder.
KS-80-0074	NO. 3 CHIL HO	Citation for improperly kept call sign.
KS-80-0075	NO. 5 CHIL HO	* SAN HO
KS-80-0076	NO. 6 CHIL HO	* SAN HO
KS-80-0079	BUK NEUNG	* SAN HO
KS-80-0081	TAE YANG NO. 12	* KUNG YANG HO
KS-80-0090	GAE CHROG HO	* NO. 2 Violation for untimely return of prohibited species.
KS-80-0091	ITL WOO NO. 58	* NO. 2
KS-80-0092	DAE KIM	* MIN WOO NO. 3
KS-80-0093	MIN WOO NO. 3	* MIN WOO NO. 3

Prepared November 21, 1979  
Law Enforcement  
NMEG, Bureau

KS-80-0094 NO. 105 O DAE \*

YANG  
NO. 303 DAI HO Citeation for improperly kept call  
sig.

KS-80-0099 NO. 106 O DAE \*

KS-80-0100 MIN WOO NO. 1 \*

KS-80-0101 MIN WOO NO. 11 \*

KS-80-0102 MIN WOO NO. 17 \*

PL-80-0001 LEPIUS \*

PL-80-0004 PEKSEUS \*

PL-80-0007 GRIMMAL \*

PL-80-0008 GARDELA \*

PL-80-0009 VALLEN Citeation for minor logkeeping errors. \*

PL-80-0010 WLOZNIK \*

PL-80-0011 OTOL \*

PL-80-0012 MUSTEL \*

PL-80-0013 FOKA \*

PL-80-0014 PIETWAL \*

PL-80-0016 SEMVAL \*

PL-80-0017 KASZALUT \*

PL-80-0019 HURBAK \*

PL-80-0027 KASZUBY 2 \*

PL-80-0029 IAINIAR \*

PL-80-0030 LEWALTER \*

PL-80-0031 ROMORZE \*

PL-80-0033 BURAN \*

PL-80-0034 MARLIN \*

PL-80-0039 KALMAR \*

PL-80-0041 ZULAWY \*

PL-80-0045 TONK \*

PL-80-0048 GENINI \*

PL-80-0049 CYR POKORSKI \*

PL-80-0050 KOLIAS \*

PL-80-0052 MARWA \*

PL-80-0053 NARVAL \*

PL-80-0054 TAZAR \*

PL-80-0055 VECA \*

PL-80-0056 SATURN \*

PL-80-0060 AMIOR \*

PL-80-0061 WINETA \*

PL-80-0062 SIRIUS \*

PL-80-0063 MORS \*

PL-80-0064 RYBAK KORSKI \*

PL-80-0065 DELFIN \*

PL-80-0066 HAJDUK \*

\* Indicates no violation

\*-serious

\*\$-extremely serious

\*Involved in gear loss conflict, no official form reported to NMEG as of this date.

1. SEO YANG HO/6MNE (KS-80-0002)

Vessel seized 120 miles northwest of Unimak Pass on October 9, 1979 for gross underlogging of catch as reported in the Daily Cumulative Catch Log. (DCCL) The vessel's catch indicated a 32% (709 m.t.) underlog in the DCCL. Bond was set at \$250,000 and the vessel released November 7, 1979. Case pending.

2. CHEOG YANG HO/6LZV (KS-80-0003)

Vessel issued two violations 100 miles northwest of Unimak Pass on February 16, 1979 for untimely sorting of the catch and failure to return prohibited species immediately to the sea. A small amount of halibut and Tanner crab remained in the factory area 2 1/2 hours after the catch was landed. Case pending.

3. PUNG YANG HO/6MLB (KS-80-0004)

Vessel seized 120 miles northwest of Unimak Pass on October 9, 1979 for gross underlogging of catch as reported in the DCCL. The vessels catch indicated a 34% (664 metric ton) underlog in the DCCL. Bond was set at \$250,000 and the vessel released November 7, 1979. Case pending.

4. HEUNG YANG HO/6SED (KS-80-0006)

Vessel issued a violation 28 miles northwest of Unimak Pass on June 10, 1978 for failure to maintain an accurate DCCL that included discards. About 1,000 pounds of Atka mackerel was observed in the fish bins and was not recorded in the DCCL. Case pending.

5. NO. 31 DONG WON/6LSV (KS-80-0053)

Vessel seized 22 miles southwest of Kayak Island in the Gulf of Alaska on June 20, 1979 for failure to record round weight in the DCCL and failure to log discards. The vessel was released June 30 and awaits civil prosecution.

6. O DAE YANG 212/6MUZ (KS-80-0063)

Vessel issued 16 separate violations counts on November 7, 1978 for failure to maintain a daily Cumulative Catch Log on 16 days during the period September to November, 1978. Case pending:

7. KYUNG YANG HO/6NBI (KS-80-0085)

Vessel issued a violation 90 miles southwest of St. Paul, Pribilof Islands on January 31, 1979 for untimely return of prohibited species to the sea. There was 326 pounds of salmon and 132 pounds of halibut in holding bins 2 1/2 hours after the catch had been landed. Case pending.

Prepared by:  
Law Enforcement Branch  
RIFS, Juneau  
November 21, 1979



TELEGRAM

FILE	ACT	INFO	ROUTE TO	INITIAL
			Exec. Dir.	
			A. Exec. Dir.	
			Admin. Off.	
			Exec. Sec.	
			Writer/1	
			Writer/2	
			Sec. Recep.	
			Sec. Typist	
DEC 40 1979				

*Council &  
AP -  
loose - no  
book*

8 DEC 79 2:20

IPMAFUA AHG  
1-037107S342 12/08/79

ICS IPMMTZZ CSP

2065425649 NL TDMT SEATTLE WA 142 12-08 0702P EST

PMS C V TILLION, CHAIRMAN 00687

NORTH PACIFIC FISHERIES MANAGEMENT COUNCIL SUITE 32 333 WEST 4 AVE  
BOX 3136DT

ANCHORAGE AK

I AM SKIPPER AND LESSEE OF THE 124 FOOT CRABBER/TRAWLER GREAT PACIFIC  
AND HAVE ENTERED INTO A MARKET AGREEMENT WITH MARINE RESOURCES  
COMPANY OF SEATTLE TO DELIVER POLLOCK, COD, HERRING AND OTHER GROUND

FISH TO THE SULAK AND OTHER PROCESSORS IN BERING SEA ALEUTIAN AND  
WESTERN GULF STARTING IN JANUARY. I HAVE SPENT CONSIDERABLE SUMS  
ON

GEAR AND EXPECT TO LEAVE RIGHT AFTER CHRISTMAS. I ASK THAT THE  
COUNCIL APPROVE THE PERMIT APPLICATIONS FOR MARINE RESOURCES  
INCLUDING THEIR REQUEST TO RECEIVE UP TO 4,900 TONS OF HERRING.

ALSO

I ASK THAT WINTER CLOSURES IN SOUTHEAST BERING BE REMOVED FOR  
DOMESTIC FISHERMEN AND THAT NO RESTRICTION BE PLACED ON THE PERMIT

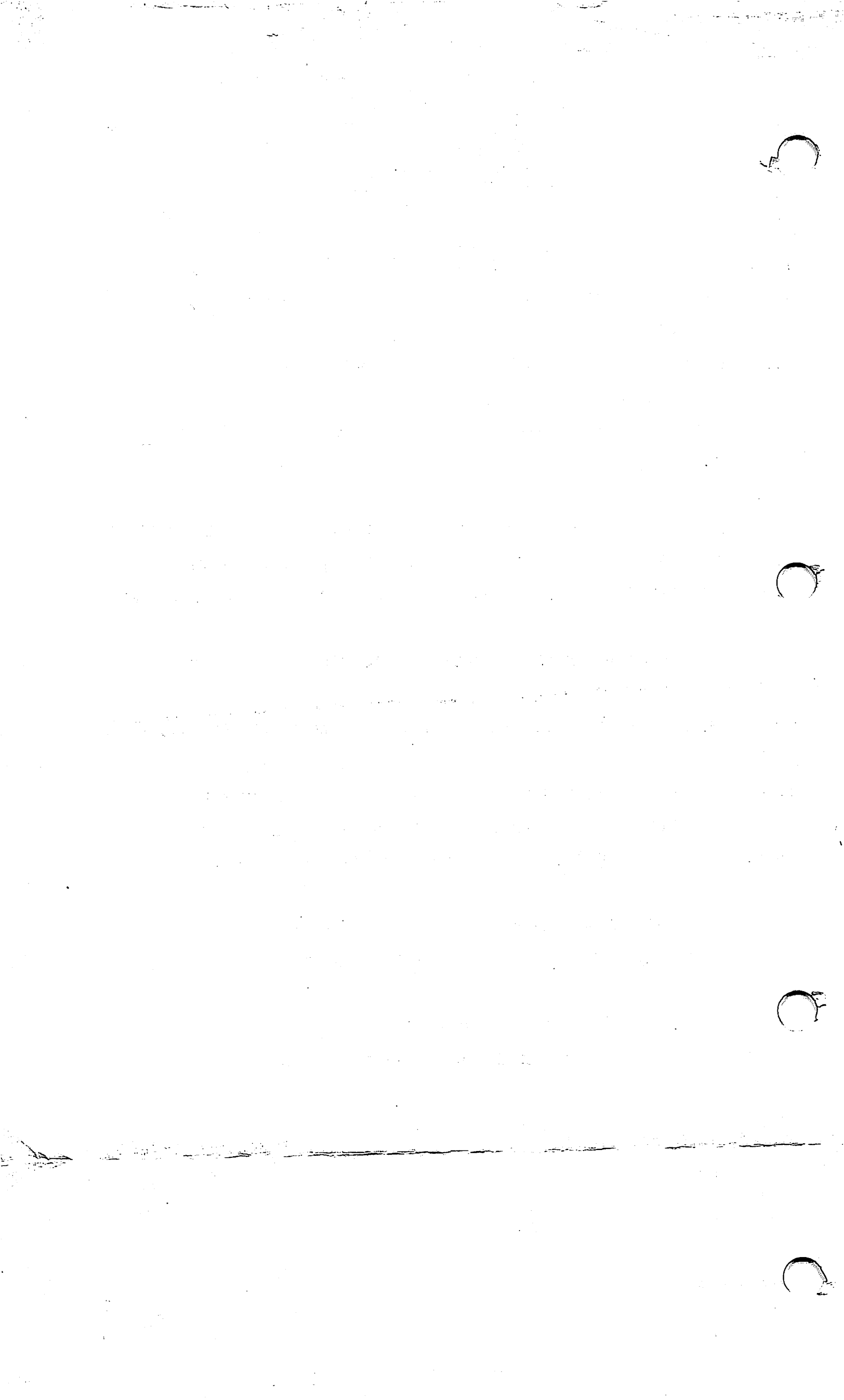
TO EXCEED CATCH LIMITS WHERE I CAN DELIVER MY CATCHES. I HAVE NO OTHER POSSIBLE  
MARKETS FOR THIS BOAT. PLEASE SUPPORT EFFORTS BY MYSELF AND OTHERS  
TO

ESTABLISH NEW FISHERIES FOR AMERICAN FISHERMEN. SINCERELY

HAL OSTEBOVIK FISHING VESSEL GREAT PACIFIC

1905 EST

IPMAFUA AHG



TELEGRAM

*Council  
12/8/79  
Dec meeting*

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			A. Exec. Dir.	
			Admin. Off.	
			Exec. Sec.	
			Writer/1	
			Writer/2	
			Sec. Recep.	
			Sec. typist	
DEC 10 1979				

*Council &  
AP -  
loose - no  
book*

8 DEC 79 2:20

IPMAFUA AHG  
1-037107S342 12/08/79

ICS IPMMTZZ CSP

2065425649 NL TDMT SEATTLE WA 142 12-08 0702P EST

FMS C V TILLION, CHAIRMAN 00687

NORTH PACIFIC FISHERIES MANAGEMENT COUNCIL SUITE 32 333 WEST 4 AVE  
BOX 3136DT

ANCHORAGE AK

I AM SKIPPER AND LESSEE OF THE 124 FOOT CRABBER/TRAWLER GREAT PACIFIC  
AND HAVE ENTERED INTO A MARKET AGREEMENT WITH MARINE RESOURCES  
COMPANY OF SEATTLE TO DELIVER POLLOCK, COD, HERRING AND OTHER GROUND

FISH TO THE SULAK AND OTHER PROCESSORS IN BERING SEA ALEUTIAN AND

WESTERN GULF STARTING IN JANUARY. I HAVE SPENT CONSIDERABLE SUMS  
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GEAR AND EXPECT TO LEAVE RIGHT AFTER CHRISTMAS. I ASK THAT THE  
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I ASK THAT WINTER CLOSURES IN SOUTHEAST BERING BE REMOVED FOR  
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WHICH LIMITS WHERE I CAN DELIVER MY CATCHES. I HAVE NO OTHER POSSIBLE  
MARKETS FOR THIS BOAT. PLEASE SUPPORT EFFORTS BY MYSELF AND OTHERS  
TO

ESTABLISH NEW FISHERIES FOR AMERICAN FISHERMEN. SINCERELY

VAL OSTEOVIK FISHING VESSEL GREAT PACIFIC

MAFUA AHG



1905

IP

12-14-79  
Francis Smith

STATEMENT REGARDING PERMIT RENEWALS FOR KOREAN VESSELS

Mr. Chairman, Members of the Council, Ladies and Gentlemen:

My name is Francis E. Smith, Jr. I am an attorney with the Anchorage firm of Ely, Guess & Rudd. I am appearing before you as counsel for the North Pacific Fisheries Development Association of Korea, for the Korea Won Yang Co., Ltd., and for the Dongwon Industrial Co., Ltd -- both members of the Association.

We only recently learned that the Council was considering making recommendations regarding applications for permits for vessels that had been accused of violations of the FCMA or the regulations during this past year. We received on Friday of last week and on Monday of this week certain materials which reflected the Korean vessels for which permits were going to be considered.

Because of some of the comments which were made at the Council's meeting on Wednesday morning, and by way of background to my discussion here, it might be helpful if I were to discuss, very briefly, the different classifications of violations with which vessels might be charged, and the

different levels of penalties provided for in the regulations.

The regulations describe certain violations which constitute criminal conduct. They are as follows: (a) Refusing to permit an authorized officer to board a vessel; (b) assaulting or interfering with the activities of an authorized officer; (c) resisting a lawful arrest; (d) interfering with the arrest of a person known to have violated the FCMA or the regulations; (e) fishing without a permit; and (f) fishing within the territorial boundaries of a state. None of the vessels here are charged with such violations.

Other potential violations are not ranked in any order by either the FCMA or the regulations. I believe, though, it is logical to rank them as follows:

First, intentionally taking and keeping prohibited species would be a most serious violation. None of the vessels here are charged with such a violation.

Second, taking any species in excess of the quota allowed under the regulations would be a most serious violation. None of the vessels here are charged with such a violation.

Third, the absolute failure to keep records of catch, of discards, and of transfers, and the failure to report the required information to the NMFS, would certainly be serious. None of the vessels here are charged with such a violation.

Finally, after the violations described above, it seems to me that we are left with a miscellaneous assortment of more or less technical requirements. Whether a vessel keeps its logs in processed or round weight, if it reports its catch in round weight to the NMFS; whether a vessel has a proper boarding ladder; whether a vessel properly displays its call sign; whether a vessel logs its discards one hour or two hours or three hours after completing a trawl -- and whether such errors exist as a consequence of the intentional acts of the people responsible, or whether they represent simply mistakes or misunderstandings.

I think that the above constitutes a fair summary of the kinds of things that might be done wrong by a foreign vessel operating in our waters pursuant to a permit issued under the FCMA. I don't think it is any distortion to say that the ranking of the seriousness of the violations which I have just suggested is a matter both of what the regulations say and of common sense.

At the bottom of the list, and not by design, is the matter of record keeping, and especially the matter of accurate or inaccurate record keeping. Without minimizing the seriousness of the charges against some of these vessels, I believe it is perfectly accurate to say that their wrongdoing, if there has been any wrongdoing, has been the kind of wrongdoing which does not undermine or even affect the biological, management, and jurisdictional concerns of this country. None of the vessels are charged with criminal conduct of any kind. None of the vessels are charged with targeting on prohibited species. None of the vessels are accused of exceeding Korea's quota. And none of the vessels are charged with failing to keep any records of any kind.

The regulations recognize, quite specifically, that just as there will be a hierarchy or gradation in the seriousness of violations, there must be a hierarchy or gradation in the kinds of penalties imposed. For the least serious violations, a citation can be issued, at the scene, by the enforcing officer. For a more serious violation, a civil money penalty may be assessed by the Director. For yet more serious violations, a judicial forfeiture action against the vessel and its catch may be commenced. And for the most serious violations, criminal prosecution of the owner or operator may be recommended.



Finally, and probably most significantly, is the right of the Director, in certain circumstances, to revoke or suspend a permit. Such action, as Mr. Travers explained yesterday, is only being taken in extreme cases, and has not been taken so far with respect to any Korean vessel.

The point of this background is simply this. It seems to me that the FCMA and the regulations are intended to, and do in fact, constitute a more or less comprehensive scheme of prohibited acts and appropriate penalties. Decisions regarding the seriousness of an alleged violation are made by the NMFS. And decisions regarding the level of penalty which should be sought are also, I believe, in the hands of the NMFS. For the FCMA to work, and for effective administration and enforcement of the regulatory scheme, it seems to me obvious that decisions regarding the nature of violations, their seriousness, and the appropriate penalty, in particular cases, must reside in the body which actually administers and works with the FCMA on a day to day basis. It seems to me that it follows, necessarily, that it would be a tremendous mistake for this Council, or for any other group or individual, to suggest, in a particular case, that a violation is more or less serious than the NMFS thinks it is, or that a penalty greater than or less than recommended by the NMFS ought to be imposed.

What I am urging this Council to do, in short, is to abstain from making a recommendation one way or the other with respect to permit renewals where there are pending charges. I am urging the Council to abstain for this reason. Each of these matters is currently disputed. None of them have been resolved one way or the other either in forfeiture proceedings or with respect to the assessment of civil fines. In each case the wrongdoing which is charged against the vessel is contested and denied by the vessel owner. These are not cases in which a person has simply been caught with his hand in the cookie jar, and the matter is open and shut. I really doubt if there are any such cases under the FCMA. But even if there are, these are not such cases.

My point here can be illustrated by a brief summary of the situation with respect to each of the seven Korean vessels, the permits for which are under consideration. I have second hand knowledge with regard to the first four of these, and I have first hand knowledge regarding the last three.

1. The NMFS report with respect to the Cheog Yang Ho indicates the following: "Untimely catch sorting, failure to return immediately all species. Two

violations issued." It also indicates the following:

Vessel issued two violations 100 miles northwest of Unimak Pass on February 16, 1979 for untimely sorting of the catch and failure to return prohibited species immediately to the sea. A small amount of halibut and tanner crab remained in the factory area two and one-half hours after the catch was landed. Case pending.

Information received directly from the owner indicates the following: The proposed penalty is \$8000. The amount is not substantial, but the principle involved is an important one to the owner and to the Association.

It is practically impossible to discard prohibited species immediately upon their coming aboard the vessel. The contents of the cod end of the trawl are first dumped into the fish pond. To a very limited extent, the fishermen can separate prohibited species found at the top of this holding area. They cannot, as a practical matter, dig down through the fish to find and discard prohibited species. Rather, the fish are sorted and discarded as they move out of the fish pond onto processing lines.

This procedure was first established at the direction of the Coast Guard in 1977. It is a reasonable procedure, especially in view of the fact that all of the

fish are dead by the time they come aboard the vessel anyway. Since 1977 Coast Guard representatives have boarded the vessel and have indicated satisfaction with this procedure.

2. The NMFS report with respect to the Heung Yang Ho indicates the following: "Violation for improperly kept catch log, citation for obscured call sign." It also indicates the following:

Vessel issued a violation 28 miles northwest of Unimak Pass on June 10, 1978 for failure to maintain an accurate DCCL that included discards. About 1000 pounds of Atka mackerel was observed in the fish bins and was not recorded in the DCCL. Case pending.

An extension of time in order to prepare a petition for relief from the recommended penalty of \$7500 has been granted. If there is a violation here, it is over a year and a half old. The complaint, though, must be very recent. I do not have the owner's response. I do note, though, that there is no allegation that the fish was processed or even in the processing area. The sole claim is that fish in the fish bins had not been logged in the DCCL.

3. The NMFS report with respect to the Kyung Yang Ho indicates the following: "Violation for untimely

return of prohibited species." It also indicates the following:

Vessel issued a violation 90 miles southwest of St. Paul, Pribilof Islands, on January 31, 1979 for untimely return of prohibited species to the sea. There were 326 pounds of salmon and 132 pounds of halibut in holding bins two and one-half hours after the catch had been landed. Case pending.

Information received directly from the owner indicates the following: Only a moderate penalty of \$5000 is recommended, but the issue involved is sufficiently important as a matter of principle that a hearing has been requested. At issue is the question of the time to be allowed to dispose of prohibited species.

As I stated before, nearly all fish caught in trawls of the size involved here are dead in the net -- from a very early point in the trawl and certainly by the time the trawl is hauled on deck. The crew very naturally processes the trawl with this in mind. It serves no practical purpose to give precedence to disposing of prohibited species; they are thrown out in the order in which the crew comes to them when the trawl is first dumped and when the load is being processed from the fish pond.

There is no allegation in the report of the boarding party that prohibited species were being processed for retention.

4. The NMFS report with respect to the O Dae Yang 212 indicates the following: "Violations issued for major log keeping errors, failure to provide safe boarding ladder." It also indicates the following:

Vessel issued 16 separate violations counts on November 7, 1978 for failure to maintain a daily cumulative catch log on 16 days during the period September to November, 1978. Case pending.

Information received directly from the owner indicates the following: This is an unfortunate case of a captain sent without proper training directly from New Zealand waters to the FCZ to substitute for a vessel sunk during its sea trials. At issue before final settlement is the question of how much the owner can pay in fines without going into bankruptcy.

The government's position is that there are 16 violations, one for each day on which the vessel did not keep a proper DCCL, and it is asking for \$5000 in penalties for each of those 16 days. Total penalties requested,

then, come to \$80,000. The owner's position is that on seven of the 16 days there was no actual fishing. On the nine days on which there was fishing, the catch was properly reported to the company's head office, to the Korean Office of Fisheries, and on a weekly basis to the NMFS office in Juneau, as required. In other words, although the logs were admittedly kept in improper form, there was no intention to violate the FCMA or the regulations. There was simple carelessness. And the reporting requirements were complied with. For this my government wants \$80,000 in penalties.

5. The NMFS report with respect to the Seo Yang Ho indicates the following: "Gross underlogging, vessel seized." It also indicates the following:

Vessel seized 120 miles northwest of Unimak Pass on October 9, 1979 for gross underlogging of catch as reported in the DCCL. The Vessel's catch indicated a 32% (709 mt) underlog in the DCCL. Bond was set at \$250,000, and the Vessel released November 7, 1979. Case pending.

6. The NMFS report with respect to the Pung Yang Ho indicates the following: "Gross underlogging, vessel seized, also two citations for minor infractions." It also indicates the following:

Vessel seized 120 miles northwest of Unimak Pass on October 9, 1979 for gross underlogging of catch as reported in the DCCL. The Vessel's catch indicated a 34% (664 mt) underlog in the DCCL. Bond was set at \$250,000, and the Vessel released November 7, 1979. Case pending.

Regarding both of these vessels, the owner's response is as follows. First, the bond amounts are inaccurate. The bond for the Seo Yang Ho is \$394,000, and the bond for the Pung Yang Ho is \$274,000. Second, the reports imply that the "catch" on board proves the inaccuracy of the DCCL. This is not true, as explained below.

The seizures were based upon the discovery by the boarding party of what they believed were informal logs of the vessels' catch. They concluded that these logs, which reflected a greater catch than the DCCL's, were the accurate ones, and that the DCCLs were not accurate. Comparing these other logs with the DCCLs led the boarding party to the conclusion, according to the reports I have been furnished, that over 1300 mt of fish had been caught by these two vessels but not recorded. The officers of the vessels explain the informal logs as, in one case, predicted logs of what would be caught, and in the other case, as false logs used in order to justify a higher bonus payment for the crew.



But there was no evidence of the theory of the boarding party aboard either of the two vessels. Both vessels had, in the weeks before they were boarded, routinely transferred their catch to the carrier vessel the Gae Cheog Ho which, at the time of the seizures, was on its way back to Pusan.

When we were retained to represent the Korean Won Yang Fisheries Co. we decided that the unloading of the Gae Cheog Ho should be monitored and audited. It seemed to me, and it was my suggestion, that if there had been additional fish put aboard the Gae Cheog Ho, and if the transfer logs had been falsified, this fact would become obvious during the course of unloading. On the other hand, it seemed to me, if the amount of fish which came off the Gae Cheog Ho corresponded with the amount which had been logged as going onto that vessel from the Seo Yang Ho, the Pung Yang Ho, and the other vessels from which it had taken its cargo of fish, that would establish the accuracy of the DCCLs.

On this basis we invited United States observers to participate in auditing the unloading. And we retained a representative in Korea, an American, to assist the NMFS representative, to represent us, and to act as liaison between the company, the stevedoring firm, and the NMFS observer.

Although the unloading had started two days before the observers arrived, very little fish had been unloaded due to bad weather. Furthermore, copies of the unloading documents from those two days were obtained and checked. The vessel, and the vessel's holds, were carefully inspected to see what evidence there was of prior unloading.

I am pleased to report to you that the result of this audit conducted over a period of more than a week, indicates the accuracy of the transfer logs -- and therefore of the DCCLs -- of the Seo Yang Ho and the Pung Yang Ho. It is my understanding from talking to our representative in Korea and to the United States Attorney, that there is simply no dispute that the amount of fish which came off the carrier vessel is equal to the amount of fish which the vessels of the Korea Won Yang Fisheries Co. say was put onto that vessel in the first place. And it follows from that, at least to us, that the DCCLs were kept accurately in the first place.

The United States Attorney, on the other hand, is taking the position, at least at this time, that he believes that the 1300 or so metric tons which the two vessels are charged with not logging, must have been disposed of

before the vessel got to Korea. It is his position that the vessel was unloaded at some other port, that it was unloaded at sea, that it was unloaded prior to arriving at the dock at Pusan, or that the fish was simply thrown over the side.

We believe that there are good, factual reasons why these alternatives could not be the case. The vessel could not have unloaded in a foreign port for two reasons. First, there are no countries between Alaska and Korea which would accept the fish. Neither Russia nor Japan purchase fish from foreign vessels.

Second, there was not enough time for the vessel to have pulled into another port and to have discharged that much fish. There was also not time for the vessel to have transferred that much fish to another vessel on the high seas between the time it left the FCZ and the time it arrived in Pusan. We know what speed the vessel is capable of making. And we know from the vessel's logs how long it had to get from the FCZ to Pusan. There just wasn't enough time to discharge 1300 mt of fish.

The only other alternative which has been suggested is that the fish were simply pitched over the side of the vessel. Again, time is the limiting factor. We believe that we will be

able to show that there were not enough hours, not enough days, to dispose of 1300 mt of fish in that manner. That would be almost 80,000 blocks of fish weighing over 30 pounds each. I don't think the captain of the vessel would even have considered that. I don't think that the crew of the vessel would have allowed the captain to do that. And I don't think, and I believe we will be able to prove, that it would have been physically possible to dump that much fish over the side of the Gae Cheog Ho between the time it left the FCZ and the time it arrived in Pusan.

In short, then, the United States has a case consisting only of what it thinks certain, unofficial documents might mean. On the other hand is an actual, audited discharge of the carrier vessel. There are two sides to these cases, also.

7. Finally, the NMFS report on the Dongwon No. 31 states as follows: "Gross underlogging -- vessel seized, citation for minor logging errors." The report goes on to state:

Vessel seized 22 miles southwest of Kayak Island in the Gulf of Alaska on June 20, 1979 for failure to record round weight in the DCCL, and failure to log discards. The vessel was released on June 30 and awaits civil prosecution.

I personally handled this case, and I am completely familiar with the details. First the vessel did keep the DCCL in dressed weight. The owner was familiar with this, though, and did not understand that there was anything wrong with it. The owner converted the dressed weight into round weight using accepted recovery percentages. These figures were then reported through channels to the NMFS in Juneau. The reports made to Juneau, then, were in round weight as they were supposed to be.

I have personally done the computation for translating the total recorded catch for this vessel from dressed weight to round weight. It takes about ten minutes to make the conversion once you have the figures in front of you. This could have been done, and should have been done, before the vessel was seized. No explanation has ever been offered as to why it was not done. After the vessel was seized, it took about a week to get the NMFS to make this calculation, to admit the mistake, and to get the vessel released.

It has always been my understanding that the National Marine Fisheries Service and the U. S. Coast Guard and the U. S. Attorneys' office all agree that this vessel would not have been seized in the first place had the true facts been known. The violation which occurred, and there is no question

that it was a violation, was of the most innocent and harmless type imaginable. That the vessel was seized in the first place was, I believe, an embarrassment to the NMFS and to the Coast Guard. It was a seizure which should never have taken place and which would not have taken place if the time had been taken to do even a minimal amount of checking.

Perhaps most interesting, and most telling as an overall summary of the problems with these vessels, is a fact which certainly is not reflected for you in the hand-outs which you have been furnished. This vessel had been boarded about a month and a half before, on May 4, by a boarding party from the Cutter Midgett. Ltjg K. W. Armstrong had written a note (and I attach a copy), as follows to the Captain of the Dongwon:

Boarded Dongwon Ho No. 31 for fisheries inspection. Logs very well kept. Good knowledge of regulations. Very good operation and a clean ship. Captain and crew friendly and cooperative. Wish you good fishing and a safe trip.

The vessel had been in the FCZ for approximately two weeks at the time this note was written. And the vessel had, of course, during that entire period been keeping the DCCL in dressed weight.

I have not gone into this detail here in order to

convince you or even attempt to convince you one way or the other with respect to the guilt or innocence of any particular vessel. This is not the place or time for that -- and I hope that no one else attempts to do it. It has been my purpose, rather, to make clear that there are two sides to every story -- and there are certainly two sides to these seven cases.

I don't know what is going to happen to these vessels. I don't know what is going to happen in these cases. Some of them may be found guilty. Some of them will surely be found innocent. But just as I don't know, it seems clear to me that you could not possibly know, either. And unless you know whether the vessels are guilty or not, it doesn't seem to me that you could or should, or even that you would want to, make a recommendation regarding permit renewals.

I have characterized the revocation of a permit, or the failure to issue a permit, as the most serious penalty except for forfeiture of the vessel itself, which could be imposed on one of these ships. All of them are special purpose. They really have no use outside of the FCZ. If their permits are not renewed they become, in short order, white elephants.

It is one thing, for the most serious of violations (fishing without a permit, for example, or resisting arrest), to take away the permits after those charges have been proven. It is quite another thing, and something which I would think would offend all of our notions of fair play, to even suggest that permits ought not to be renewed, or ought to be revoked, simply on the basis of a one paragraph summary of one side of the story.

I don't think that is fair. I don't think that any of you would think it was fair if it were happening to you. I know none of us would think it were fair if our vessels were treated that way in foreign waters. And I don't think that the dignity of this Council and the authority of this Council ought to be lent to such a practice.

In conclusion, I would like to read a statement which I have been asked to make on behalf of the North Pacific Fisheries Development Association of Korea. The Statement is as follows:

Our Association takes the Fisheries Conservation and Management Act very seriously. When executives of our companies have visited Alaska, we have conferred with Coast Guard and enforcement authorities about ways in which our compliance can be improved.



Our captains and responsible officers suffer penalties when carelessness or ignorance is proven against them. We are preparing new, and we hope better, summaries for officers of the proper procedures.

But considering the complexity of the American rules (with their not infrequent violations of what may seem to the ordinary fisherman to be common sense and economic necessity), we are not ashamed of our record to date. We do not believe that any of the cases in which we have been involved and which relate to applicants for permits in the 1980 year deserve any adverse recommendations from the Council.

We are, quite frankly, disturbed by the presence of an item, placed on the agenda of the Council with little advance warning, which would apparently lead to consideration of recommendations concerning the 1980 permits of several of our vessels on the grounds they have been involved in "serious violations" of the FCMA. In point of fact, none of our vessels have been formally determined to have violated the Act in 1979. Several cases are

in process, but we had thought "not guilty until proven guilty" was a basic principle of American law and administrative practice.

Thank you for your patience and for your understanding. I sincerely believe that there is not, among the cases before you, even one in which permit sanctions should be considered.

Francis E. Smith, Jr.  
ELY, GUESS & RUDD  
510 L Street, Suite 700  
Anchorage, Alaska 99501  
(907) 276-5121

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PMS MR C. V. TILLION, CHAIRMAN

N PAC FISH MGT COUNCIL

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~~SUITE 32, 333 W. 4TH AVE~~

BOX 3136 DT ANCHORAGE AK 99510

~~ANCHORAGE AK 99510~~

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UNABLE TO ATTEND COUNCIL MTG BUT WANT TO EXPRESS OUR STRONG SUPPORT FOR THE PERMIT APPLICATIONS, INCLUDING SPECIES AND AMOUNTS REQUESTED, FOR SULAK AND OTHER SOVIET PROCESSING VESSELS, WHICH HAVE BEEN LEASED BY MARINE RESOURCES CO TO ACCEPT OUR CATCHES OF POLLOCK, COD, HERRING ETC IN BERING SEA AND GULF BEGINNING ABOUT 1 JAN. IN APPROVING THESE PERMITS WE ASK THAT NO RESTRICTIONS BE PLACED ON AREAS WHERE WE CAN DELIVER OUR CATCHES AS THIS WOULD ADVERSELY IMPACT OUR OPERATIONS. MOREOVER WE ASK THAT THE QUOTA AND WINTER CLOSED AREA RESTRICTIONS IN SE BERING SEA BE RELAXED SO THAT WE CAN OPERATE IN THAT AREA. AMERICAN FISHERMEN ARE MAKING A STRONG EFFORT TO DISPLACE THE MASSIVE FOREIGN FISHERIES. MOREOVER WE NEED NEW MARKETS NOW SUCH AS CAN BE PROVIDED BY MARINE RESOURCES CO. WE DESERVE TO BE SUPPORTED, NOT HINDERED.

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ANCHORAGE AK

BOX 2122 DL

SUITE 35, 333 N. 4TH AVE

IN PAC FISH MGT COUNCIL

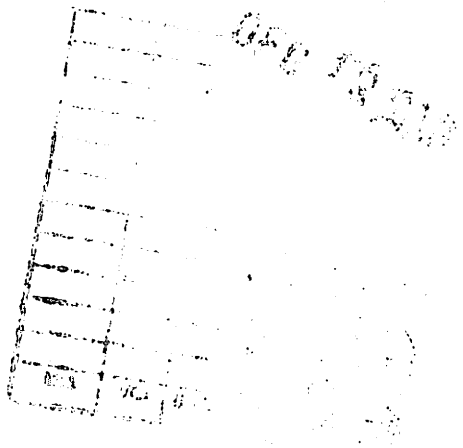
FRS MR C. V. LILLION, CHAIRMAN

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COMMENTS OF EDWARD F NAUGHTON  
NPFMC ANCHORAGE Dec 14, 1979

12-14-79  
Ed Naughton.

Mr. Chairman,

I want to talk briefly about Agenda Item G5, particularly the Amendment proposed with reference to closure of areas to fishermen who sell to Joint Venture processors.

1. I would urge that the Council review the language that was enacted in PL95-354. You will find that the OY is to be allocated with descending preference given to DAP, JVP and TALFF. The idea being to assure that fish are available to U.S. processors, but without <sup>allocating or</sup> forcing U.S. fishermen to sell to only one company or market.

2. If you decide that you will draw lines on the water, in spite of the complications that brings to U.S. fishermen starting in this new business, I would suggest that no lines be drawn until there is a real need for them rather than fancied. <sup>When you draw lines they tend to remain and complicate other fisheries.</sup> Its seems to me incongruous that processing <sup>3 Area Gulf from Sama Gulf</sup> companies see such dire threat in operations where U.S. fishermen sell to foreign processing ships while they at <sup>However,</sup> the same time import foreign caught product. If the U.S. industry is ever to get into bottomfish, the first thing needed is for U.S. processors to stop bringing in foreign caught product and for them to start utilizing American fishermen.

Does it not seem strange to you that these processors rush to complicate the fishermens' lives in the name of their own protection, while the perpetrate the real block to development

INSTITUTIONAL REVIEW BOARD  
UNIVERSITY OF CALIFORNIA, SAN DIEGO

1. The purpose of this document is to describe the procedures for the review and approval of research involving human subjects.

2. All research involving human subjects must be approved by the Institutional Review Board (IRB) before it is conducted.

3. The IRB is composed of members who are not directly involved in the research and who are representative of the university community.

4. The IRB will review and approve research that meets the following criteria:

a. The research is in the area of knowledge that is important to society.

b. The benefits of the research outweigh the risks to the subjects.

c. The research is conducted in accordance with the ethical principles of the Belmont Report.

d. The research is conducted in accordance with the applicable laws and regulations.

e. The research is conducted in accordance with the applicable institutional policies and procedures.

f. The research is conducted in accordance with the applicable federal regulations.

of U.S. bottomfish by importing foreign product?

For instance, one advantage that U.S. fishermen realize in their effort to penetrate this business is the efficiency that Joint Venture operations bring in that the catcher boats are used only for catching. No fish handling, no travel to shore plants, no waiting for unloading, waiting for ice, ect., etc.,... Bear in mind that Soviet?Japanese JVs fish prices are in the range of 3 & one half cents per pound. That is tough competition. If the request is granted that a line be drawn at 12 miles, the U.S. fishermen who sell to JVs would lose the efficiency of JV operations and would have to use time and fuel for transporting fish to the processing ship outside of twelve miles.

Now, why would we operate in harbor mouths when our strength is that we operate at sea? Why this smoke screen? Obviously,

Before drawing lines on the water, consider how many fish are likely to be enclosed in these lines. What is the measurement of the biomass of the various species 30 miles around Akutan? I have talked to skippers of trawlers who have fished that area at that time of year. They indicate their biggest problem is keeping their towing time limited so as to avoid overloading their nets. The skipper of the <sup>one trawler</sup> ~~M/V Royal Atlantic~~ described how he made one tow that brought up 80 tons (his estimate) and how he had to cut his net to empty it until he could haul it aboard. Your scientists can give you the numbers of fish around Akutan.

Can you reasonably reserve all those fish for one processing company?

this is a continuation of the battle to prevent JUs.

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The requests for these lines on the water seem to stem from a feeling on the part of NEFCO and Icicle Seafoods that they will not be able to receive raw fish in a steady flow.

The solution to that problem is to have enough boats to catch the fish. If the two companies cannot get enough fish because they lack boats, then I invite them to contact me, I find high interest in the U.S. fleet and I can help them find boats.

If you decide to draw lines on the water, I suggest that you keep the National Standards foremost in your thinking as is required in the writing of any such measures, but be sure there is a real need for any lines.

Thank you.

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and the results were of a high order of accuracy.

Very truly,  
Yours,  
[Signature]

STATEMENT BEFORE THE  
NORTH PACIFIC FISHERY MANAGEMENT COUNCIL  
AT ANCHORAGE, ALASKA

December 12-14, 1979

By Dr. Walter T. Pereyra  
Vice President & General Manager for U.S. Operations

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I am here today on behalf of Marine Resources Company, a Washington State corporation, and the owners, operators and crewmen of the seven American flag trawlers who will be delivering fish to us in the Bering Sea and western Gulf starting this winter. A number of these fishermen came with me today to demonstrate their support for the issues I will address. So that there will be no misunderstanding as to the identity or commitment of the U.S. trawlers involved, I have with me a signed affidavit certifying that they have entered into a market agreement with us for the joint fishery under discussion.

We wish to speak in support of the permits for the Sulak and other Soviet support vessels being considered at this time. Our company and those involved with the seven trawlers that will deliver to us have made a substantial commitment in time and money to conduct an experimental fishery in the Bering Sea, Aleutians and western Gulf this winter and spring. The funds involved are totally ours and do not involve any government charters, grants from development foundations or other forms of public support. It is risk-taking by the private sector in the true sense of the word.

The Joint Fishery

Our joint operation was put together following inquiries we received last summer from a number of crabber/trawlers looking for new market opportunities in light of the economic difficulties they were experiencing in the crab fishery and the overall lack of bottomfish markets to receive fish they were capable of catching.

In determining the size of the joint fishery we took into consideration market opportunities available to our company worldwide, types of processing capacity available to us, the capabilities of the trawlers involved, scheduling of the season according to when the vessels would be able to fish, and lastly, our learning experience last summer in the Gulf.

Although the Sulak and projected replacement vessels can process up to 300 MT per day, a 200 MT daily average (28 MT/trawler) would probably be a more realistic figure considering weather, unloading, breakdowns, etc. With an anticipated 6-9 month operation, we

conceivably could take 36,000-54,000 MT of various trawl species. Based on past performance and our lack of experience in these areas, we elected to be conservative and estimated harvest levels of 46,750 MT (32,000 MT in the Bering Sea and 14,750 MT in the Gulf).

Assuming the permits are issued in time, the joint operation is expected to begin with the Sulak right after the New Year. Initially the joint fishery will target on pollock and herring in the central Bering Sea between the Pribilofs and St. Matthews Island. The Sulak must depart the grounds on 5 February but will be replaced with several smaller processors. The operation will remain in this area so long as the fishing holds up and the quotas are not reached.

When fishing success drops off, which is expected to be around mid-March, and assuming that restrictions on domestic trawling in S.E. Bering Sea are modified, we will move to the area south of the Pribilofs and out in the Aleutians to fish primarily for Pacific cod, POP and pollock. We will continue to operate in this area so long as we are successful but we would expect the operation to wind down in early summer as the boats gear up for the King crab fishery. After the King crab fishery, we expect to begin operations again in the Central Bering Sea.

With the exception of the American No. 1, the trawlers will deliver all of the catches to the processing vessel using a detachable codend system. The American No. 1 will only deliver catch in excess to their processing capacity.

#### Request to Receive Winter Food Herring

Of the various species and amounts being requested, Bering Sea herring seems deserving of additional comment and supporting data. In our permit application we have requested authorization to receive up to 4900 MT of winter food herring which American fishermen plan to catch together with pollock in the Central Bering Sea between the Pribilofs and St. Matthews Island. We feel this request, which was made in response to inquiries we had from several American boat owners looking for new markets, is reasonable and should be supported by the Council and the Department of Commerce for several reasons.

1. Healthy condition of the Bering Sea herring resource and available surplus -- Recent analysis of the status of the Bering Sea herring resource as reported in the Herring FMP indicates that the stocks have improved substantially from their depressed state of the early 70's and are now in a healthy condition. Aerial surveys have indicated an increase in herring abundance in all major spawning areas during the

1976-78 period with preliminary indications that the trend continued into 1979. It is worth noting that the Bristol Bay abundance indice has increased some 20 fold in this short period of time.

The 1978 aerial survey estimate of the spawning biomass from Bristol Bay to Norton Sound was 250,000-500,000 MT, even after applying a 25 percent reduction factor to account for possible upside bias in the estimate. The 1979 surveys showed similar or slightly improved conditions, but more important the relatively high abundance of 3 year olds indicates that recruitment to the 1980 fishery will be strong, suggesting further stock improvement.

Using long term average catch trends, the herring management team estimated MSY for the Western Alaska herring resource to be 48,186 MT and the biomass level needed to produce MSY to be about 241,000 MT. They also determined that under average conditions an exploitation rate of 20% was appropriate but that lower rates should be utilized when the resource was depressed and conversely higher rates when it was very abundant.

As mentioned, recent biomass estimates of the spawning population produced an adjusted range of 250,000-500,000 MT. This suggests that the population is substantially greater than the 241,000 MT MSY equilibrium biomass, and thus an exploitation rate in excess of 20% would be appropriate. But even if we take a conservative approach and accept the 20% exploitation rate, applying that rate to the biomass range produces a probable 1980 ABC of 50,000-100,000 MT.

It would seem therefore that the proposed 1980 TAC in the herring FMP of 48,438 MT is overly conservative and should be adjusted upward to allow for fuller utilization of the available surplus, particularly since domestic trawl fishermen are showing interest in establishing a winter food herring fishery on these surpluses.

The biological arguments notwithstanding it is obvious, given the projected allocations in 1980, that a substantial surplus of 11,668 MT exists for domestic fishermen to take north of the Pribilofs.

Preliminary 1980 TAC for Western Alaska	
<u>Herring Stocks</u>	<u>48,438 MT</u>
- Subsistence fishery	100
- Inshore roe fishery (expected guideline harvest level)	28,000
- TALFF (based on current PMP)	<u>8,670</u>
Total available for domestic food and bait fishery	11,668 MT

Moreover, if one adds to this quantity some reasonable portion of the underharvest from last year as is proposed in the FMP (combined U.S. and foreign catch only amounted to some 20,600 MT which is 27,840 MT under the proposed 1980 TAC based on 1978 data), then the total actually available for a domestic winter herring fishery should be in excess of 33,000 MT. We are projecting a catch of only 4,900 MT which is substantially less than the indicated surplus and thus should in no way be detrimental to the health of the resource or other resource users.

2. Probable instability in roe fishery and the need for equitable allocation -- Pursuing a domestic management regime dedicated primarily to the development of a large inshore roe fishery and a minor or non-existent high-seas winter fishery, will probably result in substantial instability and possibly underharvest in the domestic fishery from time to time. For example, if the roe fishery failed to take the allowable harvest due to adverse climatic conditions, allocating large amounts of unused DAH to a domestic high-seas fishery will probably not result in a substantial increase in catch due to the lack of established markets and high seas fishing capacity. Thus, in all probability the unused DAH would be passed through to the foreign fisheries.

Also of concern is the dependence of the inshore fishery on the Japanese roe market and the negative impact and disruption which will occur in the domestic fishery when that market recedes to more reasonable historical price levels. The present Tokyo wholesale price of \$22-26/lb for herring roe represents a historical high and cannot be expected to hold should supplies of herring roe increase due to a resurgence of the Soviet roe herring fishery, expansion of the new roe herring fishery in the Canadian Atlantic or the development of new herring stocks such as the Falkland herring off South America. A similar increase in the supplies of pollock roe in the Japanese market this year as a result of 7,000 MT of new imports from North Korea caused a dramatic drop (about 51% on a dollar basis) in the price of pollock roe in the Japanese market. A healthy high seas food herring fishery would help to dampen the expected oscillations from such market disruptions and give the Council greater management flexibility and options.

We feel strongly that the Council should manage the herring resource in a manner which is consistent with the stated purpose of the plan, i.e., "to provide for an optimum yield of the resource to the fishermen and the nation, and to promote fair and equitable allocation of the resource". Not allowing

a moderate domestic high seas herring fishery in total preference to an inshore roe fishery would not in our view be a fair and equitable allocation among domestic fishermen. Moreover, since a high seas foreign fishery is permitted under a TALFF which is in excess of that needed to cover incidental herring catches, you can not very well deny a legitimate domestic fishery as that would be in violation of the FCMA, i.e., domestic fishermen have priority over foreign fishermen, and thus be illegal.

3. The mixed stock argument -- One of the principal arguments against allowing a high seas fishery is that it is a mixed stock fishery and would have the potential of over-harvesting certain stocks. Considering (1) that any permitted high-seas fishery would be operating at levels substantially below those experienced in past years and (2) that the Goodnews/Bristol Bay stock makes up some 96% of the exploitable biomass in this mixed stock fishery, we find it hard to imagine how stocks could be segregated and aggregated in such a way on the wintering grounds that one of the minor inshore stocks could be heavily depleted by a midwater trawl fishery. Our fishermen and processors are mobile so they will seek out and fish on the heaviest aggregations. This will tend to work against any excessive depletion of segregated concentrations, should they exist.

Another point in support of a mixed fishery, which is alluded to in the FMP, is the possibility that estimates of herring abundance on the high seas might be generated which could be used to more accurately predict the strength of spawning runs the following spring. Once stock interrelationships are better understood it should be possible to index run strengths using observer data gathered in this fishery.

4. Compatibility with the subsistence fishery -- We want the Council to be aware that our company and the fishermen who will fish for us are sensitive to the subsistence needs of the inhabitants of the Bering Sea coast. We in no way want to impact the herring resource, or any resource for that matter, in such a way that would affect their subsistence activities adversely. In this regard, we support the stated goal in the herring FMP to give highest priority to the subsistence fishery.

With this concern in mind we have seen no evidence presented to date which would suggest any adverse impact on the subsistence fishery from our contemplated fishing activities. Our projected catch levels are only half the present quota allocated

to the foreign fisheries and only 3 percent of the maximum reported foreign catch of 145,579 MT in 1970. In some respects one might expect that the intensive inshore gillnet and seine fisheries could have more of an adverse impact by physically breaking up herring schools on the inshore fishing grounds and competing with subsistence fishermen for a place to fish. These kinds of potential impacts don't exist with a winter trawl fishery in the center of the Bering Sea some 450 miles west of Togiak.

5. U.S. fishermen get priority over foreigners re allocations -- We are disturbed that the Council might be unwilling to approve the delivery of any domestically-caught herring to the MRC processing vessels, despite the fact that this year the State Department has again been given authority to allocate a TALFF of 8670 MT of herring to foreign nations planning to fish the Bering Sea in 1980. The major argument put forth for this TALFF is that it is needed to cover incidental catch in the pollock fishery. We have no argument with that need except that the allocated amount is some 2170 MT more than is identified in the FMP as necessary to cover the true incidental catch for the entire eastern Bering Sea.

Moreover, on August 10, 1979 at the request of the NMFS Regional Office in Juneau, we supplied data to them on the estimated amounts of various fish species we expected to purchase from U.S. fishermen in 1980. This estimate, which was based upon interest expressed by American fishermen at that time, included among other species, 3500 MT of herring. Subsequently we informed the Council that due to the increased response from fishermen, our herring purchases would be closer to 4900 MT. Since these estimates of our expected herring purchases from U.S. fishermen were known before the 8670 MT herring TALFF was allocated by the State Department on or about 7 December, we conclude that NMFS came to the same conclusion that we have -- namely that there is sufficient harvestable surplus herring available for a high seas fishery to take care of TALFF and the needs of domestic fishermen wanting to enter this new fishery.

6. Domestic trawlers not able to economically operate in a pollock only fishery -- If our domestic trawlers are prohibited from catching and delivering winter herring together with pollock to our leased processors as proposed, it will be impossible for us to mount an economic fishery on pollock alone northwest of the Pribilof Islands or elsewhere. Let me briefly illustrate this point.



Under ideal conditions the Sulak can process around 250-300 MT of raw fish per day. Her total freezing capacity is about 120 MT per day of which 20 MT could be in the form of frozen fillet blocks. The fish meal plant can handle about 125 MT of raw material daily.

We have contracted to pay our fishermen 15¢/lb for herring, 5¢/lb for pollock of sufficient size to be run through the fillet lines (> 40 cm) and 1.5¢/lb for meal grade pollock. Given the Sulak's processing capacity and the prices we can afford to pay for the delivered fish, the maximum earnings potential for the American boats in a combined herring/pollock fishery northwest of the Pribilof Islands is as follows:

Maximum daily gross for herring/pollock fishery

	Gross Stock to Per MT	Fishermen TOTAL
20 MT pollock fillet blocks (20% yield)	\$ 550	\$11,000
100 MT round herring	330	33,000
45 MT pollock for meal <sup>1/</sup>	33	1,485
	<u>TOTAL:</u>	<u>\$45,485</u>
	<u>Avg. per boat:</u>	<u>6,498</u>

<sup>1/</sup> Meal plant input capacity 125 MT - 80 MT scrap from fillet line = 45 MT available capacity for additional meal fish.

Without herring, the maximum earnings potential is reduced substantially since we have no market for pollock other than in fillet form which is limited to 20 MT per day. Under these conditions, 100 MT of freezing capacity is unused with the proforma being as follows:

Maximum daily gross for fishery on pollock alone

	Gross Stock to Per MT	Fishermen TOTAL
20 MT pollock fillet blocks (20% yield)	\$ 550	\$11,000
45 MT round pollock for meal	33	1,485
	<u>TOTAL:</u>	<u>\$12,485</u>
	<u>Avg. per boat:</u>	<u>1,784</u>

It is obvious that if we are going to mount a successful U.S. fishery on pollock in the Central Bering Sea, it will require that the U.S. boats be allowed to catch and deliver herring together with pollock.

A daily earnings potential of only \$1,784 per boat in a pollock only fishery is not sufficient to sustain a U.S. fishery. Moreover, our company could not afford to lease the Sulak since more than three-quarters of the productive processing capacity (freezing) would be unutilized.

#### S.E. Bering Sea Winter Closure

The proposed regulations to implement the Bering Sea and the Aleutian Islands Groundfish FMP establish two Winter Halibut-Savings Areas (total area =20,572 sq miles) in S.E. Bering Sea for the period December 1 to May 31, with provisions to close these areas to all domestic trawling if and when the U.S. trawl catch reaches 2,000 MT. The rationale for this regulation is to prevent high incidental mortality to juvenile halibut while allowing some expansion in the domestic trawl fishery for crab bait and human consumption. At the time the plan was written no major expansion of the domestic trawl fishery was anticipated so it was concluded, rightfully so at that time, that this regulation would not hinder the initial expansion of the domestic bottomfish fishery in the Bering Sea -- one of the stated purposes of the FCMA (Sec. 2 b(6) ).

But as so often happens in the fish business, conditions have changed dramatically in a short period of time. The softening in traditional bottomfish and crab markets together with a continual expansion of the domestic fishing fleet has forced fishermen to look for alternative fisheries in which to enter -- the Bering Sea, and particularly S.E. Bering Sea is obviously one of their target areas. Moreover, the winter-spring period from December 1 to May 31 (the period during which the winter halibut savings area restrictions are proposed to be in effect) is the time when the majority of groundfishing effort can be expected in S.E. Bering Sea because:

- 1) Target bottomfish species such as cod, pollock and flounders are more available due to aggregation for spawning or in response to thermal fronts associated with ice formation;
- 2) Fish value higher at that time due to the presence of roe in most species and higher flesh quality and yield;
- 3) Winter-spring weather conditions will favor operations closer to shore;
- 4) Combination boats do not have strong alternative markets at that time.

There is no question that if one relies totally on the incidental catch data from the foreign trawl fishery which operated in the past during the winter months in S.E. Bering Sea, a strong argument can be made for the Winter Halibut-Savings Area regulations, particularly in that the foreign fleets with their much larger vessels can operate in other areas of the Bering Sea at that time, and thus would not be severely impacted. But is it appropriate to extrapolate from our foreign experience to what we might expect from a domestic fishery? We would argue that it is not appropriate for the following reasons:

- 1) Domestic trawlers are smaller and they will use trawls which are smaller and quite different than those used by the foreigners which could affect incidental catch rates substantially. For example, the Japanese pair trawlers and Danish seiners use high opening, on-bottom trawls which fish on bottom and tend to herd flatfish. This would probably not be the case with a domestic fishery using midwater and off-bottom trawls;
- 2) Domestic trawlers would tend to fish closer in shore than the foreigners and target on different species (cod instead of halibut);
- 3) The halibut fishery is a domestic fishery and even though domestic trawlers and longliners have their points of difference at times, domestic trawlers would be more sensitive to the incidental capture of halibut and thus should avoid taking them.

We feel that approaching the problem by the use of permissible total catch limits in S.E. Bering Sea will not satisfy the dual objective of providing protection for juvenile halibut while still allowing the domestic trawl fishery to develop in that area. Total catch limits by themselves will not guarantee any protection for juvenile halibut but they will insure that the crab bait and human consumption trawl fisheries in that area will be compromised substantially. The expected trawling effort for human food consumption alone will probably land the maximum allowable catch in less than one month. Will it be reasonable or acceptable to shut down all the domestic trawl fisheries at that time until the scheduled open season on June 1?

This problem is somewhat analogous to the tuna-porpoise problem of several years back -- i.e., how do we permit the harvesting of tuna while minimizing the incidental mortality of porpoise? The solution was found in perfecting fishing gear which met this objective and then promulgating regulations to insure its compliance. We feel the same approach can be used with regard to the incidental catch of halibut in the S.E. Bering Sea during the winter.

In 1976 when I was with the NWAFC, we conducted joint experiments with Japanese scientists under the auspices of INPFC to determine whether off-bottom trawls could be effective in reducing incidental halibut mortality in the pollock fishery. The results of these experiments showed that incidental halibut mortality was reduced by 2/3 (15.861 halibut/hr with the on-bottom trawl vs. 5.905 halibut/hr with the off-bottom trawl). This conclusion is further supported by the lower incidental halibut catches in the Soviet pollock fishery, where midwater trawls are used, than in the on-bottom Japanese fishery.

Based on the results of these experiments and the fact that we have no data base on which to evaluate the performance of the domestic fishery in S.E. Bering Sea area, we would propose that the Council consider removing the present 2000 ton total catch limit regulation for the Winter Halibut-Savings Area and replace it with a regulation requiring that all domestic trawling be done with midwater or off-bottom trawls. We'd also suggest that ADF&G, NMFS and/or IPHC observers become involved in this emerging domestic fishery in order to insure that proper and adequate data on incidental catch rates are obtained, for consideration by the SSC on the adequacy or reasonableness of the regulations.

Moreover, we feel that it would be appropriate for NMFS, IPHC, ADF&G and/or other research groups to initiate gear experiments directed at allowing a directed trawl fishery on off-bottom species such as cod and pollock while reducing the incidental catch of halibut to some acceptable level.

#### The Inappropriateness of Area Closures on Joint Venture Operations

Last year Congress passed the so-called joint venture amendment to the FCMA (PL 95-354) which established the basis for the receipt of U.S. harvested fish in the FCZ by foreign processing vessels. The Amendment also established a three-tiered allocation system which gave first priority for fish in our FCZ to U.S. harvested-U.S. processed; second priority to U.S. harvested-foreign processed (so called joint ventures); and last priority to foreign caught and processed.

Since the passage of joint venture amendment, repeated attempts have been made by some domestic processors to interpret the law in a way that would award processors greater rights under the FCMA than those awarded fishermen. This has been particularly so with regard to restrictions that these processors would like to see placed on the times and areas where domestic fishermen could deliver to joint venture processors despite the fact that the processors proposing these restrictions are not prepared to

offer markets to the fishermen affected for the fish that they can catch.

The basis for these arguments is a single sentence on pg. 4 of the Report from the Committee on Commerce, Science and Transportation which accompanied the Senate version of the Bill and which states:

"...Thus, for example, as long as the interests of the U.S. harvesters are not significantly affected, the Secretary may consider imposing geographical restrictions on the areas in which foreign processing vessels may operate in order to foster the development of temporarily vulnerable or developing onshore processing facilities."

Obviously one sentence out of 54 pages of Congressional testimony and report doesn't make a law and one must consider the entire written record to understand the real intent of Congress when they passed this Amendment and that was to establish a preferential right for U.S. processors similar to the preferential right the FCMA created for U.S. fishermen -- nothing less and nothing more. Moreover in creating this balance it must be recognized, as is expressed in the phrase out of the above sentence from the Commerce Committee report, "... as long as the interests of the U.S. harvesters are not significantly affected,...", that in exercising its preferential right the processing segment cannot degrade the fishermen's preferential right.

Before considering area/time restrictions on joint venture operations, it first must be demonstrated that they are in fact needed to "foster the development of temporarily vulnerable or developing onshore processing facilities". To do otherwise would be inconsistent with the recent amendment to the FCMA, and in particular the extensive references in Congressional Record as to the fishermen's rights, under the FCMA, to every and all markets for his catch. If by some non-conservation or management action of the Council the fishermen are denied markets for their catches or those markets that are available are somehow compromised so that the fishermen's economic opportunities are lessened or his catches are lower than would have been achieved without these restrictions, then the Council in effect is favoring foreign over domestic harvesters.

With regard to the joint venture permits now being considered by the Council we feel that any recommendations to impose restrictions or conditions on the times or areas where domestic fishermen can deliver their catches to our processing vessels within the FCZ are totally inappropriate for the following reasons:

- 1) Domestic onshore processors cannot demonstrate that a problem exists where they are "temporarily vulnerable" because:
  - . there are excess numbers of trawlers available to deliver product, i.e., we are not competing for boats;
  - . there will be no competition for the resources as the target species in all areas are sufficiently large to take care of our respective operations and still leave a surplus to be allocated to the foreigners;
  - . limitations on joint venture operations, or any operations for that matter, on the principal groundfish species in the Bering Sea or Gulf of Alaska will have little influence on the world price for these species "due to the relatively small share of world production coming from the northeastern Pacific" (Bering Sea and Aleutian Island Groundfish FMP, 8.1.3)

2) Such restrictions could adversely impact the domestic fishermen delivering to our processors by denying them access to resources in certain areas that are available to other fishermen. (It must be remembered that fish aggregate so it is conceivable that closing certain areas within a region you could in effect be closing the entire region for all practical purposes). Moreover, such closures might be considered discriminatory and an abridgment of constitutional rights of members of a class.

3) Since OY is based on an assessment of the total population being managed, discriminatory area closures could result in over-harvesting some stocks while underharvesting of others. With such closures fishing effort would not be distributed in some proportion to fish density -- something that usually happens in fisheries where fishermen have open access to all areas.

4) It is conceivable that we could be put in a situation where we would be able to receive fish from foreign catchers but not from domestic fishermen.

5) Unjustified area closures could increase the fuel consumption and operating costs of our fishermen by requiring him to run further.

6) As soon as you close one area, you are forced into a precedent situation where everyone wants areas closed.

7) Unwarranted area closures would be contrary to the stated purpose of the FCMA (Secs. 2(b)(3) and (6) ) i.e., to promote domestic commercial fishing and encourage the development of fisheries on species which are currently underutilized or not utilized by U.S. fishermen.

8) The imposition of unnecessary conditions and restrictions would run counter to certain of the National Standards for Fishery Conservation and Management. For example, Sec. 303 (a) (5) states: "Conservation and management measures shall, where practicable, promote efficiency in the utilization of fishery resources;". Furthermore Sec. 303 (a) (7) further states: "Conservation and management measures shall, where practicable, minimize costs and avoid unnecessary duplication". Both of these National Standards reflect the sense of Congress that it would be inappropriate to use conditions and restrictions on permits as a vehicle for restricting the economic performance of a fishery.

#### Closing Remarks

Finally in consideration of our permit applications we'd like to make the following points:

1) With regard to herring we have shown that there is a harvestable surplus and under the law that surplus must be allocated to domestic fishermen if they have a market for it. To do otherwise would be to encourage foreign nations to request an increase in TALFF which is supportable biologically and legal under the FCMA.

2) There has been a great deal of talk recently about how do we move the foreigners out of our FCZ. The only way that this can be done is by increasing DAH. Our joint venture fishery is a step in that direction.

3) Development of unutilized resources is a stated purpose of the FCMA. We are ready to make a commitment to that end and ask the Council to support us with their affirmation of our plans.

Our company and the domestic fishermen involved with us appreciate this opportunity to be heard by the Council.

December 7, 1979

North Pacific Fishery Management Council  
Suite 32, 333 West 4th Avenue  
Anchorage, AK 99510

Gentlemen:

The undersigned owners and/or operators of the seven American-flag trawlers listed below hereby certify that they have entered into a market agreement with Marine Resources Company of Seattle, Washington to deliver pollock, herring, cod and other groundfish to MRC account on certain Soviet processing vessels permitted to receive catches from American fishermen in the Bering Sea, Aleutian Islands and Gulf of Alaska starting in January 1980.

<u>BOAT</u>	<u>OWNER and/or OPERATOR</u>
<u>American No. 1</u>	CARL PEROVECH - 3661 24 PL WEST, SEATTLE 98179 Wash Carl Perovich
<u>Viking</u>	GARY BRYANT BOX 344 FRIDAY HARBOR, WASH Gary Bryant
<u>Oceanic</u>	EINAR LANGESATER 19731-21ST AVENUE NW, SEATTLE WA. 98177 Einar Langesater OWNER
<u>Neahkahnie</u>	Frank Bohannon Bellevue (Wash)
<u>Royal Atlantic</u>	KAARE NESS. 20033-15 NW. SEATTLE 98177 Kaare Ness. owner.
<u>Great Pacific</u>	Jeff St. Louis 1415 49th NW Seattle operator
<u>Ocean Harvester</u>	Dennis Petersen 2121 NW 98th SEATTLE WA 98117





# Marine Resources Co., Inc.

HEAD OFFICE:  
4215 - 21st Avenue West  
Suite 206  
Seattle, Washington 98199  
Phone: (206) 285-2701  
Telex: 32-8041 MRC SEA

NAKHODKA OFFICE:  
Hotel Horizon-BAMR  
Suite 224  
Nakhodka Primorskogo 4  
U.S.S.R.  
Telex: 213434 MRKNHDSU

December 10, 1979

Boats which requested markets with Marine Resources Company in Bering Sea, Aleutians or Gulf of Alaska for 1980. The seven boats already given markets are not included in this list.

<u>NAME</u>	<u>LENGTH (ft)</u>
<u>American Pride</u>	105
<u>Arctic Command</u>	180
<u>Arctic Wind</u>	123
<u>California Horizon</u>	90
<u>Lady of Good Voyage</u>	86
<u>Last Straw</u>	75
<u>Leslie Lee</u>	90
<u>Morning Star</u>	123
<u>Muir Mirlach</u>	86
<u>Paragon II</u>	110
<u>Pegasus</u>	78
<u>Pelagos</u>	130
<u>Provider</u>	120
<u>Ocean Leader</u>	120
<u>Victory</u>	86
New vessel (David Rankin)	95
New vessel (Vernon Hall)	94

## Seattle crabbers work for Russians

The Associated Press

SEATTLE — Owners of seven Seattle-based crab boats say they are being forced to fish for the Russians because of high mortgage payments, the increased numbers of boats fishing and a sharp drop in crab prices.

The seven boats, American No. 1, Oceanic, Royal Atlantic, Ocean Harvester, Neahkonnie, Viking and Great Pacific, have signed to fish for Marine Resources Inc., a Seattle-based firm that is the joint venture of Sovrybflot of the Soviet Union and Bellingham Cold Storage Co.

Marine Resources was preparing to ask the North Pacific Fishery Management Council for permission to catch 14,750 tons of fish in the Gulf of Alaska and 32,000

tons in the Bering Sea. The council was meeting today in Anchorage.

Fishing for the Russians is not the solution, but for now it is "the only thing," said fisherman Rudy Petersen at a meeting Tuesday of the board of the North Pacific Fishing Vessel Owners Association.

"If we don't get to go fishing, there is gonna be some \$3 million dollar boats out there (at Fisherman's Terminal) with For Sale signs on 'em — put there by the U.S. Marshal," said Bill Osborn, fisherman.

Some of the new boats are financed at a floating interest rate that is 2 percent higher than the prime rate and which costs the vessel owners more than \$40,000 a month, fishermen said.

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Kaare Ness with his big crabber-trawler Royal Atlantic—P-I Photo by Kerry Coughlin

says Ness, since just after World War II. Virtually all the U.S. herring caught at sea is caught by the Russians, he said.

Now those Russians are offering U.S. fishermen 15 cents a pound for herring and 11 cents a pound for codfish. It seems low to fish-

ermen used to catching 55-cent, 86-cent and \$1.23 crab, but the Russians are offering to buy many tons.

The combination of low price and high volume could be profitable enough to keep the seven boats fishing for herring and cod all

through next spring's tanner crab season, said Ness.

The request for herring, however, is most likely to stir up opposition at the fishery council today, says Icicle Seafoods President Bob Thorstenson. A highly lucrative fishery — it's also

all-American — has developed for herring ready to spawn, to feed the Japanese appetite for herring roe (eggs).

This could set off another fisheries argument: Should herring be caught for its meat or its eggs?

## Business/Marine

# Costly U.S. Boats 'Forced' To Fish for the Russians

By Bruce Ramsey  
Marine Writer

The fishing vessel American No. 1 wants to go fishing for the Russians.

That's one way to look at it — the U.S. fish processor's way. To the fishermen it's equally simple: They are fishing for themselves. If the only buyers for their fish happen to be Russians, it isn't their fault.

"Most of us feel this isn't the end answer," said fisherman Rudy Petersen at a meeting yesterday of the board of the North Pacific Fishing Vessel Owner's Association. "But it's the only thing that's goin' on."

With the overbuilding of crab boats and the sharp drop in crab prices, joint-venture fishing may be the only way fishermen can pay off their big new crab boats. Some of the newer boats,

financed at a floating interest rate of 2 percent above the bank prime rate, are costing the vessel owners more than \$40,000 a month in mortgage payments, fishermen say.

"If we don't get to go

160-foot American No. 1, six other crabber-trawlers have signed up to go fishing for Marine Resources Inc., the Seattle-based joint venture of Sovrybflot of the U.S.S.R and Bellingham Cold Storage Co. The vessels

the Royal Atlantic.

Today at the Anchorage meeting of the North Pacific Fishery Management Council — which controls the 200-mile fishery zone off Alaska — Marine Resources will ask for permis-

*"If we don't get to go fishing, there's gonna be some \$3 million boats out there. . .with For Sale signs on 'em. . ."*

fishing," says fisherman Bill Osborn, "there's gonna be some \$3 million dollar boats out there (at Fisherman's Terminal) with For Sale signs on 'em — put there by the U.S. Marshal."

Besides the \$7 million,

are the Oceanic, the Royal Atlantic, the Ocean Harvester, the Neahkonnie, the Viking and the Great Pacific.

That's about \$20 million worth of boats, says fisherman Kaare Ness, owner of

sion to catch 14,750 tons of fish in the Gulf of Alaska and 32,000 tons in the Bering Sea. Mostly it's cod, but the Bering Sea request includes 5,000 tons of herring.

There hasn't been a U.S. market for food herring,



Kaare Ness with his big crabber-trawler Royal Atlantic—P-I Photo by Kerry Coughlin

says Ness, since just after World War II. Virtually all the U.S. herring caught at sea is caught by the Russians, he said.

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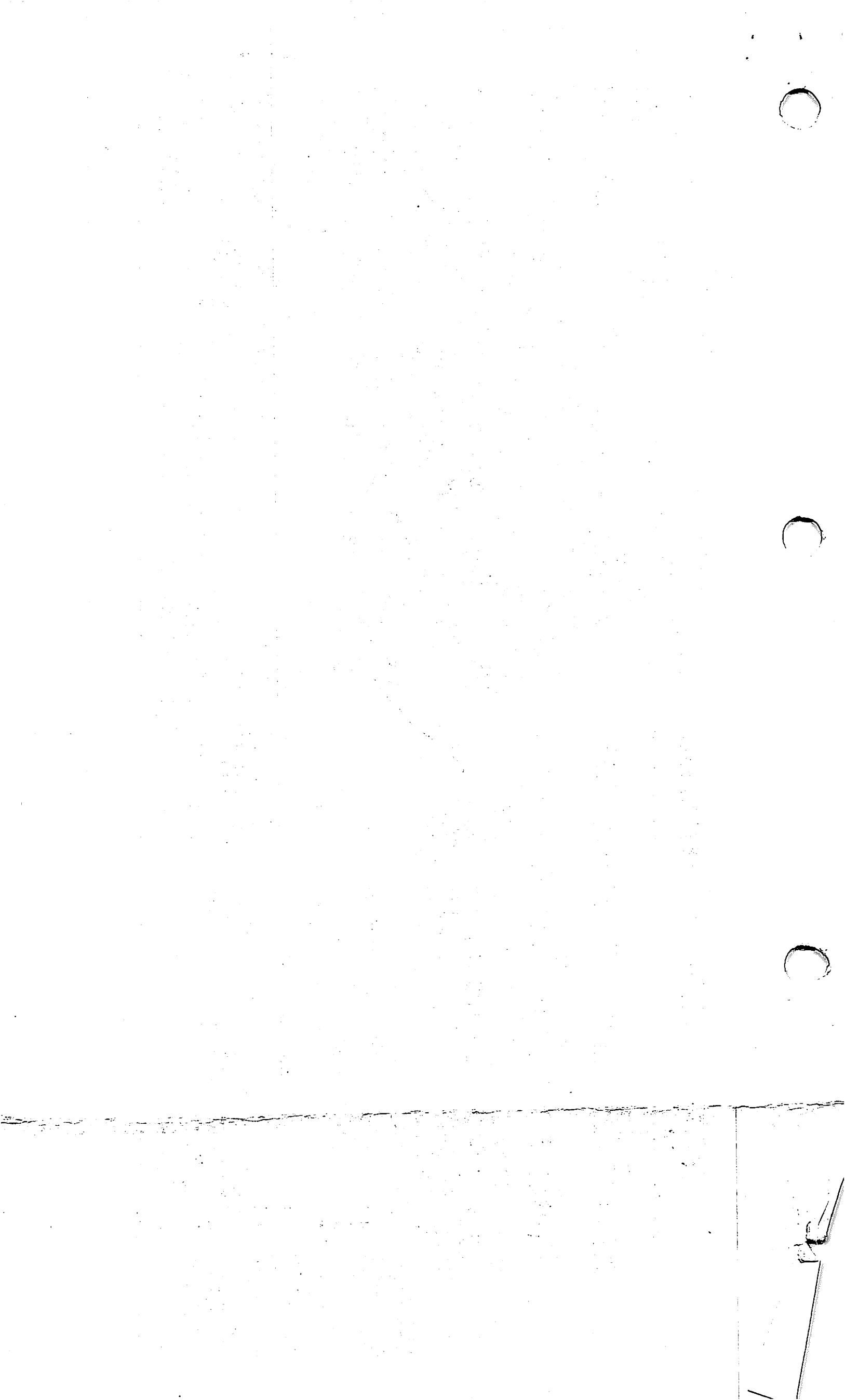
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This could set off another fisheries argument: Should herring be caught for its meat or its eggs?



TELEPHONE  
284-4160

REPRESENTING STATE OF WASHINGTON TRAWL BOAT CAPTAINS AND OWNERS

## Fishermen's Marketing Assn. of Washington, Inc.

4215 - 21st Avenue West

Seattle, Washington 98199

June 21, 1979

Chairman  
North Pacific Fishery Management Council  
P. O. Box 3136DT  
Anchorage, Alaska 99510

Dear Mr. Tillion:

I would appreciate it if the following comments of the Fishermen's Marketing Association of Washington on several agenda items for the June meeting of the North Pacific Fishery Management Council could be brought to the attention of the Council and its Advisory Panel and Scientific and Statistical Committee. Our organization represents the Washington based offshore trawl fishing vessels and we are concerned as to the future of a domestic trawl fishery in the fishery conservation zone adjacent to Alaska.

Our first comment is that the scheduling of the council meeting in Homer and the somewhat tardy preparation and publication of an agenda has rendered it impractical for our organization to appear in person to present its comments. Upon checking travel arrangements it was determined that it would take a minimum of four working days to attend the meeting and no accommodations were available in Homer. I would suggest that in the future, meetings be held in a place such as Anchorage which has adequate facilities and superior transportation services. Likewise it would be helpful if agenda items could be more specific as to the substantive items to be considered and on which input from affected industries would be desirable. Please do not feel that the general criticism inherent in the above applies solely to the North Pacific Council. The last Pacific Council meeting was held at the Pony Village Lodge in North Bend, Oregon, which is only slightly less remote than Homer.

Agenda item 13 calls for a consideration of changes in the definitions of fishery management units and agenda item 12 is consideration of an amendment to close certain areas to joint venture operations. It is not certain which changes in definitions are contemplated nor which areas are to be closed to joint venture operations. This makes the preparation of meaningful comments rather difficult.

Chairman  
North Pacific Fishery  
Management Council  
June 21, 1979  
Page Two

Our organization is opposed to a concept which would generally close areas to joint venture operations. There may be some extraordinary circumstances when such action would be justified, but we are aware of no such circumstances at the present moment. It is our ultimate desire that all fishery resources within the fishery conservation zone be harvested and processed by U. S. interests. The day when this can be accomplished seems to be sometime away and in the meantime we believe that maximum flexibility should be retained for domestic fishermen. A general closure of areas to joint venture operations will adversely affect this flexibility.

At the present time domestic trawl fishermen from Kodiak to California are unable to deliver all the product they can catch to domestic shore based processors. Limits on deliveries are in effect by most companies and I enclose for your information copies of several such posted limits. This reflects general market conditions--there are more fish being produced than the traditional market can absorb. In order to help alleviate this situation, our organization has, with the approval of the U. S. shore based processor directly concerned, arranged for one of our modern, high technology trawlers to fish for and deliver product to Marine Resources Company, Inc., which will operate a joint venture in the Gulf of Alaska. We believe that this will inure to the benefit of all West Coast domestic trawl fishermen including those in Alaska now delivering to shore based processors because the product will not go into the present over-supplied U. S. market. We also believe that this program will prove beneficial in assessing the commercial viability of a domestic trawl fishery in the Gulf of Alaska and will also prove financially beneficial to the fishermen involved. For instance, the joint venture will pay 14¢ a pound for perch, which, though well under Seattle port prices, is still well above the 8¢ a pound being offered in Petersburg. Thus, we find the joint venture operation to be a useful stepping stone to the further development of a domestic Alaska groundfish industry and we do not believe that the barrier to operation being proposed is in the best interests of domestic fishermen.

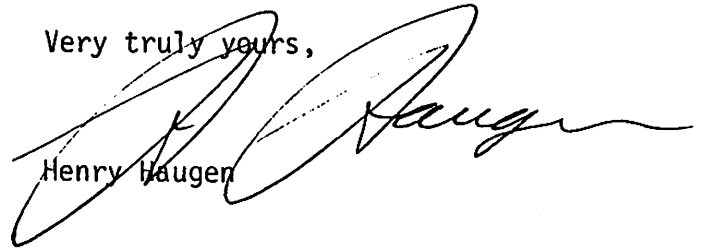
Joint ventures are certainly not the ultimate answer to developing our domestic industry nor to solving our marketing problems. We are taking additional action in this regard and will separately submit a more concrete proposal for further domestic development.

Chairman  
North Pacific Fishery  
Management Council  
June 21, 1979  
Page Three

Finally, we note that agenda item 15 contemplates closing an area in the Bering Sea to foreign trawling to protect herring and salmon. This concept is of concern because obviously similar restrictions would be justified against domestic trawling if there is indeed a problem. Our experience off our coastline has been that trawling has not affected the resources identified and we would be surprised if the data from the Bering Sea would lead to a contrary conclusion.

Thank you for your consideration of the above comments.

Very truly yours,



Henry Haugen

HH/sleb  
Enclosures

cc: Chairman, Advisory Panel,  
North Pacific Council

Chairman, Scientific &  
Statistical Committee  
North Pacific Council

Executive Director,  
North Pacific Fishery Management  
Council

bcc: Marine Resources Company, Inc.



**FISHERMEN'S MARKETING  
ASSOCIATION, INC.**

NO. 2 COMMERCIAL ST. WHARF  
EUREKA, CALIFORNIA 95501

PHONE (707) 442-3789

December 7, 1979

Clement V. Tillion, Chairman  
North Pacific Fishery Management  
Council  
P.O. Box 3136 DT  
Anchorage, Alaska 99510

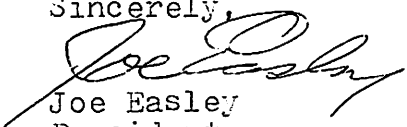
Dear Clem:

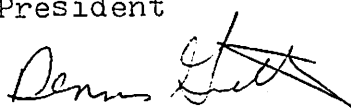
The board of directors of this association has approved the enclosed resolution in support of the granting of joint venture processing permits to vessels leased by Marine Resources company.

Our reasons for this position are stated in the resolution.

Please make this letter and a copy of the resolution available to Council members and other interested individuals for your December 12-14 meeting.

Sincerely,

  
Joe Easley  
President

  
Dennis Grotting  
General Manager

**FISHERMEN'S MARKETING  
ASSOCIATION, INC.**

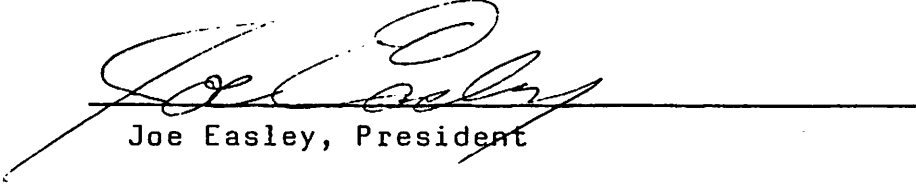
NO. 2 COMMERCIAL ST. WHARF  
EUREKA, CALIFORNIA 95501

PHONE (707) 442-3789

R E S O L U T I O N

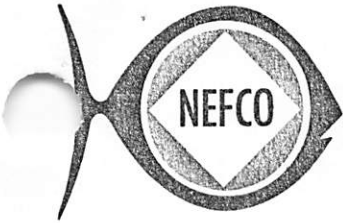
WHEREAS market opportunities for American trawlers on the West Coast are now severely limited owing to an increase in the number of trawlers with increased average catching power without a commensurate increase in domestic processing capacity and markets to handle the increased catches, and WHEREAS this situation is expected to worsen as new vessels now being constructed come on line, displaced Gulf of Mexico shrimp trawlers come to the West Coast, and several large vessels from the King Crab fleet convert to trawling because of restricted earning opportunities in the crab fishery, and WHEREAS<sup>if</sup> many of these ~~are~~ entrant vessels cannot obtain bottomfish markets in Alaska, they will be forced to seek markets in the traditional drag fishery on the West Coast which will exacerbate an already critical market situation in this fishery with concomittant impacts on bottom fish resources on the West Coast and WHEREAS allied industries such as shipyards, gear and electronics suppliers, net manufacturers will suffer injuries if domestic American vessels are not permitted to obtain expanded markets to match the expanding fleet, and WHEREAS P.L. 95-354 (the so-called processor preference amendments) set up a three tiered allocation system which authorized and permitted the delivery of U.S. caught fish to foreign processing vessels in the FCA<sup>M</sup>, and WHEREAS domestic processors are not capable of processing or are will to process all of the product that American vessels can catch.

THEREFORE let it now be resolved that the Fishermen's Marketing Ass'n. (a 200 boat trawl association) based in Northern California, Oregon, and Southern Washington hereby requests the North Pacific Fisheries Management Council approve the permit application by Marine Resources Inc. for Soviet processing ships leased by that company to process American caught bottomfish in the Bering Sea and Gulf of Alaska that will be caught exclusively by American trawlers in 1980; FURTHERMORE we petition the Council to impose no restrictions or conditions such as area closures etc. which would adversely affect or limit the earnings opportunities, or worse, that would deny these American vessels fishing rights accorded to either other American or foreign vessels. We would petition the Council to recognize that the Joint Venture fishing up to this date offers the only credible high volume fishing opportunities to the expanding American trawler fleet in any regions of the West Coast including Alaskan waters. We believe effort such as the Joint Venture fisheries should be encouraged and not restricted by those who cannot provide us with markets.



Joe Easley, President

Date Passed: December 7, 1979



# NEW ENGLAND FISH COMPANY

PIER 65, SEATTLE, WASH. 98121 • AREA CODE 206 • 284-2750  
SINCE 1868

November 8, 1979

Mr. Gary Oscarson F/V Victory  
C/o Berry Fisher  
P. O. Box 144  
Star Route South  
South Beach, OR 97366

Dear Gary:

Effective immediately the following specie limits are in effect. These limits will be strictly enforced and will be effective until changed or suspended in writing.

DELIVERY DATE

November 12  
December 3  
December 17  
December 31  
January 14  
January 28  
February 11  
February 25

PRODUCT LIMITS

75,000# Rockfish  
50,000# Sole  
40,000# True Cod; Ling Cod  
20,000# Ocean Perch

(We are not accepting deliveries Thanksgiving week.)

Sincerely,

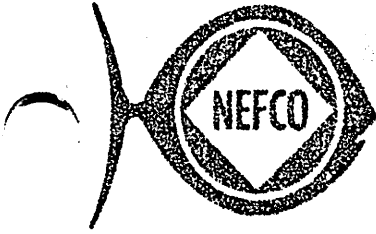
NEW ENGLAND FISH COMPANY

*Chris Aaro Jr.*

Chris Aaro, Jr.  
Plant Manager

*Call in  
when limit  
is reached*

CA:lp



# NEW ENGLAND FISH COMPANY

813 S.W. BAY BLVD., NEWPORT, ORE. 97365 • (503) 265-5358  
SINCE 1868

## NOTICE TO ALL NEFCO FISHERMEN

In compliance with the current Fishermen's Marketing Association agreement, and effective immediately, November 16, 1979, New England Fish Company at Newport, Oregon hereby issues written notice that we place the following limits on the species listed below:

<u>SPECIES</u>	<u>LIMIT /DELIVERY (lbs.)</u>
Rockfish	20,000
Brown rockfish	-0-
Dover	5,000
Pacific ocean perch and/or channel rock	1,000
English	5,000
Black Cod, round (20" minimum)	1,000
Sand dabs	1,000
Arrowtooth (turbot)	2,000
Rock sole	-0-
Bellingham sole	-0-
Skate wings	-0-

This notice will remain in effect until further written notice is issued. ABSOLUTELY NO EXCEPTION TO THE ABOVE LIMITS WILL BE GRANTED TO ANY VESSEL. Furthermore, size limits for species will be strictly enforced. No undersized fish will be purchased under the heading of another species (i.e. Petrale or Sand Sole as English). Please check before each departure on the status of these limits. IF YOU REACH YOUR LIMIT, CHECK WITH WAYNE OR MIKE FOR POSSIBLE CLEARANCE TO BRING IN MORE OF THE SPECIES IN QUESTION.

Thank you,

Michael W. Schuyler  
Assistant Manager

+  
DARRINHOOP DJJ  
+  
JMS AMR DJJ  
JMS SLA

FRM: MARINE RESOURCES CO SEATTLE

TO: JI4 PROCKE  
ALASKA REGIONAL OFFICE  
JMS, JUNEAU

TEL 1022 10 AUG 1979 0745

PLWS ARE ESTIMATED ATTS IN 1/1T OF CROCODRIFISH WHICH ARE EXPECTS TO RUY  
FRM AMERICAN FISHERMEN IN 1983 IN TERRIOR SEA/ALLIATION AND  
30LF OF ALASKA RELIS. HAND COPY PLWS BY SURFACE MAIL.

TS/ALLIOTT 30.

YELLOWFIN SOLE	4000	1/1T		
TURBOT	200			
FLOUNDER	1000		500	1/1T
POLLOCK	20000		5000	
PAC COD	11000		7500	
ATKA MACKEREL	350		500	
S. FLIFISH	400		300	
POP	1200		2000	
OTHEL ROCKFISH	250		500	
<del>HEADING</del>	<del>5000</del>			
OTHER SPECIES	1200		500	
TOTAL	<del>42500</del> 43000	1/1T	21000	1/1T

REGARDE  
W DRIVER  
RINK ALSOCHOLE CO

SEND TO: National Marine Fisheries Service  
 Fishery Operations Branch  
 P.O. Box 1668  
 Juneau, Alaska 99802  
 ATTN: Ron Berg  
 Call (907) 586-7230 if you have questions

Name of Joint Venture Marine  
Resources Company  
 Address 4215 21st Ave. W.,  
Suite 206, Seattle, WA 98199  
 Preparer W. T. Pereyra  
 Tel. No. (206) 285-2701  
 Date August 10, 1979

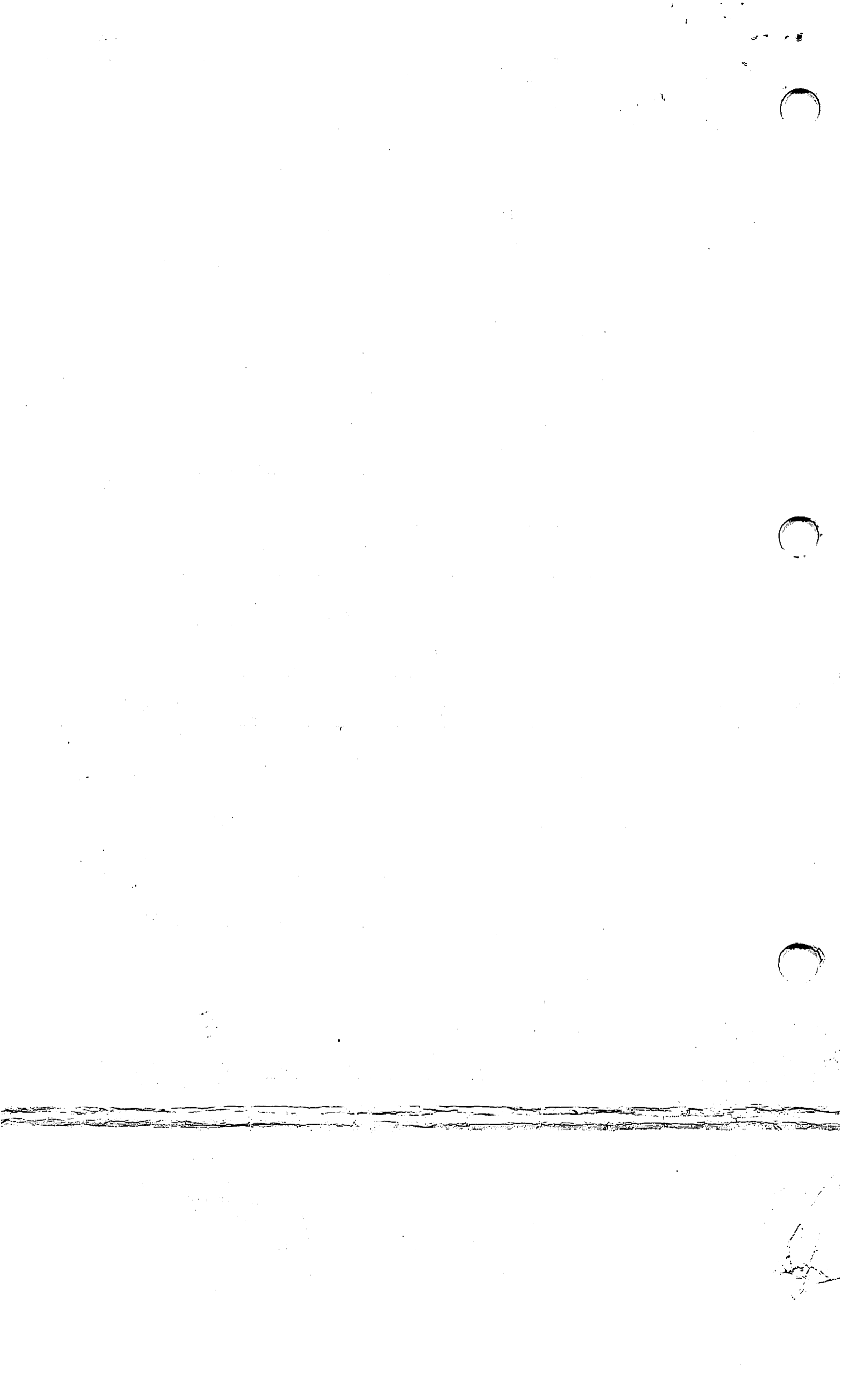
Survey of 1980 Joint Venture Intentions\*

Estimated Amounts (Metric tons) to be purchased from U.S. fishermen in 1980	Bering Sea/Aleutian Island Area	Gulf of Alaska			
		WESTERN	CENTRAL	EASTERN	TOTAL
Squid					
Yellowfin Sole	4000				N/A
Robot	200				N/A
Flounders	1000	300	150	50 =	500
Pollock	20,000	5100	2550	850	8500
Pacific cod	11,000	4500	2250	750	7500
Atka Mackerel	350	300	150	50	500
Sablefish	400	350	350	100	800
Pacific Ocean Perch	1200	1250	1000	250	2500
Rockfish	250	250	200	50	500
ling	3500				
Snails					
Other Species	1200	300	150	50	500
<b>TOTAL:</b>	<b>43,100</b>	<b>12,350</b>	<b>6,800</b>	<b>2,150</b>	<b>21,300</b>

\* This is not an application for fish allocation

Comments (any information you wish to volunteer relative to your operations):

Preparations are being made for 1980 operations in consultation with American fishermen who have expressed an interest in fishing for our Company. Details and timing of the above projected operations in 1980 will be made over the next several months taking into consideration results of our on-going hake fishery along the Pacific coast, our experimental groundfish fishery in the Gulf of Alaska, and expected market conditions.





Received 12-79 meeting

Figure 6. Closure of  
around Kodiak Harbour.  
(NEECO)  
35-mile and 70-radius  
are included as  
reference.





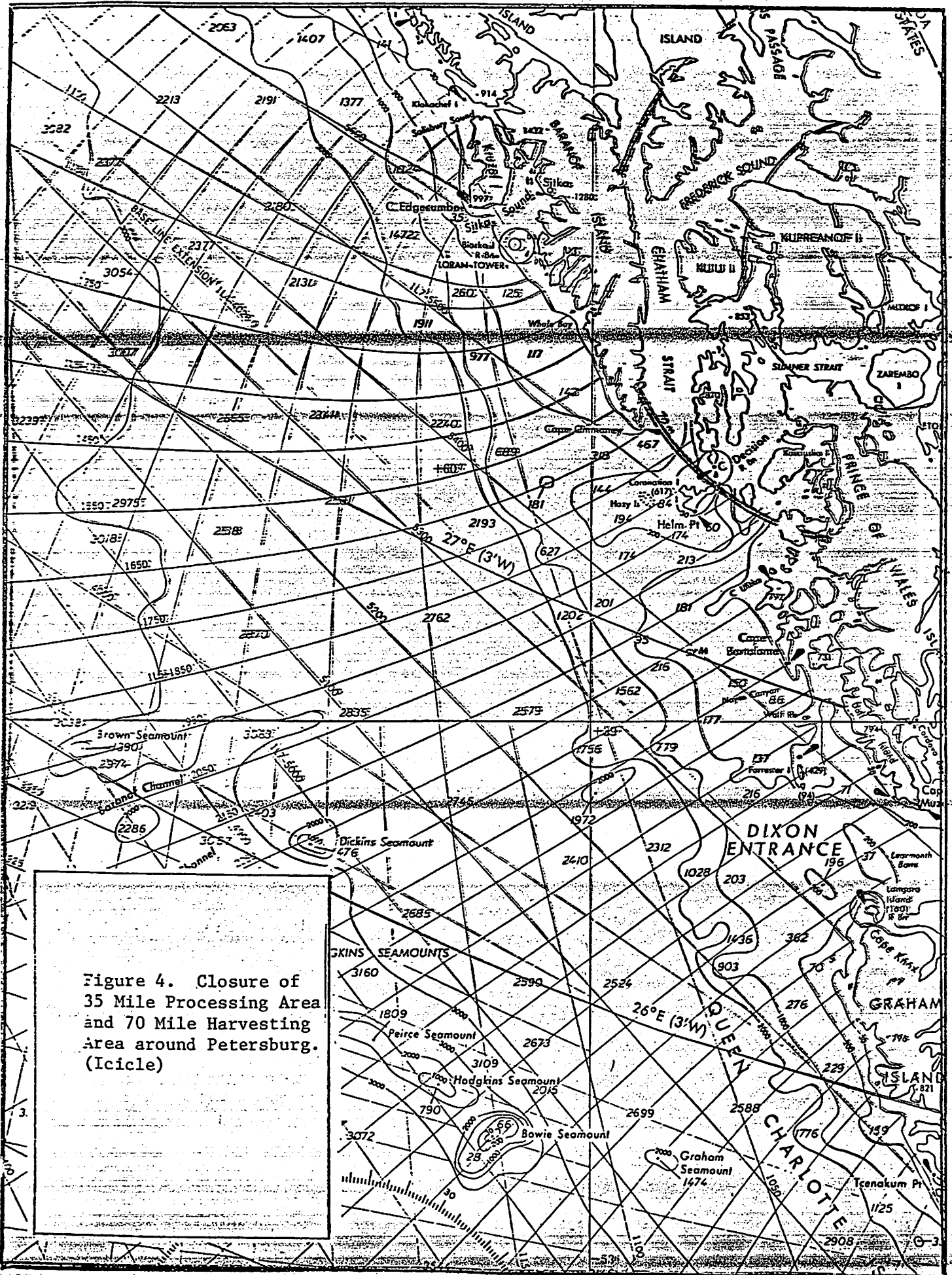


Figure 4. Closure of 35 Mile Processing Area and 70 Mile Harvesting Area around Petersburg. (Icicle)

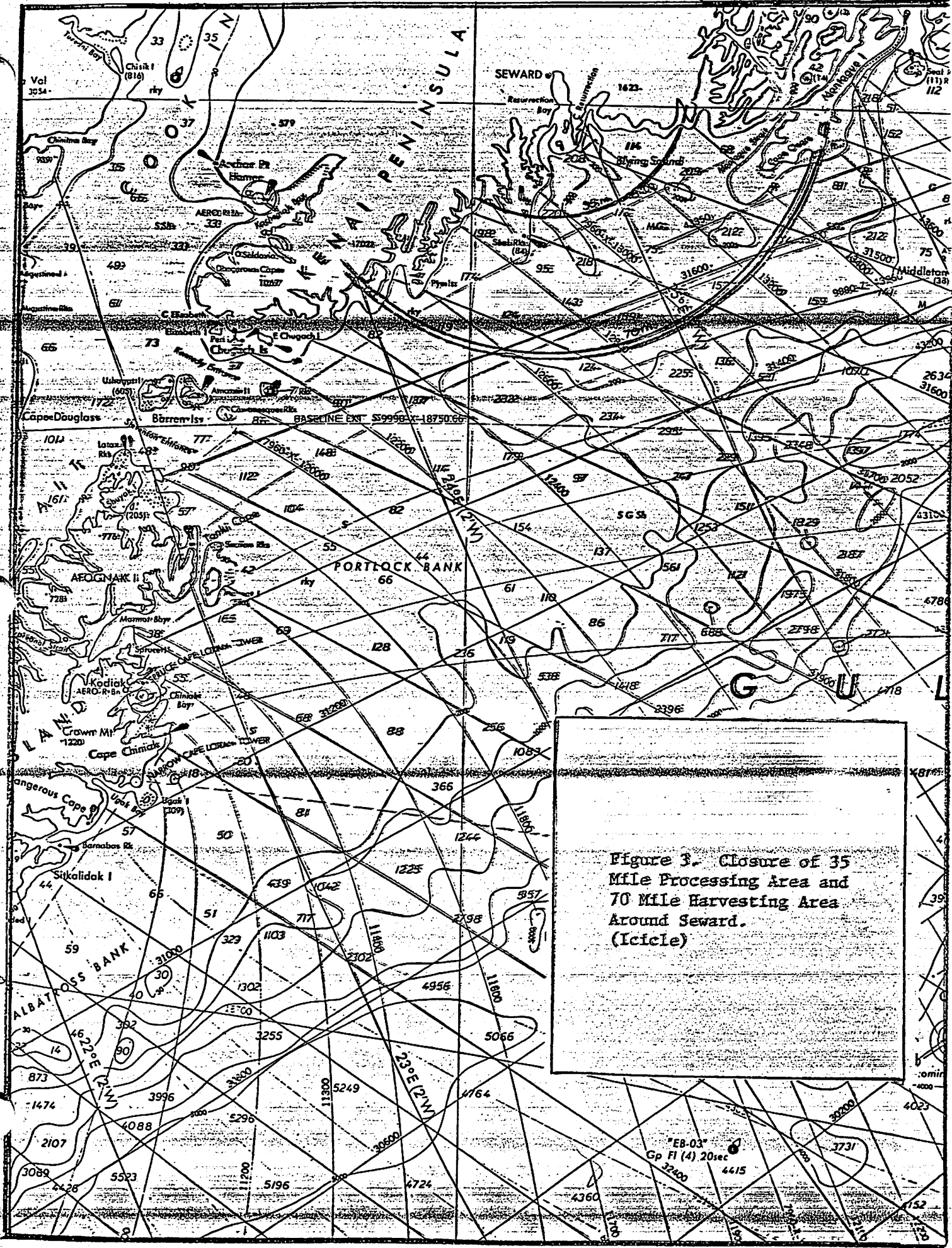


Figure 3. Closure of 35 Mile Processing Area and 70 Mile Harvesting Area Around Seward. (Icicle)

"EB-03"  
Gp Fl (4) 20sec  
4415

AMERICA

PASS

METIC DISTURBANCE  
the normal variation of as  
been observed along the

CAUTION:  
Temporary changes or defects in aids to  
navigation are not indicated on this chart.  
See Notice to Mariners

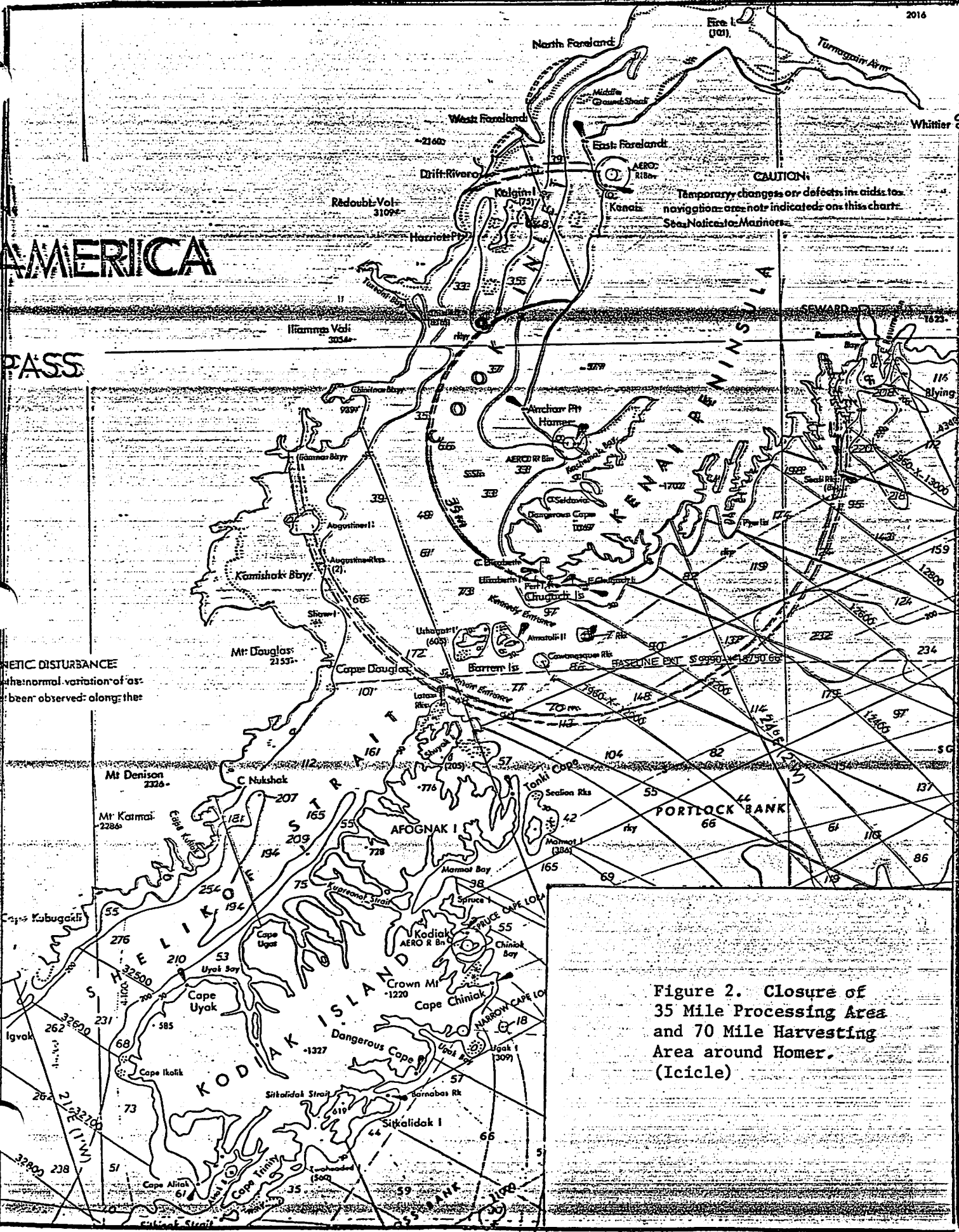


Figure 2. Closure of 35 Mile Processing Area and 70 Mile Harvesting Area around Homer. (Icicle)

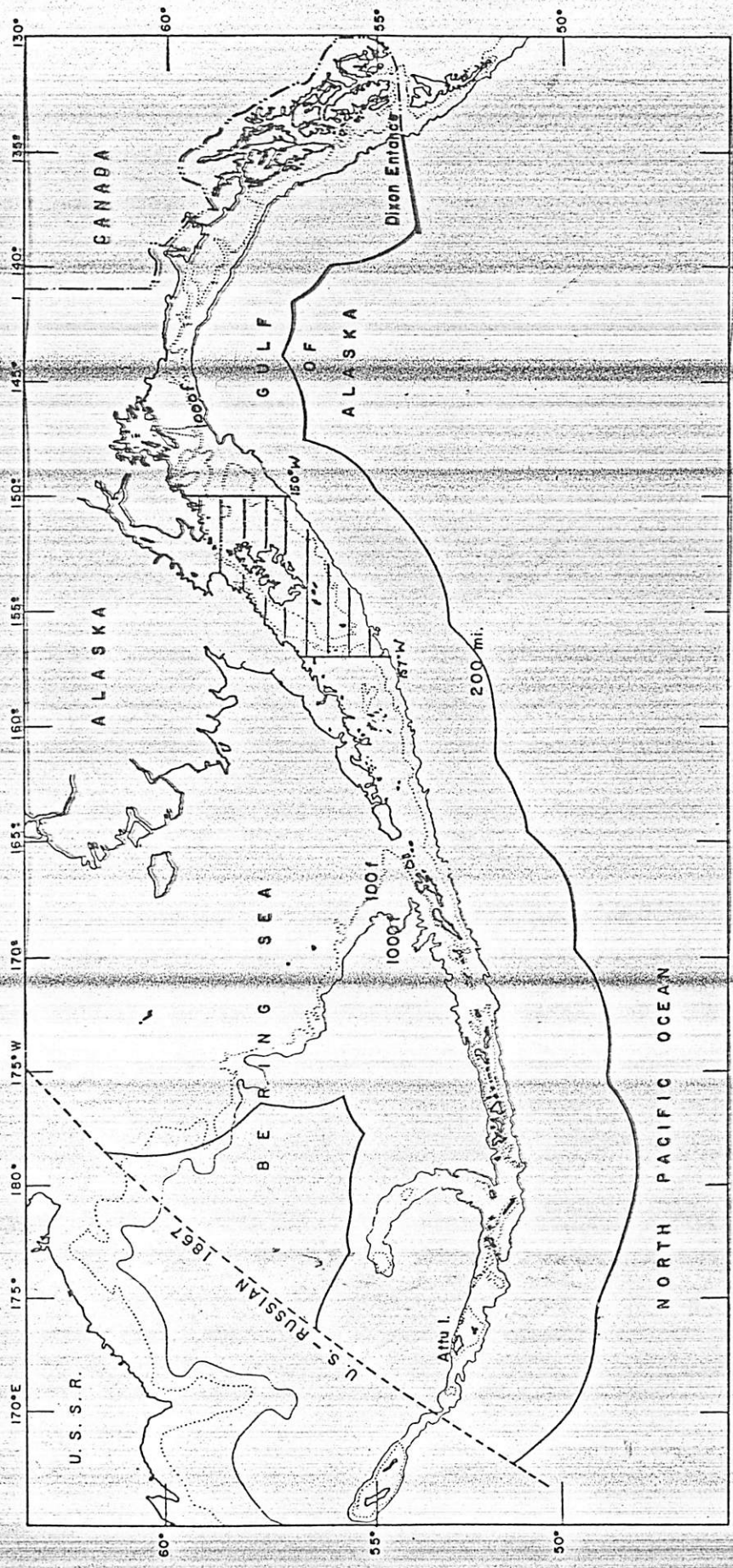


Figure 1. Closure of the Area Landward of 1000 f between 150°W longitude and 157°W longitude as a harvesting sanctuary. (NEFCO)