



U.S. COAST GUARD ENFORCEMENT REPORT

12/01/98 – 03/31/99

TOTAL ENFORCEMENT EFFORT

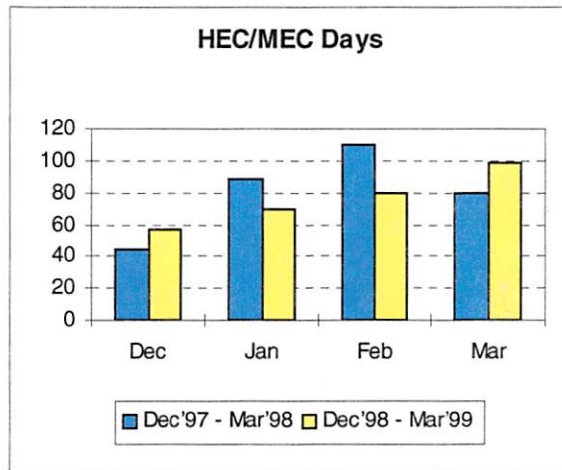
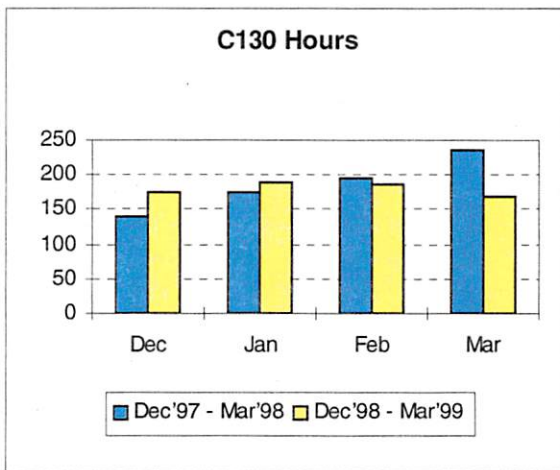
The following resources were employed during the reporting period. The resource data for the same reporting period in 1997 and 1998 has been provided for comparison. The number of cutter patrol days and aircraft hours is comparable to last year during the same time frame.

DEC 1997 - MAR 1998

8 HEC's patrolled for 261 days
 2 MEC's patrolled for 42 days
 2 WLB's patrolled for 21 days
 5 WPB's patrolled for 43 days
Total Cutter days -- 367
 C130's flew 110 sorties for 744 hours
 HH60/65's flew 191 hours

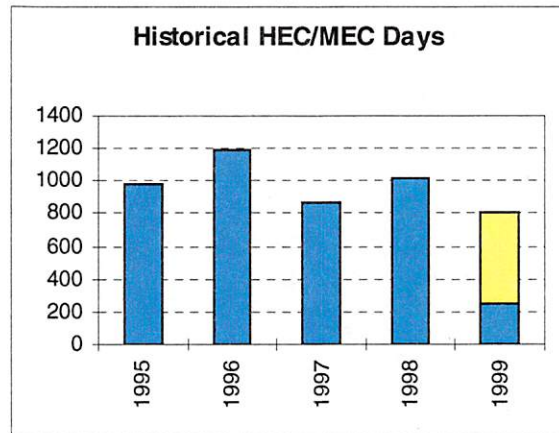
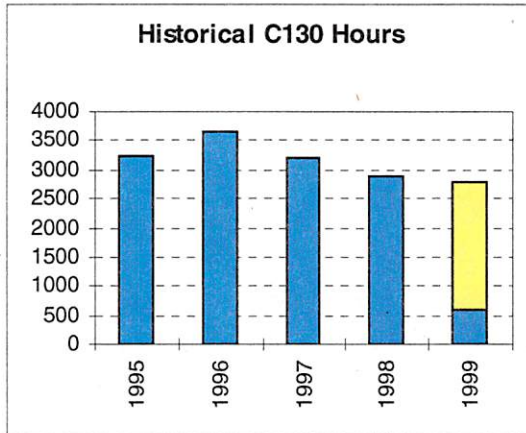
DEC 1998 – MAR 1999

6 HEC's patrolled for 222 days
 2 MEC's patrolled for 84 days
 2 WLB's patrolled for 16 days
 5 WPB's patrolled for 40 days
Total Cutter days -- 362
 C130's flew 110 sorties for 718 hours
 HH60/65's flew 268 hours

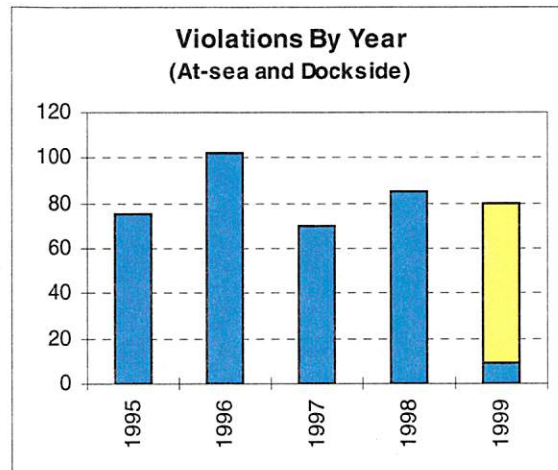
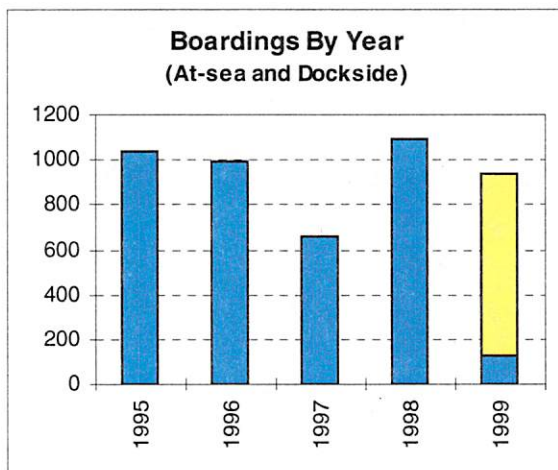


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| List of common abbreviations used in this report: | |
| AI – Aleutian Islands | AMIO – Alien Migration Interdiction Operations |
| GOA – Gulf of Alaska | HEC – High Endurance Cutter |
| BS – Bering Sea | MEC – Medium Endurance Cutter |
| M/B – US-Russian Maritime Boundary | WLB – 180' Buoy Tender |
| HSDN – High Seas Drift Net | WPB – 110' Patrol Boat |

The following charts are a historical overview of the total resource hours employed in CGD17 over the last five years. The actual year to date totals, with projected year-end totals, are displayed for 1999.



The following charts show boarding and fishery violation trends over the last six years. The actual year-to-date totals are displayed for 1999, with projected year-end totals also shown. Boardings were down this period compared to the same period last year for two reasons. First, the foreign fleet continued working near the M/B through December, which is later than they have in previous years. Second, bad weather and the high number of SAR cases precluded boardings in Jan – Feb 1999. Enclosure (2) is a complete list of boardings and violations for the reporting period.



DEC 1997 – MAR 1998

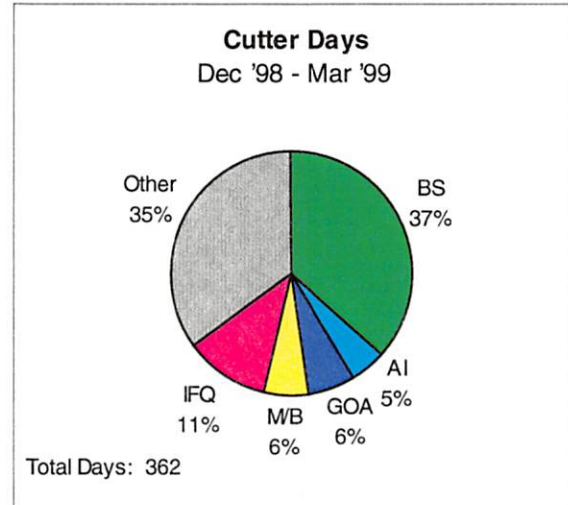
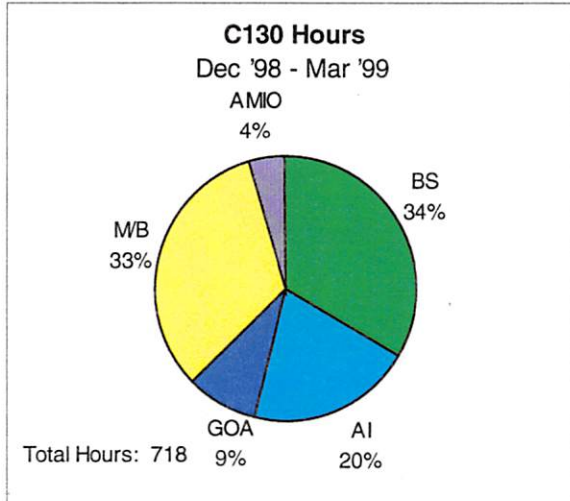
F/V Boardings (at sea):	200
IFQ Monitors (dockside):	31
Boarding/monitor w/fisheries vio's:	26
Violation Rate:	11.3%

DEC 1998 – MAR 1999

F/V Boardings (at sea):	88
IFQ Monitors (dockside):	41
Boarding/monitor w/fisheries vio's:	9
Violation Rate:	6.9%

FISHERIES

The following charts show the distribution of resource hours/days between foreign and domestic fisheries for the reporting period. The “other” category in “Cutter Days” chart includes transit, training, etc.

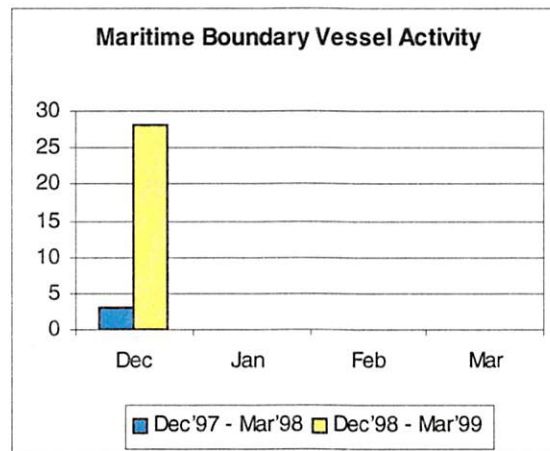


FOREIGN FISHERIES

US/RU MARITIME BOUNDARY:

Foreign fishing activity on the US/Russian Maritime Boundary (M/B) decreased during the reporting period. Peak FFV activity consisted of 28 FFV's operating within 50NM of the boundary. For the reporting period, Coast Guard C130's flew 31 sorties totaling 236 hours and 3 cutters patrolled the Maritime Boundary for 22 days.

The following chart shows the peak level of fishing effort detected for the reporting period to the same period in 1997 and 1998. Historically, little to no fishing activity occurs Jan – Mar due to the ice edge.



HIGH SEAS DRIFTNET:

For the reporting period, no C-130 HSDN flights were conducted. Operation Northern Watch, CGD17's HSDN enforcement plan, officially commenced on 01 Apr 1999. CGD17 plans to use 200 C-130 hours for surveillance over the HSDN threat period from April to October. People's Republic of China (PRC) Fisheries Enforcement officials will be stationed in Kodiak from 31 Mar - 26 Aug 1999 for deployment aboard cutters responding to HSDN activity. Additional C-130 hours and cutter days will be used if activity is detected.

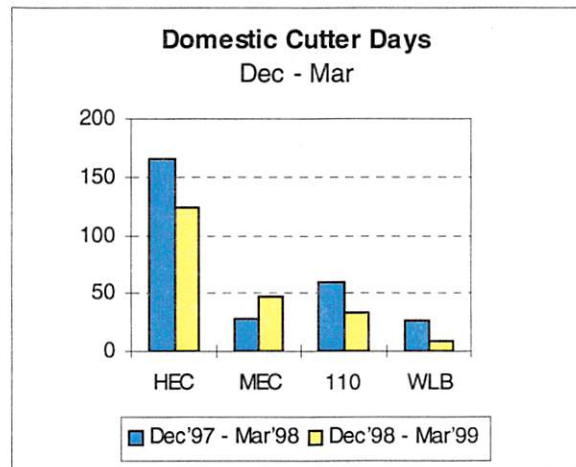
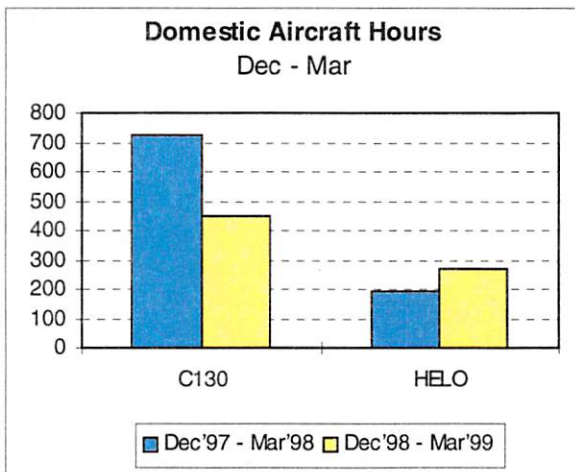
DONUT HOLE:

No foreign fishing vessel activity was detected in the area during the reporting period. Poland and China plan to conduct trial fishing in the Donut Hole in 1999.

DOMESTIC FISHERIES

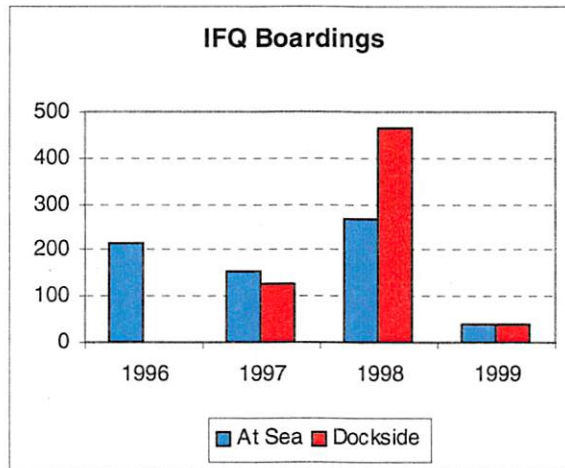
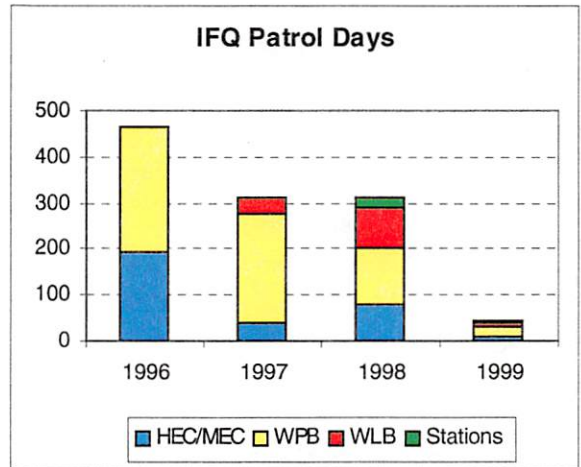
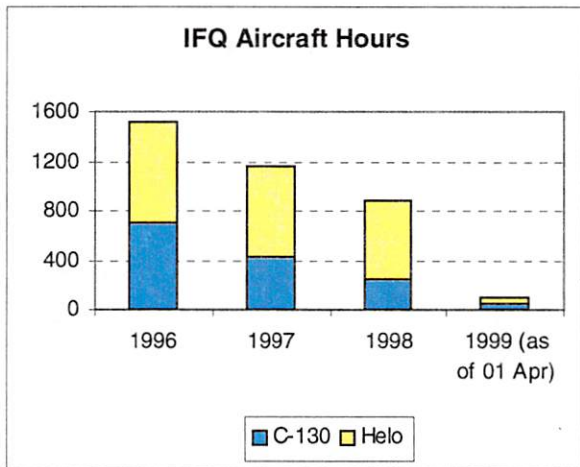
GROUND FISH:

For the reporting period, Coast Guard patrol efforts focused on providing search and rescue coverage of the Bering Sea Opilio Crab fishery, monitoring the opening of the IFQ and pollock fisheries, surveilling newly designated no-pollock trawl zones around rookeries and haulouts, and monitoring Southeast dive fisheries for safety compliance. The following charts show the total CGD17 domestic fisheries enforcement effort in aircraft hours and patrol days for the reporting period and for the same period last year.



IFQ ENFORCEMENT:

In anticipation of increased effort expected in response to higher opening prices, additional cutter and aircraft patrols were conducted prior to the opening and during the first five days of the season to ensure a fair start and provide SAR coverage. No early fishing was detected, and there were no IFQ SAR cases for the period. CGD17 assets noted strong effort for the first week while halibut prices were high, but fishing activity decreased shortly after that when halibut prices went down. As of 13 April 1999, there were 33% more halibut landings this year than at the same time last year, while the number of sablefish landings for this reporting period and the previous one remained stable. Forty at-sea boardings and 41 docksides were conducted by CGD17 afloat units in March 1999, in comparison to 23 at-sea boardings and 31 docksides in March 1998.



STELLER SEA LION PROTECTION:

Coast Guard enforcement efforts in support of Steller Sea Lion protection for the reporting period included surveillance of rookeries by both C-130 and cutters. Three rookery violations were detected by CG aircraft and are detailed below.

Reporting interference with Steller Sea Lions:

Report illegal Steller Sea Lion shootings to the NMFS hotline at 1-800-853-1964.

Report no-transit or no-trawl zone violations around Steller sea lion rookeries to the CG Command Center at 1-800-478-5555 (AK only).

Shooting/Rookery Incursion Complaints Received: 0/0
Complaints Referred to NMFS: 0
Violations Issued: 0

Rookery incursions detected during reporting period: 3

- F/V FLYING CLOUD: detected in a no-transit zone, A/S Kodiak issued violation, submitted case package to NMFS.
- F/V SPECTRE: observed DIW within 3 NM of Outer Pye Island rookery, A/S Kodiak issued violation, submitted case package to NMFS.
- F/V MATROS: observed anchored within 3 NM of Outer Pye Island rookery, A/S Kodiak issued violation, submitted case package to NMFS.

SEABIRD AVOIDANCE:

During the reporting period, CG cutters queried 72 longline vessels on their use of Seabird Avoidance devices. No violations were issued. Results are listed below.

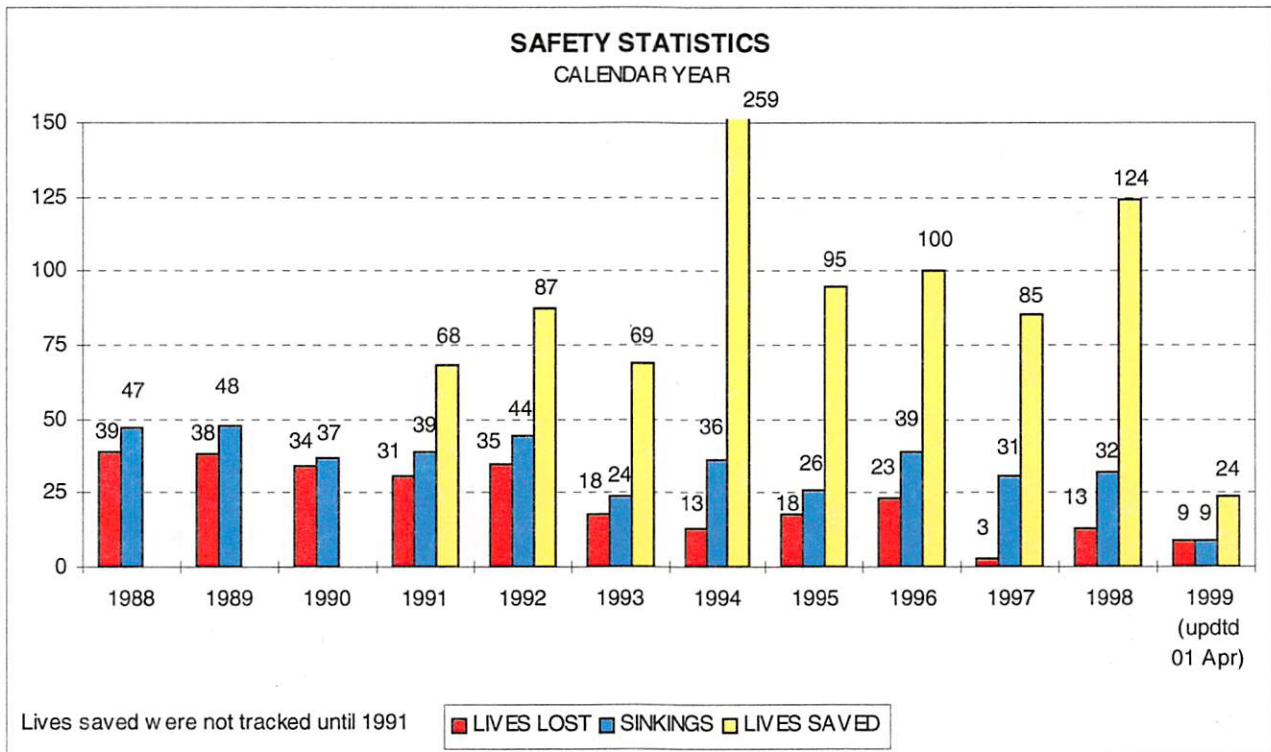
Towed device	Tori line/streamers	Lining tube	Night set
47	24	0	1

SAFETY STATISTICS

01Dec 1998 - 31 Mar 1999

Lives saved: 24
 Lives lost: 10
 Vessels lost: 10

The following chart is a historical overview of fishing vessel safety statistics in CGD17.



CASE SUMMARY TABLE:

Enclosure (1) contains additional details on each of these cases.

Date	Vessel	Vsl Type	POB	Death	Vsl Loss	Cause
1/22/99	NOWITNA	CRABBER	6	0	Y	Manhole cover came off, bow flooded; transferred fuel, contaminated system and engine died.
1/24/99	WEST POINT	CRABBER	unk	1	N	Wave washed man overboard.
1/28/99	PROVIDENCE		3	0	Y	Engine room flooded.
1/30/99	ATLANTOS	LONGLINER	3	0	Y	Capsized – cause unknown.
1/30/99	KAVKAZ	LONGLINER	2	1	Y	Capsized due to ice buildup
2/3/99	NORTHERN AURORA	LONGLINER	2	1	Y	Capsized due to icing, heavy rolls and severe port list.
2/11/99	EMERALD ISLE		0	0	Y	Vsl drifted, went aground in Tongass Narrows.
2/23/99	SEA FISHER	CRABBER	unk	1	N	Man overboard.
3/13/99	ALSKA	LONGLINER	4	0	Y	Capsized – cause unknown.
3/18/99	LIN – J	CRABBER	5	5	Y	Capsized – cause unknown.

ADMINISTRATIVE NEWS:

*The Coast Guard attended the US/RS Bilateral meeting in Seattle, WA. The meeting included discussions on the US-RS Maritime Boundary Agreement. The RS side indicated a 5 NM buffer zone was established on the RS side along the Maritime Boundary Line in 1998 and will continue in 1999. Russian representatives also stated that the buffer zone is compulsory for all fishing vessels in the Russian EEZ.

*The Coast Guard attended the International Pacific Halibut Commission (IPHC) meeting in Prince Rupert, Canada. A presentation was made to Commissioners and attendees on CGD17 1998 IFQ halibut enforcement and results.

*The Coast Guard hosted the 1999 North Pacific Anadromous Fish Commission Law Enforcement Symposium the week of 15 March 1999 in Kodiak, AK. For the first time ever, working level enforcement officials from each of the four member nations (Russia, Japan, Canada, and the U.S.) as well as representatives from the People's Republic of China met together to discuss high seas driftnet (HSDN) enforcement strategies and techniques. Symposium members gained a better understanding of the organization and operation of each country's enforcement agencies, agreed on a 1999 HSDN enforcement strategy, generated a contact list of working level officers to facilitate informal exchanges of information, and developed a comprehensive list of issues to be addressed to help improve execution and planning of HSDN enforcement.

*The U.S. Coast Guard released the final report of the Fishing Vessel Casualty Task Force on 6 April 1999. The Task Force was assembled in January by Coast Guard RADM Robert C. North, Assistant Commandant for Marine Safety and Environmental Protection, as a result of a number of fishing accidents since 1 Jan 1999. Members of the Task Force included representatives from the Coast Guard, the National Oceanic and Atmospheric Administration, the National

Transportation Safety Board, the Occupational Safety and Health Administration, and the fishing industry. The Task Force examined the effectiveness of existing Coast Guard safety programs aimed at reducing the high death rate in the commercial fishing industry, and recommended several immediate and long-term solutions. The Coast Guard is going to use this report and work with the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC), fishing industry at large, safety professionals, government agencies, and other stakeholders to develop an approach for improving fishing vessel safety. On 14-15 April 1999, Coast Guard Commercial Fishing Vessel Safety Coordinators from each District will meet with the CFIVAC in Washington D.C. to discuss the report and determine the next course of action. The Task Force report is available on the Coast Guard web site at <http://www.uscg.mil/hq/g-m/moa/docs/fishing.htm>. Enclosure (3) contains the Task Force Executive Summary.

*CGD17 is currently in the process of getting the "U.S. Coast Guard Enforcement Report" placed on the North Pacific Fishery Management Council (NPFMC) homepage, as well as on its own homepage. This report will be made available to the general public following the 19 April 1999 NPFMC meeting.

SUMMARY OF SEARCH AND RESCUE CASES

22 Jan 99

F/V NOWITNA: F/V NOWITNA, 70 NM W Cold Bay: 135 ft vessel engaged in Opilio Crab fishery with 6 POB, initiated distress call stating they were taking on water, donning survival suits, and preparing to abandon ship. An HH-60 helicopter, pre-staged in St. Paul for SAR response for the Opilio season, launched and went to the scene. CGC MELLON, 100 NM away, diverted but was unable to launch its HH-65 helicopter due to heavy weather. A C-130 was launched from Kodiak to provide dewatering pumps and back-up communications. F/V DONA MARTITA tried to assist but 20ft seas and 45 kt winds prevented attempts at rescue. The HH-60 arrived on scene 3 hours after launching and after finding the vessel's deck awash, elected to hoist the crew immediately rather than deploy pumps and trying to de-water the vessel. All six crewmen were safely hoisted off the vessel and transported to Cold Bay in good condition.

24 Jan 99

F/V WEST POINT: F/V WEST POINT, 30 NM SE St George: 115ft vessel engaged in Opilio Crab fishery reported to CGC MORGENTHAU that a 41 year old male crewmember had fallen overboard while working on deck in heavy weather. F/V WEST POINT commenced a search; MORGENTHAU was on patrol approximately 60 NM away, immediately diverted to the scene, and arrived approximately 3.5 hours later. The HH-60 helicopter stationed in St. Paul for Opilio season was unable to launch due to estimated 75 kt winds. Five hours later when the weather abated the HH-60 in St. Paul launched. Successive searches by MORGENTHAU and the HH-60 found no sign of the person in the water.

28 Jan 99

F/V PROVIDENCE: F/V PROVIDENCE, 13 NM S Petersburg: 58 ft fishing vessel radioed a Mayday call when their engine room flooded after running aground in Wrangell Narrows. The three-person crew abandoned the vessel into a skiff. CGC ANACAPA sent a rescue and assistance party with pumps to assist with de-watering efforts. Five other fishing vessels assisted. The vessel was floated free and towed to Petersburg.

30 Jan 99

F/V ATLANTOS: F/V ATLANTOS, 41 NM S Seward: 37 ft longline fishing vessel radioed for help just before the vessel sank south of Pilot Rock in Blying Sound. An AirSta Kodiak HH-60 was launched to assist. The three-person crew abandoned their vessel into the F/V DOLPHIN and F/V ICEBERG.

F/V KAVKAZ: F/V KAVKAZ, Dangerous Cape: 37 ft longline fishing vessel capsized with two crewmembers onboard off Dangerous Cape north of Port Graham. The F/V ARIZONA reported that neither of the crew had surfaced after the vessel capsized. An AirSta Kodiak HH-60 was launched and CGC ROANOKE ISLAND got underway to assist. ROANOKE ISLAND arrived on scene but, due to darkness and weather conditions, was unable to put a rescue swimmer aboard the vessel. At first light, the F/V KAVKAZ was relocated and taken in tow by F/V ARIZONA. The vessel was grounded on a sand beach where divers from the Air National Guard 210th Rescue Squadron were able to swim into the bow of the vessel. The two

ENCLOSURE (1)

crewmembers were found in their immersion suits but appeared to have no signs of life. As the tide receded, ROANOKE ISLAND crewmembers went aboard and detected signs of life in one of the crewmembers. A chainsaw was used to gain access through the hull and both crewmembers were extracted. Both crewmembers were transported to Port Graham clinic where one crewmember was pronounced dead. An AirSta Kodiak HH-60 was launched and attempted to transport the surviving patient to Homer but was unable to land in Homer because of white-out conditions. The patient was returned to Port Graham clinic.

03 Feb 99

F/V NORTHERN AURORA: F/V NORTHERN AURORA, 8 NM S Seward: CGC MUSTANG's watchstander and AirSta Kodiak Commcen received a Mayday call from 30 ft vessel stating they had severe icing and were in danger of capsizing. Commcen Kodiak recommended the crew don their survival suits but the vessel never responded. An Airsta Kodiak HH-60 located one crewman shortly after arriving on scene, hoisted the survivor, and transported him to the Seward Hospital where he was treated and released. The HH-60 and Airsta Kodiak C-130 searched into the early morning hours before returning to Homer to change crews, and two fishing vessels and two commercial tugs also searched late into the night before they were forced to anchor because of zero visibility and icing conditions. MUSTANG was unable to get underway because of 50 kt sustained winds and zero visibility. At first light a search was done using an Airsta Kodiak C-130, HH-60, HH-65, and MUSTANG. The search was conducted in icing conditions and low visibility from ice fog. At noon the F/V NORTHERN AURORA was located aground on the western shore of Fox Island, about 4 NM S of where it capsized. A search team of Alaskan State Troopers was organized to search the northwestern shore of Fox Island, since bad weather made searching with any other medium difficult. By early afternoon, the C-130 located the missing crewmember's body, in the rocks and surf, on the northeast shore of Rugged Island. Two attempts were made by Airsta Kodiak's HH-60 to recover the body, but heavy weather prevented a recovery by water or air. Alaska State Troopers took over the responsibility for any future body recovery attempts.

11 Feb 99

F/V EMERALD ISLE: F/V EMERALD ISLE, Ketchikan: Station Ketchikan responded to call reporting F/V EMERALD ISLE adrift in Tongass Narrows. When Station Ketchikan arrived on scene vessel was aground north of East Clump. MSD Ketchikan was transported to the vessel and contacted the owner, who stated he gave away the vessel the night before. A local salvage company was contracted.

23 Feb 99

F/V SEA FISHER: F/V SEA FISHER, 60 NM W St. Paul: CGC MELLON received a call from the 148 ft F/V SEA FISHER reporting a crewman had been washed overboard. The 225 lb crewman was wearing rain gear, but had no flotation or signaling devices when the accident occurred. The vessel pulled the 31 YOM to the side of the ship but was unable to get him aboard. As they were preparing a rescue swimmer the man slipped below the surface and was never sighted again. MELLON's HH-65 helicopter searched the area for 1.5 hrs. before sunrise

and another 2 hrs after sunrise. The F/V SEA FISHER also searched the area without sighting any signs of the crewman.

13 Mar 99

F/V ALSKA: F/V ALSKA, 50 NM NW of Kodiak: Several U.S. and Canadian Coast Guard units received a Mayday call on HF from a vessel stating they were rolling over in Shelikof Strait with 4 POB. AirSta Kodiak launched an HH-60 in severe weather but it was forced to return when its deicing system failed. The HH-60 was forced to wait until 2 hours later to launch because of heavy snow/ice and zero visibility. A C-130 was also launched to search, but after an hour of searching, the HH-60 located three crewmembers, in their survival suits, and hoisted them. The fourth person was located by the F/V T-MIKE and brought aboard. The HH-60 transferred the three crewmembers to Kodiak for hypothermia treatment, and the F/V T-MIKE brought the fourth to Homer for evaluation. No signs of the F/V ALSKA itself were found.

18 Mar 99

F/V LIN-J: F/V LIN-J, 8 NM W St. Paul: F/V LIN-J, participating in the Opilio Crab fishery, put out a brief Mayday call and then communications were lost. CGC HAMILTON immediately responded and arrived on scene with the capsized vessel in approximately one hour. HAMILTON's HH-65 helicopter launched and located one person face-down in the water without a survival suit. The person was recovered by HAMILTON's small boat and CPR was administered, but he was later pronounced dead by a CG flight surgeon. CGC HAMILTON, the HH-65, a C-130, and 10 fishing vessels searched the area for the other four crewmembers with negative results.

Boardings Without Violations

Vessel Name	Date	Vessel Type	Species	Area
ALASKA MIST	1/16/99	Longliner	Pacific cod	509
ALASKA OCEAN	3/1/99	Trawl, Catcher Vessel	Pollock	517
ALASKA RANGER	2/26/99	Trawl, Catcher Processor	Rock sole/Pacific cod	509
ALASKA ROSE	3/27/99	Trawl, Catcher Vessel	Pacific cod	517
ALASKA VICTORY	2/17/99	Trawl, Catcher Vessel	Atka Mackerel/Pacific cod	542
ALASKA WARRIOR	2/26/99	Trawl, Catcher Processor	Rock sole/Pacific cod	509
ALITAK	3/17/99	Longliner	Halibut	2C
AMERICAN BEAUTY	3/29/99	Trawl, Catcher Vessel	Pacific cod	509
AMIE MARIE	3/31/99	Gillnetter	Unspecified salmon	
ANGELETTE	3/15/99	Longliner	Halibut	3A
ARCTIC ENTERPRISE	1/27/99	Support/Mothership	Pollock	610
ARCTIC FIVE	1/27/99	Support/Mothership	Pollock	610
ARCTIC III	3/30/99	Trawl, Catcher Vessel	Pacific cod	509
ARCTIC IV	3/29/99	Trawl, Catcher Vessel	Pacific cod	509
AUGUSTINE	3/16/99	Longliner	Halibut	3A
BANSHEE II	3/26/99	Longliner	Halibut	3A
BETTY	3/16/99	Longliner	Halibut	2C
BUCK & ANN	3/26/99	Longliner	Halibut/Sablefish	3A
CAPE DENBIGH	3/31/99	Gillnetter	Unspecified salmon	
CLIPPER ENDEAVOR	3/6/99	Longliner	Pacific cod	519
COURAGEOUS	3/31/99	Longliner	Pacific cod	509
CYPRESS	3/17/99	Longliner	Halibut	2C
DOROTHY H II	3/16/99	Longliner	Halibut	2C
DR K	1/20/99	Pot Boat	Opilio tanner crab	513
ECLIPSE	3/15/99	Longliner	Halibut	3A
ENTERPRISE	2/28/99	Trawl, Catcher Vessel	Pacific cod	517
ERMAK	3/16/99	Longliner	Halibut	3A

Vessel Name	Date	Vessel Type	Species	Area
EVENING STAR	2/10/99	Pot Boat	Pacific cod	610
EVENING STAR	3/29/99	Longliner	Halibut/Sablefish	3A
FLORENCE A	3/23/99	Longliner	Halibut	2C
GOLD RUSH	3/8/99	Trawl, Catcher Vessel	Pacific cod	620
GULF MAIDEN	3/15/99	Longliner	Halibut	3A
HESSAFJORD	2/28/99	Longliner	Pacific cod	509
HIGHLAND LIGHT	3/2/99	Trawl, Catcher Vessel	Pollock	517
ISLAND ENTERPRISE	3/3/99	Trawl, Catcher Vessel	Pollock	509
KAMILAR	3/15/99	Longliner	Halibut	3A
KATHRYN	3/16/99	Longliner	Halibut	2C
KIVIOK	3/16/99	Longliner	Halibut	2C
LADY SIMPSON	3/24/99	Longliner	Halibut	3A
LAST ONE	3/16/99	Longliner	Halibut	3A
LILLI ANN	1/6/99	Longliner	Pacific cod	513
LOIS ANN	3/15/99	Longliner	Halibut	2C
MAJESTY	3/28/99	Trawl, Catcher Vessel	Pacific cod	517
MICHELLE	3/22/99	Longliner	Halibut	2C
MISS EMILY	3/17/99	Longliner	Halibut	3A
MISS SONJA	3/16/99	Longliner	Halibut	2C
MUIR MILACH	3/3/99	Trawl, Catcher Vessel	Pacific cod	541
NORDIC STAR	3/31/99	Trawl, Catcher Vessel	Pacific cod	509
NORTHERN EAGLE	3/2/99	Trawl, Catcher Vessel	Pollock	517
NORTHERN JAEGER	3/1/99	Trawl, Catcher Vessel	Pollock	517
OCEAN ENTERPRISE	3/29/99	Trawl, Catcher Vessel	Pacific cod	509
OCEAN ROVER	3/1/99	Trawl, Catcher Vessel	Pollock	517
OLYMPIC MONARCH	1/8/99	Longliner	Pacific cod	509
OUTLOOK	3/16/99	Longliner	Halibut	3A
PACIFIC ENTERPRISE	1/27/99	Trawl, Catcher Processor	Pollock	610
PACIFIC GLACIER	3/3/99	Trawl, Catcher Vessel	Pollock	501
PACIFIC LADY	12/7/98	Longliner	Pacific cod	517

Vessel Name	Date	Vessel Type	Species	Area
PATHFINDER	1/6/99	Longliner	Pacific cod	521
RESOLUTE	3/31/99	Longliner	Halibut/Sablefish	3A
SEA FISHER	2/22/99	Trawl, Catcher Vessel	Atka mackerel	542
SEA VALLEY II	3/16/99	Longliner	Halibut	3A
SEA VIEW	3/17/99	Longliner	Halibut	2C
SEATTLE STAR	3/3/99	Longliner	Pacific cod	541
SKORPION	3/16/99	Longliner	Halibut	2C
SNUG HARBOR	1/11/99	Pot Boat	No Product/No Fishery	517
SPECTRE	3/15/99	Longliner	Halibut	3A
STARFIRE	3/31/99	Gillnetter	Unspecified salmon	
STARSHIP	3/18/99	Longliner	Halibut	2C
TURKEY BUZZARD	3/31/99	Gillnetter	Unspecified salmon	
WESTERN QUEEN	3/15/99	Longliner	Halibut	3A
WONIYA	3/23/99	Longliner	Halibut/Sablefish	3A

Boardings With Violations

Vessel Name	Date	Vessel Type	Species	Area	Violation	Violation Notes
AK4164L	3/16/99	Longliner	Halibut	2C	Fisheries Regs Warning	NO IFQ DOCUMENTATION ONBOARD
ALASKAN ROSE	2/15/99	Trawl, Catcher Vessel	Rock sole	516	Fisheries Regs Violation	FISHING IN CLOSED AREA, NO OBS IN RKCSSA, NO FEDERAL FISHERIES PERMIT ONBOARD
BURGEN	3/23/99	Longliner	Halibut/Sablefish	3A	Fix-it Ticket	IMPROPERLY MAINTAINED IPHC LOG BOOK
CLIPPER EPIC	1/14/99	Longliner	Pacific cod	509	Fisheries Regs Violation	FAILURE TO LOG DISCARDS, DAILY TOTAL BY NOON, AND NO CHECK IN REPORT
CONQUEST	3/15/99	Longliner	Halibut	3A	CFVSA Warning	EPIRB BATTERY EXPIRED
GALAXY	1/8/99	Longliner	Pacific cod	509	CFVSA Warning	EXPIRED LIFERAFT INSPECTION
KATY ANN	3/2/99	Trawl, Catcher Processor	Pacific cod	541	Summary Settlement	FAILURE TO NOTIFY OBSERVER BEFORE HAULBACK
MISS BERDIE	3/28/99	Trawl, Catcher Vessel	Pacific cod	517	Fix-it Ticket	UNABLE TO LOCATE FEDERAL FISHERIES PERMIT
NORTHERN AURORA	1/10/99	Longliner	Pacific cod	521	CFVSA Warning	EXPIRED EXTINGUISHERS
PEREGRINE	3/29/99	Longliner	Halibut/Sablefish	3A	Fix-it Ticket	LOGBOOK VIOLATION
RELIANCE	3/16/99	Longliner	Halibut	3A	Fix-it Ticket	FAILURE TO MAINTAIN COPY OF IFQ PERMIT ONBOARD
RISKY BUSINESS	3/29/99	Longliner	Halibut/Sablefish	3A	CFVSA Violation	HYDROSTATIC RELEASE EXPIRED ON EPIRB
SIERRA MAR	3/29/99	Longliner	Halibut/Sablefish	3A	CFVSA Violation	HYDROSTATIC RELEASE EXPIRED ON EPIRB

Vessel Name	Date	Vessel Type	Species	Area	Violation	Violation Notes
SOUND DEVELOPER	3/27/99	Other Merchant Vessel	No Product/No Fishery		CFVSA Violation	EXPIRED DOCUMENTATION, EXPIRED FCC LICENSE
STELLA	3/26/99	Longliner	Halibut/Sablefish	3A	CFVSA Violation	NO ID MARKINGS ON IMMERSION SUITS
TRACY ANN	3/2/99	Trawl, Catcher Vessel	Pacific cod	541	CFVSA Warning	EXPIRED FLARES
VAERDAL	2/14/99	Pot Boat	Rock sole	509	Fisheries Regs Violation	NO OBS IN RKCSSA, IMPROPER LOGGING DISCARDS & INACTIVE PERIOD
YABUT	3/15/99	Longliner	Halibut	2C	CFVSA Violation	VOYAGE TERMINATED, NO FLOTATION ON IMMERSION SUITS

U.S. Department
of Transportation

United States
Coast Guard



Commandant (G-M)
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: G-MOC
Phone: (202) 267-0490
FAX: (202) 267-0506

16732

APR 5, 1999

**COMMANDANT'S ACTION
ON
THE REPORT OF THE FISHING VESSEL CASUALTY TASK FORCE**

CONVENED TO EXAMINE THE COMMERCIAL FISHING INDUSTRY OPERATIONAL AND SAFETY PRACTICES AND COMMON CAUSAL FACTORS WHICH CONTRIBUTED TO THE SERIES OF FISHING VESSEL LOSSES THAT OCCURRED BETWEEN 28 DECEMBER 1998 AND 18 JANUARY 1999

The Coast Guard has reviewed the report and recommendations of the Fishing Vessel Casualty Task Force. The Task Force was convened to examine causes surrounding the loss of life and vessels in the above period, and the effectiveness of existing Coast Guard safety programs aimed at reducing the high death rate in the commercial fishing industry. The report is hereby released to the public.

The report provides a comprehensive chronology of past fishing vessel safety efforts and serves as an excellent backdrop for evaluating the current state of fishing vessel safety standards. The results of the Task Force's thoughtful and in-depth safety review indicate that current regulations and voluntary compliance standards have only a limited capability to further reduce the death rate in the commercial fishing industry. The Task Force makes a strong case for renewed casualty prevention efforts on the part of the Coast Guard and the fishing industry, and that these efforts should move beyond existing safety measures in order to establish additional effective, yet reasonable, safety standards that will substantially reduce fishing vessel losses and fatality rates.

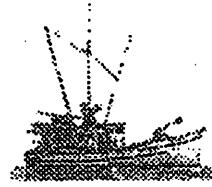
The tragic deaths described in this report tell us that the time is right to seek breakthrough levels of casualty reduction. Input from stakeholders is essential to developing strategies that will most effectively reduce commercial fishing casualties. This Task Force report gives the Coast Guard a starting point from which to seek the views of the members of the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC), the fishing industry at large, safety professionals, interested government agencies, and other stakeholders so that, together, we may move forward to make commercial fishing safe.

R. C. NORTH
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Marine
Safety and Environmental Protection

ENCLOSURE (3)



Executive Summary



It's no fish you are buying – it's men's lives.

Sir Walter Scott, *The Antiquary* (1816), Ch. 11

Main Points. Commercial fishing continues to rank at or near the top of the most hazardous occupations in the United States. The spate of recent losses of lives and vessels is not unique. A few advances in the long history of attempted voluntary and regulatory safety initiatives have modestly reduced losses. However, commercial fishing vessel safety standards are lower than standards for other domestic commercial vessels, and lower than international standards for fishing vessels. There have been many attempts to raise safety standards over past decades, however, the prevailing opposition to higher standards accepts the high risks of commercial fishing relative to the cost of those standards. The solutions are basic and straightforward: seaworthy boats, competent crews, adequate survival equipment, and safety conscious resource and industry management regimes.

Reluctance to Mandate Safety. Despite long-standing recognition of the serious hazards of commercial fishing, a long succession of proposed laws were not enacted. Federal safety initiatives have been dampened by tradeoffs with other programs, overriding policies, and legal limits. Notably, many fishermen have strongly opposed standards that might save their own lives. Many fishermen accept that fishing is dangerous, and lives are often lost. Many of those harvesting the bounty of our ocean frontier staunchly defend the independent nature of their profession, and vehemently oppose outside interference. The paradox is that fishermen attending a state legislative forum petition for a memorial to lost fishermen in one session, and at another session oppose requirements for basic survival and emergency communications equipment.

Limited Legal Mandate. For decades, the great majority of commercial fishing vessels have fallen into the category of "uninspected vessels," with relatively minimal safety requirements imposed on their operators, operations, and maintenance. The Commercial Fishing Industry Vessel Safety Act of 1988 (Act) and associated regulations and voluntary programs are the most important measures aimed at improving safety on these vessels. However, the Act narrowly addresses the reasons fishing vessels sink and

Executive Summary

fishermen die; it focuses on surviving a casualty rather than preventing one. Notwithstanding this, it has improved safety.

Multiple and sustained initiatives to address the important factors of vessel condition and crew competency have not been adopted. Therefore, these critical factors are only influenced through awareness campaigns, voluntary programs, and routine business practices.

A comparison of domestic fishing vessel standards to similar types of domestic and international safety standards shows domestic fishing vessels have the lowest standards, and operate in the highest risk environments. The level of fishing vessel safety standards is analogous to *requiring* parachutes for an airplane crew, but only *marketing* voluntary measures to *encourage* a mechanically sound aircraft and a competent pilot and crew. Nevertheless, the Act and voluntary programs have advanced safety, and have fostered a limited safety culture affecting some boats and fishing communities.

Statistical Trends. Though tragic and shocking, the recent loss (December 1998 and January 1999) of eleven lives and four clam and conch fishing boats is not a departure from historical casualty rates. Comparing this period to the overall loss rates of the past four years shows no significant shift in casualty statistics.

Comparing fatality and vessel loss rates for a five-year, post-1988 Act period to a five-year, pre-Act period indicates an apparent $\approx 20\%$ decrease of lives and vessels lost. This is not enough to meet a Coast Guard Marine Safety Goal to reduce fishing vessel casualties to levels approaching that of other commercial vessels. More is needed. Especially considering that analysis of specific casualties, including the recent two-month sample of casualties that resulted in loss of life or vessel, shows the causes of most casualties are eminently preventable through improved operational procedures, crew training and experience, and maintaining a seaworthy vessel.

Conclusions.

Recent Casualty Characteristics. Common conditions in many recent casualties are poor vessel or equipment condition, inadequate training to respond to emergencies and use survival gear, and lack of awareness of or ignoring stability issues.

Casualty Data. Recent casualties are indicative of historical casualty rates. Most casualties are preventable. The unsafe conditions and failed defenses that result in high casualty rates stem from inadequate safety standards, poor compliance with existing safety standards, and inadequate participation in voluntary safety initiatives. While casualty rates appear to have improved since the Act of 1988, there is great need to improve the quality of casualty data.

Executive Summary

Industry Feedback. Recommendations that may be implemented immediately that may save lives concern improving fisherman awareness of particularly serious issues concerning stability, survival gear, and occupational safety. Recently developed information on vessel stability is now being widely distributed. Unfortunately, there are no quick solutions that will markedly improve safety.

Recommendations and Direction. Recommendations in Section Five are divided into seven categories in an action plan format. They comprehensively describe a recommended course that, in many areas, would require a broad cooperative effort between industry and government. Many recommendations can be done now. Those requiring more time generally require significant change in agency policy and more resources, cultivation of industry support, and often new legislative authority. The overall top ten ranking, by potential impact on reducing loss of life and property, are listed under each respective category as follows:

1. **Coordinate Fishery Management with Safety**
 - #8 Limit Entry into Fisheries
2. **Establish Operator and Crew Standards**
 - #3 Operator's License
3. **Ensure Vessels Comply with Standards**
 - #1 Safety Inspections (#2 was folded into #1)
 - #4 Safety Exam Prerequisite for Federal Fishery Permits
 - #6 Safety Examinations
4. **Establish Safety and Stability Standards**
 - #5 Good Marine Practices
 - #9 Registration/Documentation (harmonize federal/state)
 - #10 Safety Levels (use territorial sea baseline v. boundary line)
5. **Improve Program Management**
6. **Conduct Research and Development**
 - #7 Better Investigation Data
7. **Inform Fishermen**

Despite a unique approach, the Task Force's recommendations are generally aligned with recommendations from previous fishing vessel studies (see Appendix E).

Final Thoughts. The Task Force believes that it is right to strive for breakthrough levels of loss reduction in the fishing industry. And a decade after enactment of the current minimal standards, now is the right time to work for such a breakthrough.

Executive Summary

However, the most difficult issues are beyond the scope of the Task Force's Charter. The public, fishermen, industry, regulatory agencies, and Congress must forge the public policy issues to determine: today's standard of acceptable risk for the industry (loss of property, environment, and injury/loss of life relative to a fishing effort or population); and a reasonable cost to reduce that risk relative to competing needs.

Unsuccessful legislative efforts to improve commercial fishing vessel safety did not meet the high political standards required for a controversial issue to prevail. Commercial fishing risks have been deemed acceptable when compared to the actual and perceived costs of meeting higher safety standards. However, we now have almost a decade of experience under the Fishing Vessel Safety Act of 1988 (came into force in 1991). As our knowledge and values have evolved during that period, so have our standards of what is an acceptable risk for the fishermen, and what we are willing to pay to reduce that risk.

It is time to reassess the level of risk, determine what levels of risk are acceptable, determine what costs are reasonable to reduce that risk, and to act. This report is a step in the journey that can lead to breakthrough advances in safety on board commercial fishing vessels.

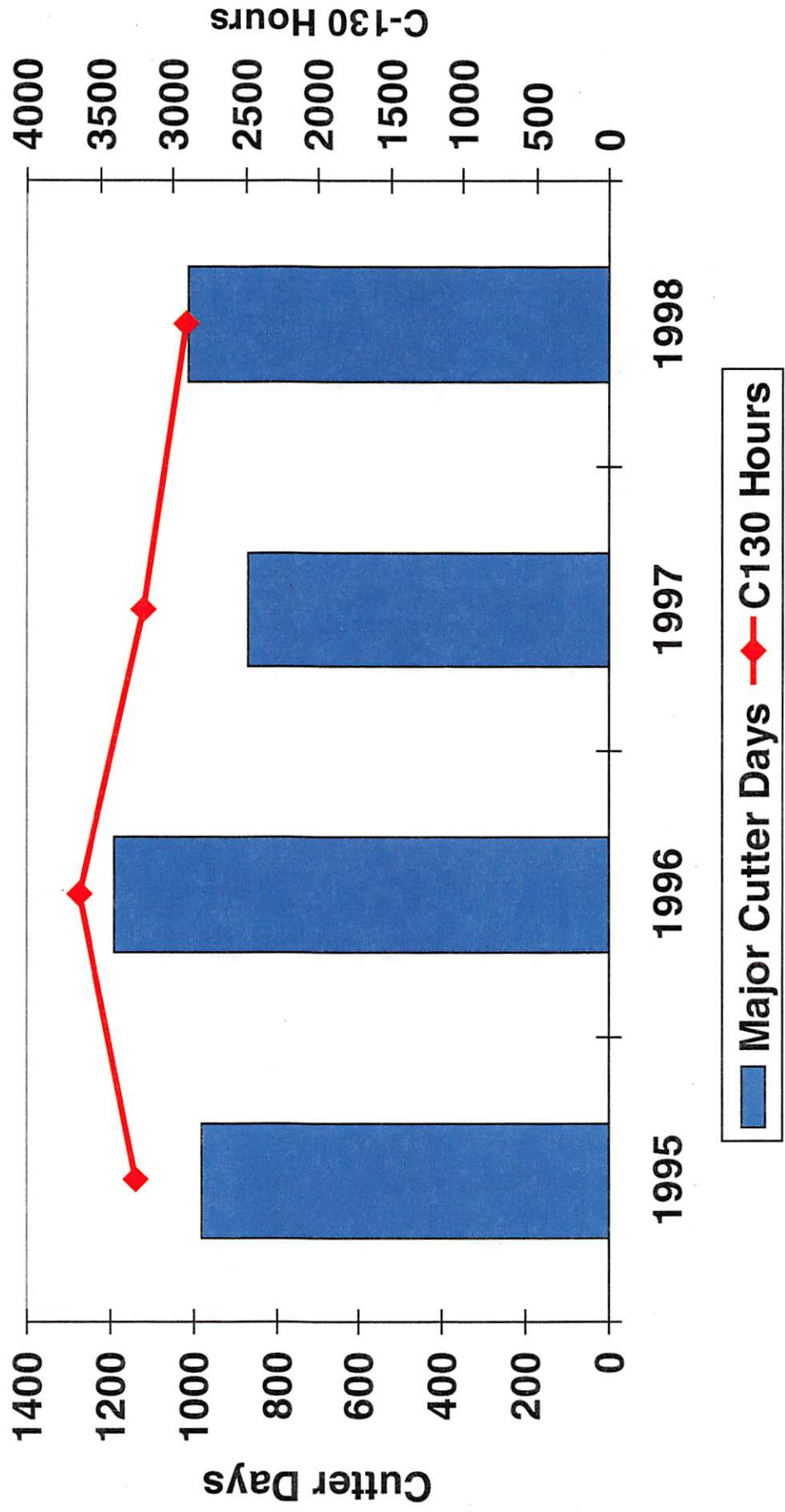
COAST GUARD DISTRICT 17



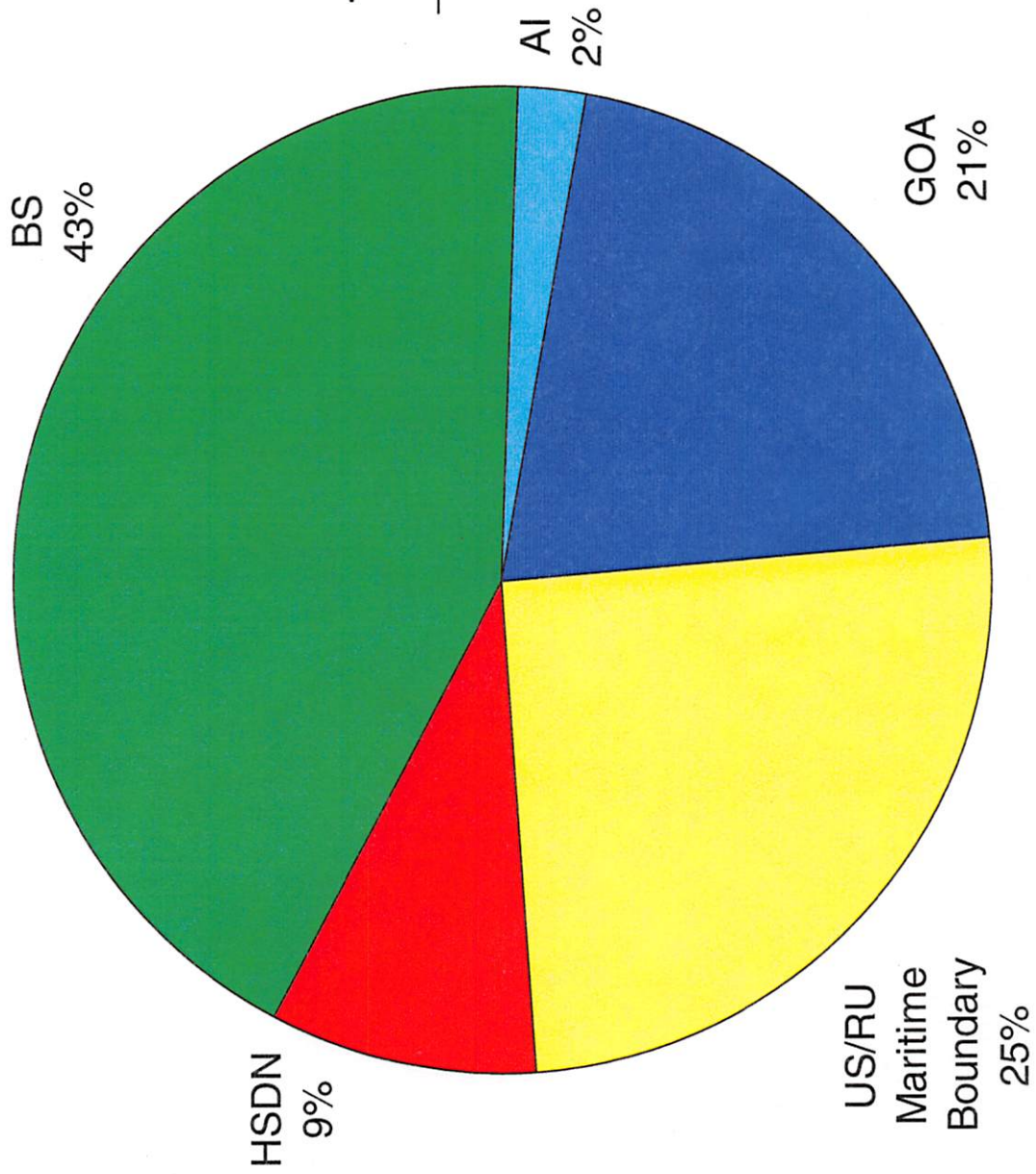
1998

Fisheries Law Enforcement
Operations

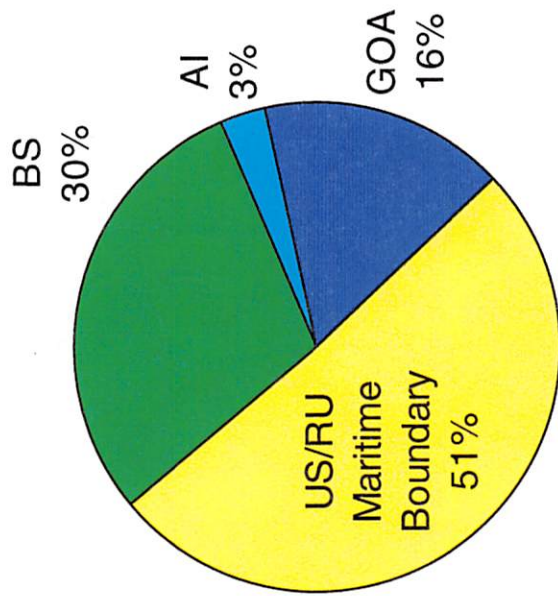
Historical Overview



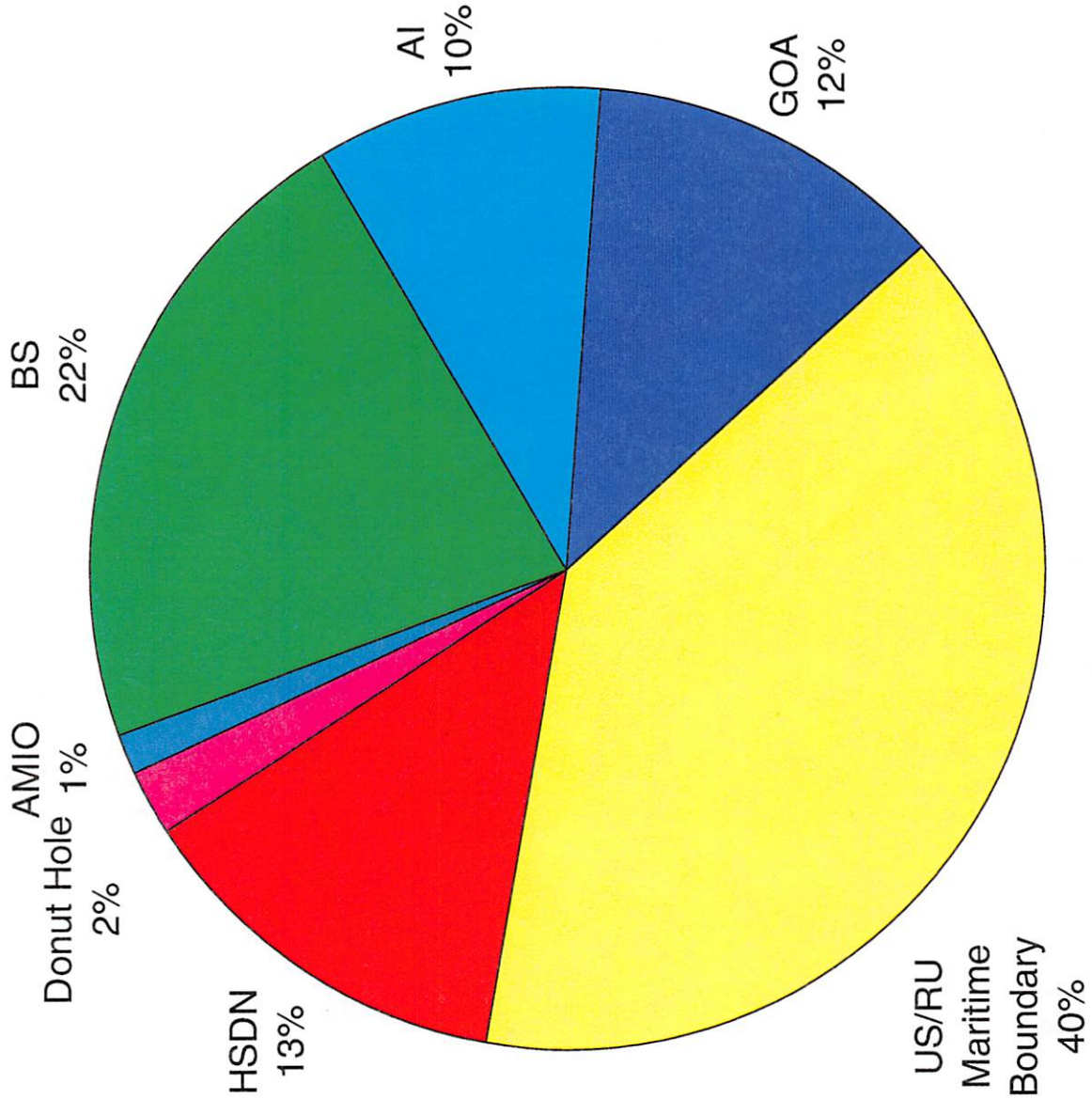
1998 HEC/MEC EMPLOYMENT (1015 DAYS)



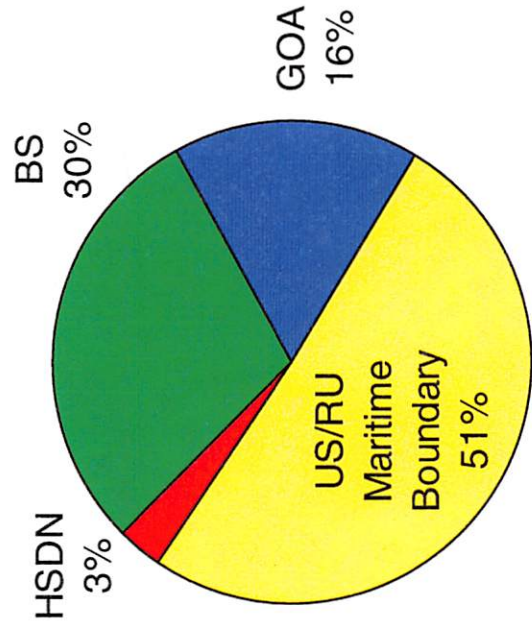
1997 HEC/MEC EMPLOYMENT (870 DAYS)



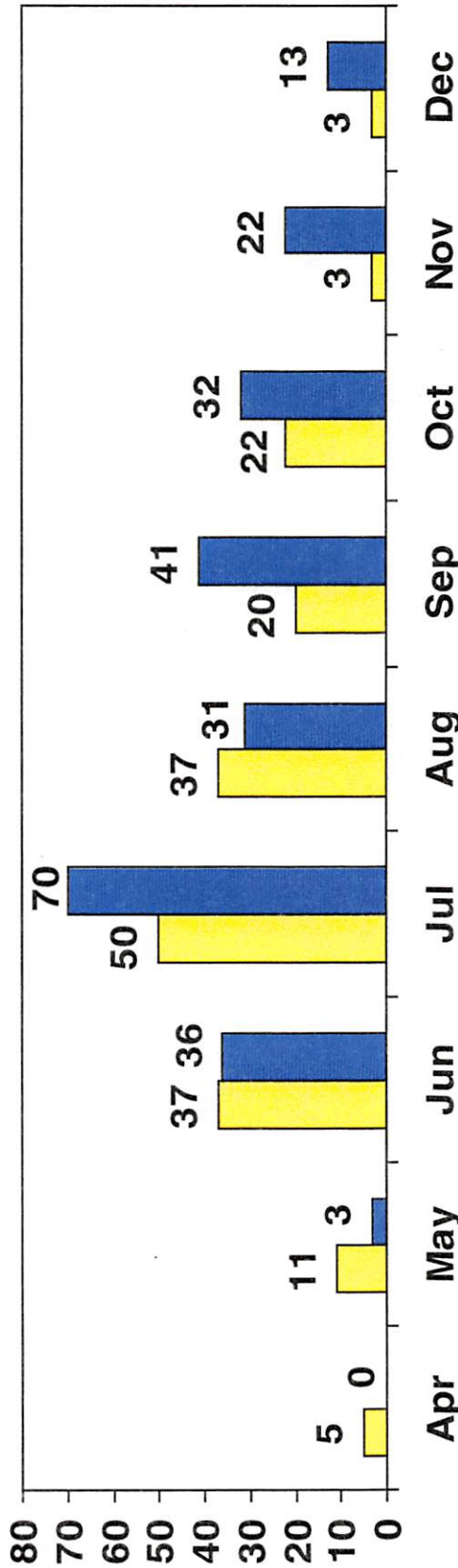
1998 ACFT EMPLOYMENT (2895 HOURS)



1997 ACFT EMPLOYMENT (3196 HOURS)

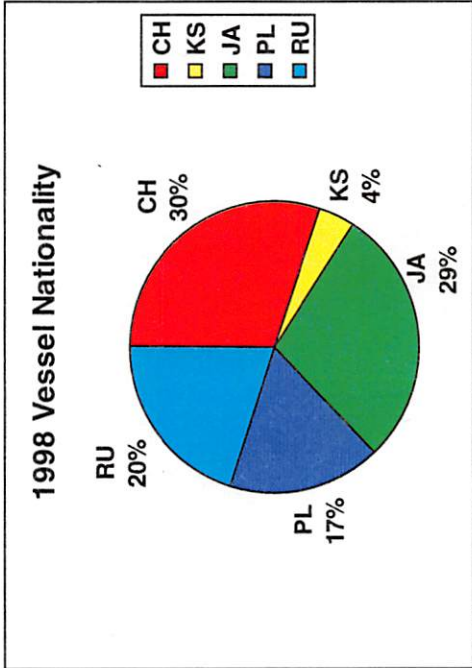
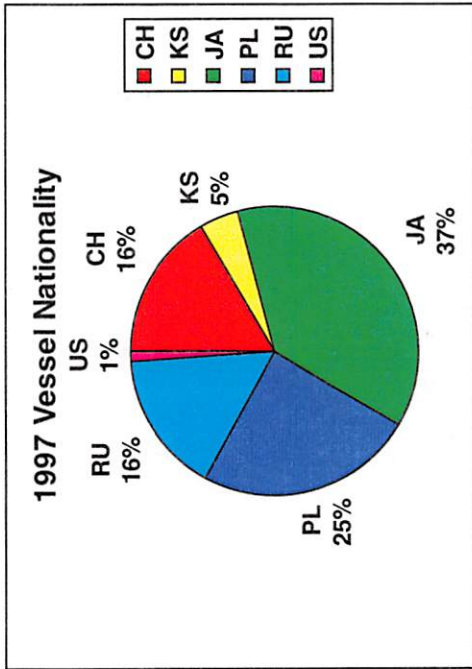


Average Detections per Flight Maritime Boundary 0-50 NM



*Yellow - Poland
Blue - Russia*

1997 1998



Maritime Boundary and HDSN Results

- Five incursions detected on US-RS Maritime Boundary
 - Three Russian and two South Korean vessels
 - Four vessels given verbal warning, one cited by Russia for permit violation.
- Nine HSDN vessels detected
 - Two boarded by Russian enforcement
 - Two boarded by USCG and turned over to PRC enforcement
 - Five not relocated after initial C-130 sighting

1998 US-RS Maritime Boundary

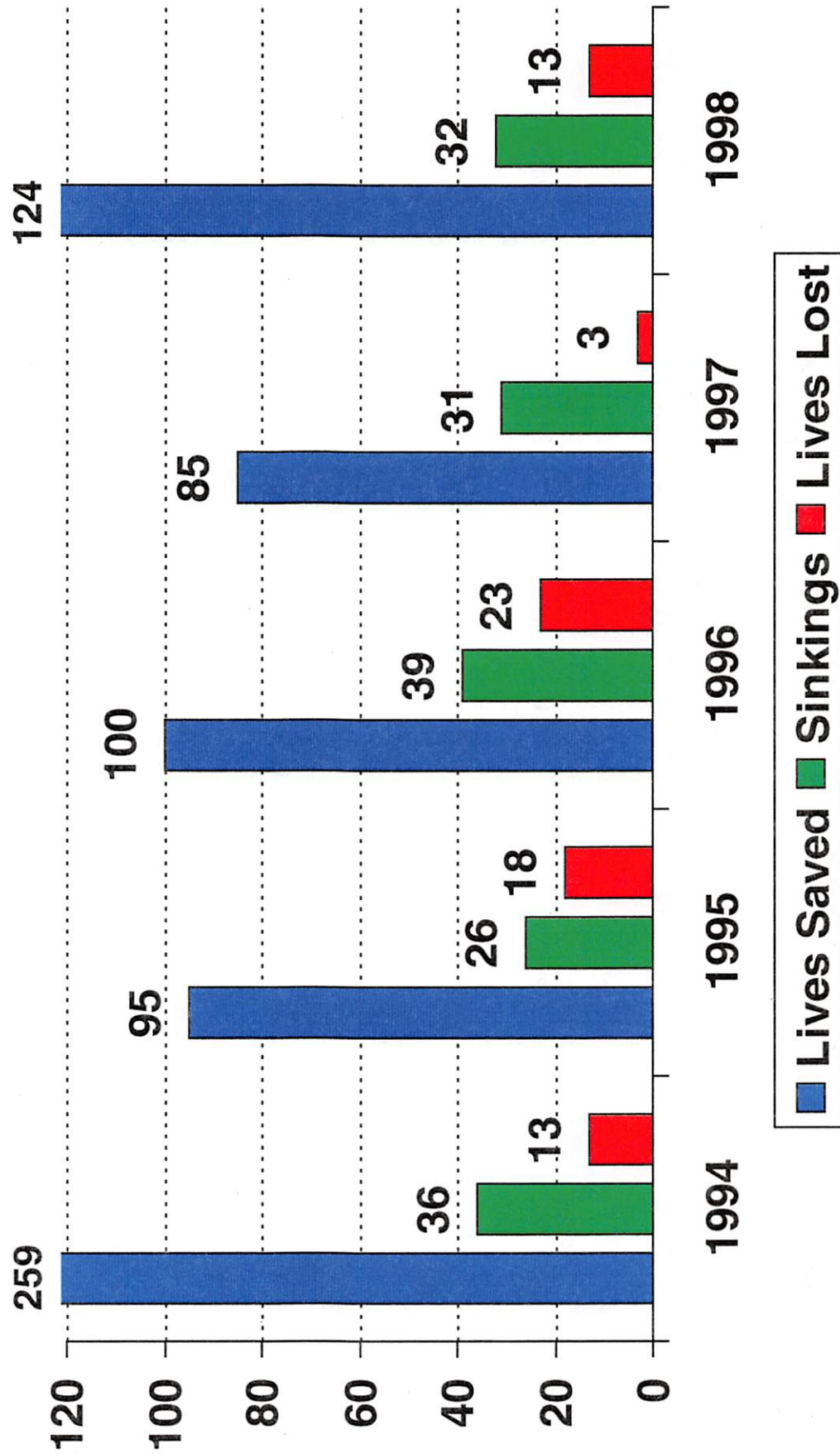
- 5 incursions detected
 - KALGA (RS) 1.8nm inside U.S. EEZ, confirmed vessel not fishing although nets were stored on deck.
 - DONG SAN (KS) 500 yds inside U.S. EEZ, cited by Russians for permit violation.
 - TAIMINCH (RS) 1356 yds inside U.S. EEZ, confirmed vessel not fishing; charts on board showed incorrect Boundary coordinates, provided correct coordinates.
 - SEDANKA (RS) & WOOHEUNG (KS) detected 400 yds inside U.S. EEZ, but unable to confirm fishing.

1998 HSDN Results

- FFV SHANGTAI fined \$42,000 USD, all illegal gear confiscated, PRC registration documents revoked.
- FFV SHANYU 16 fined \$42,000 USD, special fishing permit for high seas squid fishing withdrawn, master barred from being hired again by company.
- Additional scrutiny of other vessels owned by companies that owned SHANGTAI and SHANYU 16.

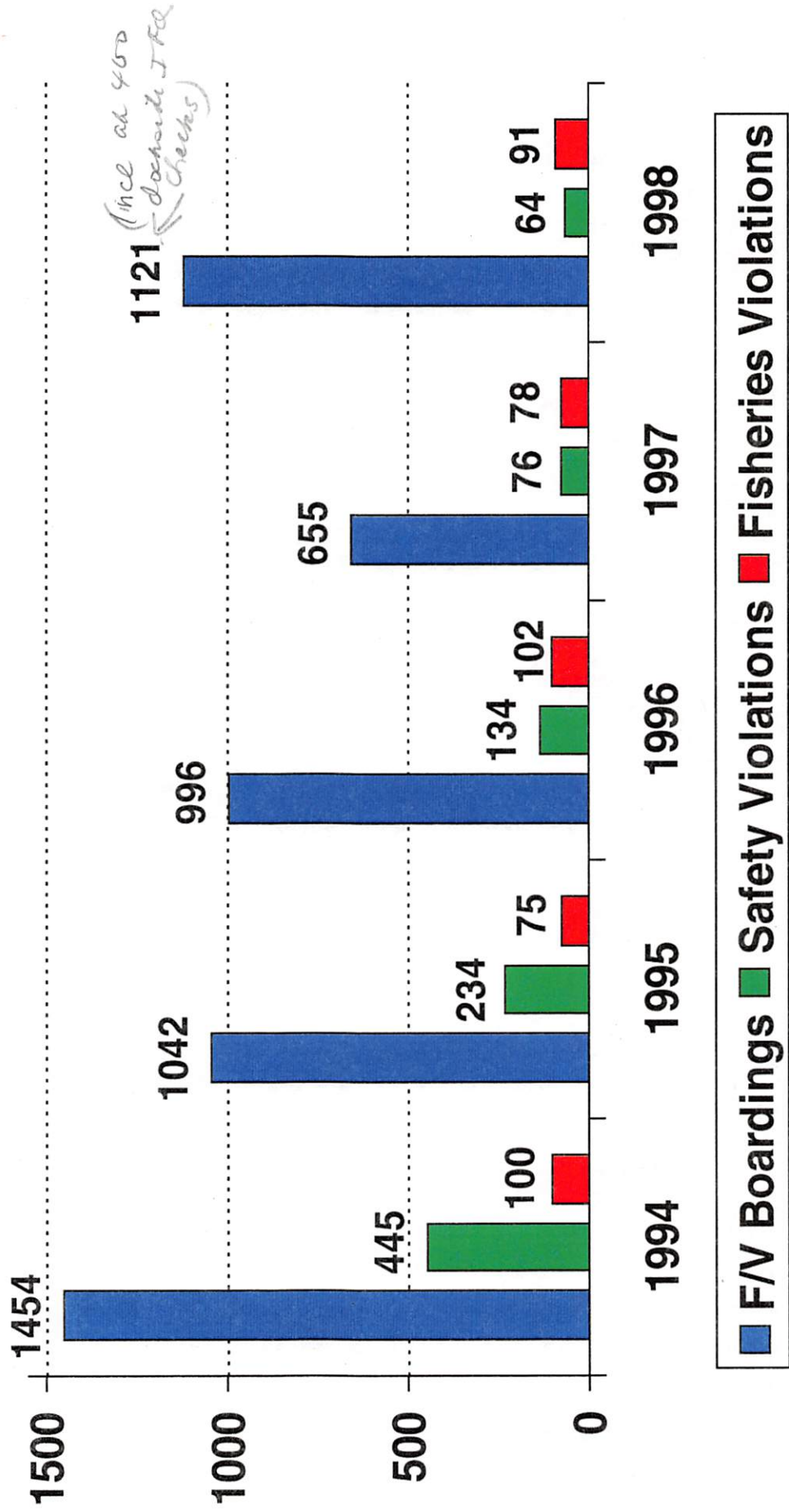
Safety Statistics

(includes IFQ)

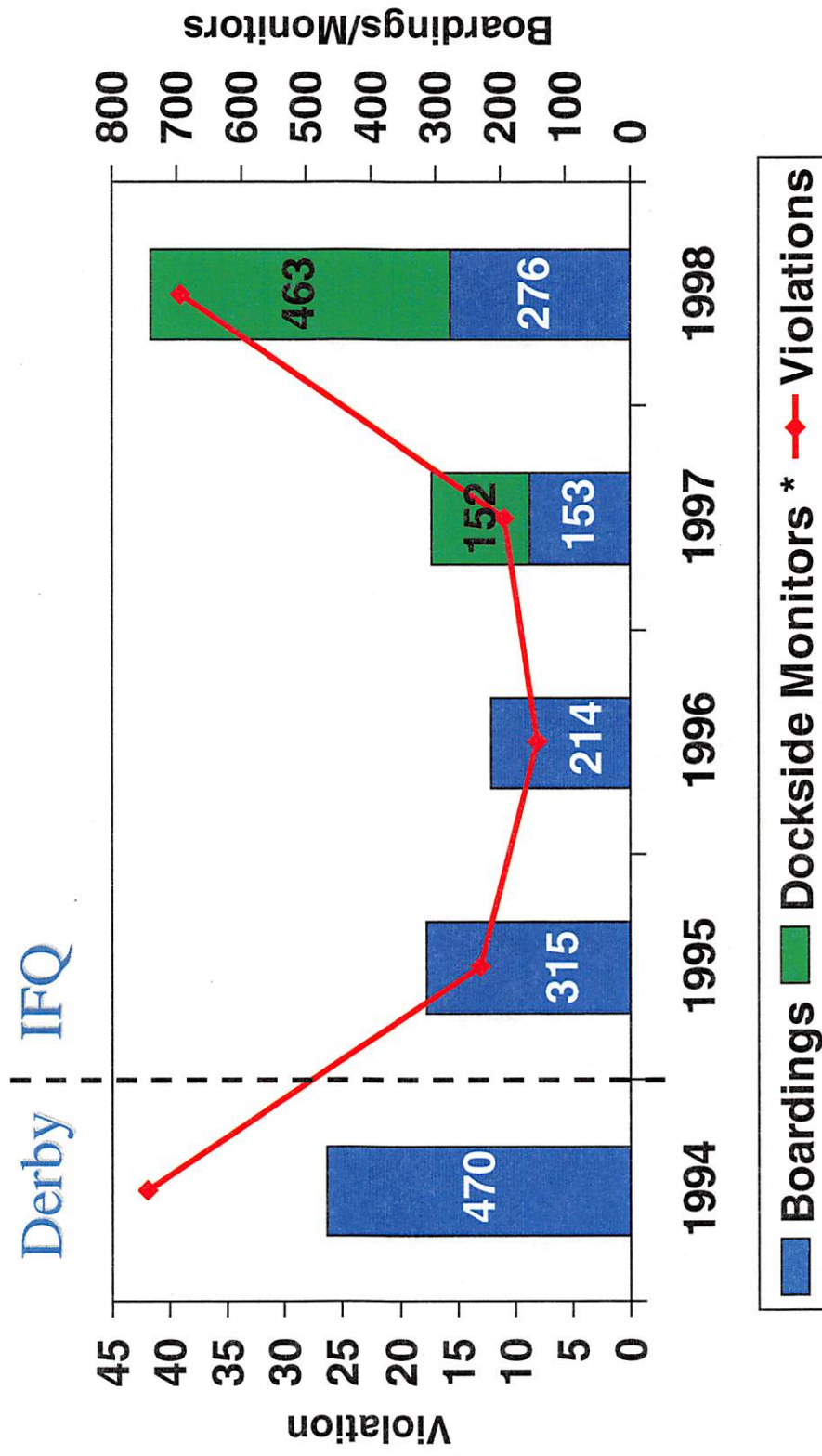


Boarding Statistics

(includes IFQ)

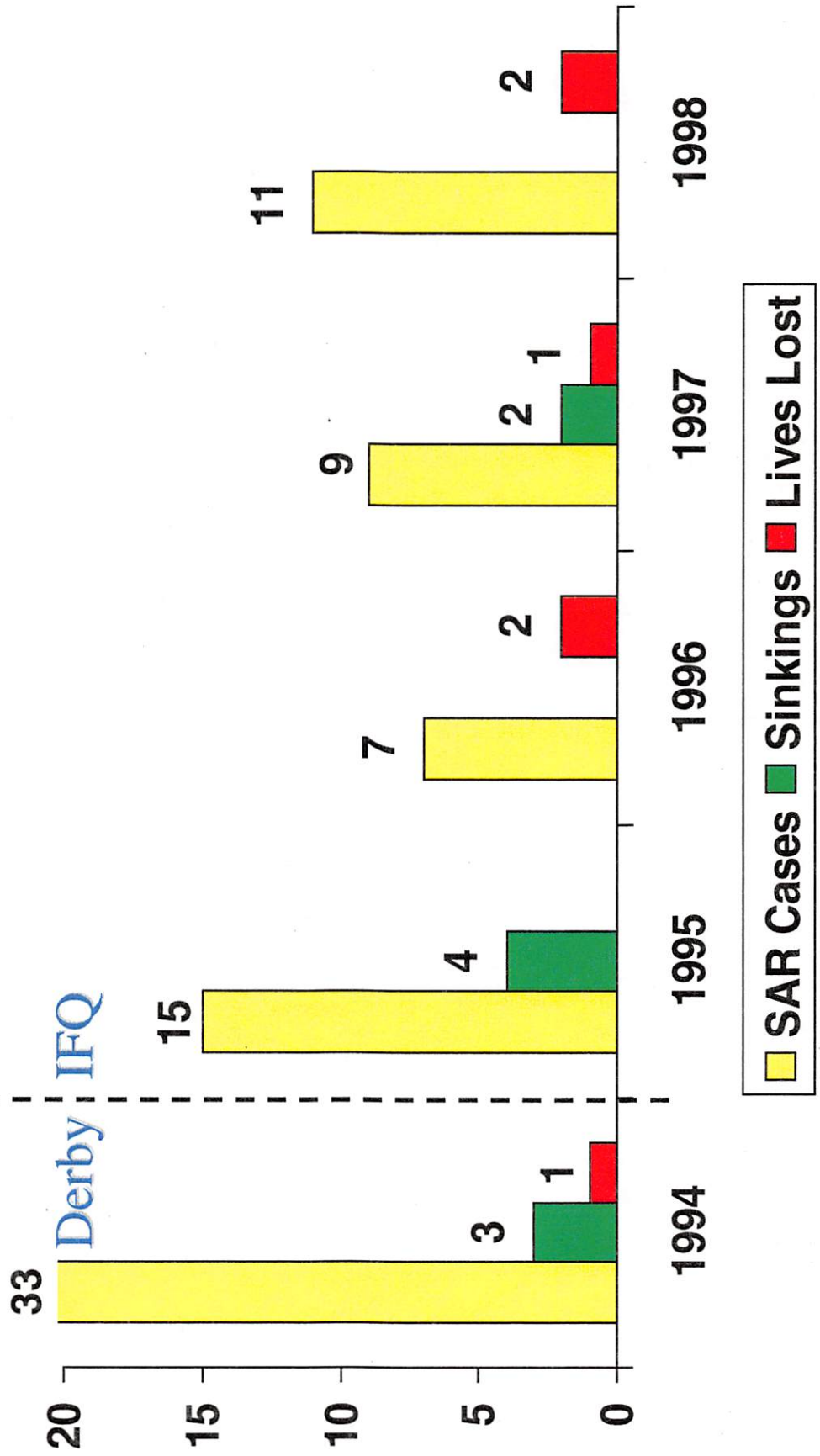


Derby/IFQ Boarding Statistics



*Note: Docksideside monitoring effort began in 1997

Derby/IFQ Safety Statistics



Officials from around the world meet in Kodiak

Group seeks coordinated effort to stop high seas salmon poaching

By **MARK BUCKLEY**
 Mirror Writer

In a first-of-its-kind effort to stop illegal high seas salmon driftnetting, Pacific Rim fisheries enforcement officials — and their political allies — are meeting in Kodiak this week.

"We've never gotten international fisheries enforcement officials together to focus strictly on the issues of high seas monitoring and compliance," said Capt. Vince O'Shea of the Coast Guard's Fisheries Law Enforcement Division. "The goal of the symposium is to strengthen and build working relationships between enforcement personnel from both sides of the North Pacific."

Meeting here this week are enforcement officials and politicians from member countries of the North Pacific Anadromous Fish Commission. Representatives come from the U.S., Canada, Japan, and Russia. China, which is not a member of the commission, has also sent a delegate.

"The enforcement people are administrators who are just below the political level but above the field level," O'Shea said. "They're the ones who will coordinate enforcement with their counterparts in the other countries, so it's important for them to meet

and learn about how each other's organization works."

The group's basic charge is to pool efforts and stop high seas salmon poaching.

The fish cops may have their agenda, but it's politics that drive the boat.

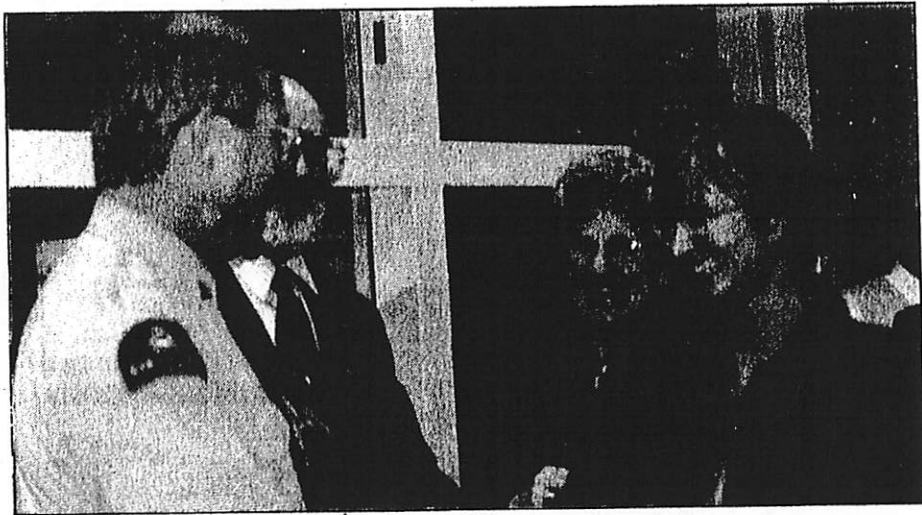
"Salmon are of vital economic and subsistence importance to the people of Alaska," said meeting attendee Fran Ulmer. As Alaska's Lt. Governor, Ulmer holds one of three U.S. seats on the Anadromous Fish Commission.

Ulmer said the commission's purpose is to enforce laws against high seas driftnetting and to assure the conservation of salmon stocks.

This meeting is timely, she said, because some Alaska fishermen say documented illegal high seas driftnetting is a possible cause of poor salmon returns to Western Alaska.

"Unexplained failures of Bristol Bay salmon these past two years has caused economic hardship and concern," Ulmer said. "While we don't know what is causing the problem, efforts to ensure high seas harvesting is not taking place is critical to keeping us focused on other possible causes."

On Tuesday, the 20 officials heard presentations from every delegation concerning each nation's enforce-



ALASKA-CANADA COOPERATION — At a Tuesday night reception for the Anadromous Fish Commission's meeting here, Alaska Lt. Gov. Fran Ulmer, right, thanks Dennis Brock, top enforcement official with Canada's Department of Fisheries and Oceans in British Columbia. Brock gave Ulmer a gift of Canadian maple syrup. Looking on are fishing representative Al Burch, City mayor Carolyn Floyd, and Borough Mayor Gary Stevens. (Mark Buckley photo)

ment capabilities and strategies.

Of note was the presentation from the Chinese delegate, Ulmer noted. "China is not a member of the commission," she said, "and does not intend to join."

"But their representative said they plan to abide by an agreement they signed through the United Nations to enforce laws against high seas driftnetting. I take that as a very positive sign."

Over the next few days the group will learn more about America's enforcement capabilities. They will take a short cruise aboard the high endurance cutter Rush, and will fly a simulated patrol aboard a C-130. They will also examine case studies of Coast Guard and National Marine Fisheries Service enforcement actions.

For his part, a Canadian official says he hopes the meetings will

be an ongoing event.

"The plan is to move these meetings around, holding at least one in each member country," said Dennis Brock, a top official with Canada's Department of Fisheries and Oceans enforcement division in British Columbia.

"It's really helpful to get to know our counterparts, see firsthand their capabilities, and learn how better to coordinate our efforts."

Six KEA candidates

Scientist explains SuperDARN

AGENDA B-4
 APRIL 1999
 Supplemental

National Marine Fisheries Service
Office of Enforcement

ALASKA ENFORCEMENT DIVISION

QUARTERLY REPORT



SIGNIFICANT ACTIONS

A. Quarterly Milestone Activity

OLE Milestones

B. Complex Cases

- Recordkeeping/Reporting False Statements - An investigation was recently opened concerning a major shoreside processing plant covering up overages of sablefish and other groundfish. It appears that the entire staff responsible for keeping records was involved in changing internal records to match reports required by NMFS to hide illegal landings. Threats have been made to some plant employees who have come forward to assist the investigation.
- Observer Related Case - A Grand Jury investigation is being conducted on a number of fishing vessels owned by a major fishing company. The company is being investigated for conspiracy to harass NMFS certified observers. There is evidence of crews biasing samples and intimidating and assaulting observers, as well as observers taking bribes. The company is also believed to be working with the observer contractors to have certain "user friendly" observers assigned to their boats.
- Foreign Control - An investigation continues to be conducted on a fishing company for foreign control. There is evidence of the company submitting false information pertaining to construction dates and ownership information on applications to the Coast Guard for documenting their vessels for eligibility for commercial fishing.
- Fraud/Conspiracy/Closed Areas/VIP - An investigation continues based on industry representatives coming forward to provide information about illegal fishing practices by vessels owned by a certain company. The violations include fishing in closed areas, submitting fraudulent information, and conspiracy to violate civil regulations to manipulate the closures of fishing seasons and the marketing of fish.
- Halibut Smuggling - An investigation was conducted concerning a fisherman in Alaska who had a vessel specially constructed to smuggle halibut fillets. The F/V SKIFF NINE was boarded in March, 1999, and found to be in possession of 960 pounds of illegal halibut fillets. The halibut was hidden under pacific cod. The vessel owner's home was searched under the authority of a search warrant. Seized were business records and the computer used for the business. The records showed many more illegal fishing trips. This investigation continues.
- F/V SHAMROCK - John Philips, the owner/operator of the SHAMROCK, was indicted on eleven counts of false statements and Lacey Act offenses concerning vessel length on

applications. He entered into a plea agreement with the U.S. Attorney's Office to plead guilty to one count of Lacey Act. He was sentenced to pay \$10,000, to serve 30 days of home detention, perform 40 hours of community service, and is on a three year probation. This case is important in that it demonstrates the results stemming from something as simple as vessel length. It allowed the owner to avoid paying thousands of dollars in observer fees. It also allowed him fish in the pre-IFQ halibut fishery in a category which allowed a larger retention. This larger retention resulted in a higher IFQ allocation based on past fishing effort.

- Pollock Audit - AED conducted a Pollock Roe audit operation in February, 1999. With the assistance of the U.S. Coast Guard, two vessels were boarded and audited during the one week time frame the vessels were landing pollock in Dutch Harbor, Alaska. One vessel was found to be in compliance. The other vessel was found to have under reported pollock roe. This investigation continues.

+ SSL shooting case in KODK

C. COPPS

- Video for Process Involving Regulations for Whale Approach Distances - Ron Antaya is working with PRMD and the Charter Boat Industry to make a video that captures the process involved in creating a regulation. The proposed regulation would set distances for approaching humpback whales in Alaska. The video will show how AED will enforce the distance regulation using laser range finders once it takes effect.
- EO Adams, assigned to the Ketchikan office, wrote letters and accompanying questionnaires to 245 IFQ fishermen. In the letters, he introduced himself and asked for interest in participation in IFQ workshops/meetings in their local ports. He dedicated much of his time to traveling to remote locations in his area of responsibility. His supervisor received many favorable reports from fishermen concerning EO Adams' efforts.

The AED will have two hours dedicated to presenting and discussing COPPS in the Region at the annual in-service in May, 1999.

D. VMS

- During the past quarter, VMS issues have blossomed in the Alaska Enforcement Division. The primary driver for this increased interest has been the continued decline in the Steller Sea Lion population. This species has now been declared endangered in the western portion of it's range (generally west of 140 degrees west). To avoid an entire shutdown to fishing activity in this species critical habitat there are plans to limit fishing to less critical time periods and to limit the total quantity of dietary prey removal. This is thought to be best achieved by monitoring fishing activity through VMS.

VMS is also beginning to be accepted by more interest groups in regional fisheries as a

primary law enforcement tool. We have successfully fought for funding under the AFA for VMS and have worked with AK. Regional, NPFMC, and industry personnel to accept and seek VMS. We also sought and got 2 volunteers to carry VMS equipment as a beta test in preparation for the Atka Mackerel fishery.

It is anticipated that initial implementation of VMS will take place in the Atka Mackerel fishery in the fall of 1999 (September) and that extensive expansion to the catcher processor fleet will take place in fishing year 2000.

E. Quality Control/Quality Assurance

F. Other

- **Regional Directives Manual** - The Alaska Regional Directives Manual is being revised. This is to take into account any duplication with the NEOM and the Office of Enforcement Directives Manual. Because of the accreditation process, many of the regional directives no longer apply, or are addressed at the national level. It will also provide the opportunity to update or revise directives that pertain only to AED. The updated manual will be presented at the Regional In-Service in May.
- **Pollock Audit** - AED has identified a two week time period in mid-February in which audits will be performed on vessels engaged in the Bering Sea pollock fishery. The purpose of the audits is to assess compliance with recordkeeping and reporting requirements. We will also look to see if people are intentionally and willfully underlogging valuable fish and fish products. The fraud aspect is a major reason for the project.
- **New Hiring** - AED has all but one of the ten agent FTE's filled at this time. Of the sixteen Enforcement Officer positions, nine are currently filled. People have been selected for the other 7 and we are waiting for background investigations to be completed. The FTO program will take up much time for the S/A's and the few experienced EO's. With the help of the NW Region, we have developed a lesson plan for training FTO's. The training was given in Juneau on April 14th and 15th.

**NUMBER OF CASES OPENED BY INVESTIGATION TYPE
FY98 and FY99**

Investigation Type	FY98 2nd Quarter	FY98 Total	FY99 2nd Quarter	FY99 Total
ESA	0	1	1	1
Lacey Act	0	2	1	1
Magnuson Act	85	654	62	230
MMPA	3	57	7	11
North Pacific Halibut Act	2	24	1	6
Other Federal Regulations	0	3	0	0
State Regulations	0	20	2	3
TOTAL	90	761	74	252

AK991019A 1 FM/V 679.7(i)(2)
 AK991020A 1 FM/V 679.7(i)(2)
 AK991021A 1 FM/W 679.7(a)(10)
 AK991022A 1 FM/V 679.7(a)(10)
 AK991022A 2 FM/V 679.7(a)(10)
 AK991022A 3 FM/V 679.7(a)(10)
 AK991022A 4 FM/V 679.7(a)(10)
 AK991022A 5 FM/V 679.7(a)(10)
 AK991023A 1 FM/I 679.7(a)(6)
 AK991024A 1 FM/V 679.7(i)(2)
 AK991025A 1 FM/V 679.7(i)(2)
 AK991028A 1 FM/V 679.7(a)(2)
 AK991031A 1 FM/V 679.7(a)(2)
 AK991032A 1 FM/V 679.7(a)(2)
 AK991033A 1 FM/V 679.7(d)(4)
 AK991034A 1 FM/V 679.7(d)(4)
 AK991035A 1 FM/V 679.7(a)(2)
 AK991036A 1 FM/V 679.7(a)(2)
 AK991037A 1 SR/C STATE REGS
 AK991038A 1 LA/I LACEY ACT
 AK991039A 1 FM/V 679.7(a)(2)
 AK991040A 1 FM/V 679.7(a)(10)
 AK991041A 1 FM/V 679.7(a)(2)
 AK991042A 1 FM/V 679.7(a)(2)
 AK991043A 1 FM/V 679.7(a)(2)
 AK991044A 1 FM/V 679.7(a)(2)
 AK991045A 1 FM/V 679.7(a)(2)
 AK991046A 1 FM/V 679.7(a)(2)
 AK991048A 1 SR/V STATE REGS
 AK991050A 1 FM/V 679.7(a)(2)
 AK991052A 1 FM/V 679.7(a)(2)
 AK991053A 1 FM/I 1857(2)(B)
 AK991054A 1 FM/V 679.7(a)(2)
 AK991055A 1 FM/V 679.7(a)(2)
 AK991056A 1 FM/I 679
 AK991057A 1 FM/V 679.7(a)(2)
 AK991058A 1 ES/C 1538(a)(1)(B)
 AK992001A 1 FM/V 679.7(a)(2)
 AK992002A 1 FM/V 679.7(a)(2)

POLLOCK TRIP LIMIT OVERAGE
 POLLOCK TRIP LIMIT OVERAGE

DCPL NOT SIGNED
 DELIVERY INFORMATION NOT ENTERED IN DCPL
 DISCARDS NOT PROPERLY ENTERED
 PRODUCTION INFO. NOT ENTERED IN DCPL
 INACCURATE WEEKLY PRODUCTION REPORTS

POLLOCK TRIP LIMIT OVERAGE
 POLLOCK TRIP LIMIT OVERAGE
 POLLOCK BYCATCH OVERAGE
 POLLOCK BYCATCH OVERAGE
 POLLOCK BYCATCH OVERAGE

POLLOCK BYCATCH OVERAGE
 POLLOCK BYCATCH OVERAGE

POLLOCK BYCATCH OVERAGE
 MULTIPLE RECORD-KEEPING AND REPORTING VIOLATIONS

POLLOCK BYCATCH OVERAGE
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 FOREIGN OWNERSHIP

GEAR CONFLICTS

UNLAWFUL TAKE OF STELLER SEA LIONS
 ROCKFISH BYCATCH OVERAGE
 UNLAWFUL RETENTION OF ROCKFISH

CASES OPENED (Continued)

Case Number	Cnt	Type	Regulation	Description of Violation
AK992003A	1	FM/V	679.7(f)(9)	FISHING E CATEGORY IFQ PERMIT ON C CLASS VESSEL
AK992004A	1	MM/I	216.11	UNLAWFUL TAKE OF MARINE MAMMAL
AK992005A	1	MM/I	216.13	UNLAWFUL POSSESSION, TRANSPORT, SALE OF MARINE MAMMAL PARTS
AK992006A	1	MM/V	216.23(a)(3)	TAKING A MARINE MAMMAL IN A WASTEFUL MANNER
AK992007A	1	FM/V	679.7(f)(4)	IFQ HALIBUT OVERAGE
AK993001A	1	FM/V	679.7(f)(6)	UNLAWFUL IFQ LANDING (NO IFQ PERMIT)
AK993002A	1	FM/V	679.7(f)(9)	IFQ HALIBUT OVERAGE

CATCH SEIZURES

01/01/99 - 03/31/99

Case Number	Date of Seizure	Vessel	Description of Seizure	Value of Seizure
AK992001A	06-JAN-99	KALLISTE	PROCEEDS FROM ROCKFISH BYCATCH OVERAGE	37.20
AK992002A	06-JAN-99	SUNDOWNER	PROCEEDS FROM UNLAWFUL RETENTION OF ROCKFISH	161.70
AK992007A	31-MAR-99	PTARMIGAN	PROCEEDS FROM IFQ HALIBUT OVERAGE	955.11
			Total	\$1,154.01

CASES FORWARDED TO GENERAL COUNSEL FOR FURTHER ACTION
01/01/99 - 03/31/99

Total Number of Cases Forwarded to GC = 1

Case Number	Cnt	Regulation	Description of Violation	Seized Property
AK983049A	1	600.725(a)	UNLAWFUL FISHING FOR SABLEFISH WITHOUT VALID IFQ/FED. PERMIT	
AK983049A	2	679.71(a)	NO VALID FEDERAL PERMIT ONBOARD VESSEL	
AK983049A	3	679.71(f)(3)	UNLAWFUL RETENTION OF IFQ FISH W/ FIXED GEAR W/O VALID PERMT	
AK983049A	4	679.71(f)(5)	UNLAWFUL POSSESSION OF IFQ SABLEFISH	
AK983049A	5	679.71(f)(6)	UNLAWFUL IFQ LANDING WITH INVALID IFQ SABLEFISH PERMIT	5,402.50

OTHER CASE ACTIONS

01/01/99 - 03/31/99

Number of Cases	Action	Summary Settlement Amount	NOVA Amount	Final Penalty	Forfeited Proceeds and/or Property
33	Dismissed by Enf., no violation				
9	Closed by Enf. due to lack of evidence				
103	Closed by Enf. due to lack of resources				
5	Transferred to another Region or agency				
20	Written warning issued by Enf.				
1	Written warning (FIX-IT) issued by F/EN				
2	Suspended				
1	Prosecution declined by GC				
25	Summary settlement paid	\$44,447.50			\$16,923.59
88	Property forfeited or abandoned				\$46,276.73
12	Case/count merged				
2	NOVA issued		\$4,676.00		
1	All ALJ Initial decision conditions satisfied				
10	Settlement agreement signed				
3	Settlement agreement conditions met				

CASES OPENED

01/01/99 - 03/31/99

Total Number of Cases Opened = 74

Case Number	Cnt	Type	Regulation
AK990001A	1	FM/V	679.5
AK990001A	2	FM/V	679.5
AK990002A	1	MM/V	227.12(a)(2)
AK990003A	1	MM/V	227.12(a)(2)
AK990004A	1	MM/V	227.12(a)(2)
AK990005A	1	FM/V	679.5
AK990005A	2	EM/V	679
AK990006A	1	FM/V	679.7(f)(1)
AK990006A	2	EM/V	679.7(f)(1)
AK990006A	3	FH/V	300.62-1e(2)(b)
AK990007A	1	FM/V	679.7
AK990008A	1	FM/V	679.5
AK990009A	1	FM/V	679.27
AK990010A	1	FH/V	300.5
AK990011A	1	EM/V	679.7(a)(6)
AK990012A	1	EM/V	679.5
AK990013A	1	FM/V	679.27
AK990022A	1	EM/C	679.5(b)(2)
AK991001A	1	FM/I	679.7(c)(5)
AK991002A	1	FM/I	679.7(e)(5)
AK991003A	1	FM/I	679.7(c)(5)
AK991004A	1	FM/V	679.7(e)(5)
AK991005A	1	FM/I	679.7(e)(5)
AK991006A	1	FM/I	679.7(c)(5)
AK991007A	1	FM/V	679.7(1)(2)
AK991008A	1	FM/V	679.7(1)(2)
AK991009A	1	EM/V	679.7(1)(2)
AK991010A	1	FM/V	679.7(1)(2)
AK991011A	1	FM/V	679.7(1)(2)
AK991012A	1	FM/V	679.7(1)(2)
AK991013A	1	EM/V	679.7(1)(2)
AK991014A	1	FM/V	679.7(1)(2)
AK991015A	1	FM/V	679.7(1)(2)
AK991016A	1	FM/V	679.7(1)(2)
AK991017A	1	MM/C	227.12(a)(2)(1)

CASES OPENED (Continued)

Case Number	Cnt	Type	Regulation
AK991018A	1	FM/V	679.7(1)(2)

Description of Violation

FAILURE TO SUBMIT LOGBOOKS ON QUARTERLY BASIS
ILLEGIBLE LINE-OUTS IN LOGBOOK
UNLAWFUL INCURSION INTO SEA LION ROOKERY
UNLAWFUL TRANSPORT THROUGH SEA LION ROOKERY
FAILURE TO SUBMIT LOGS QUARTERLY
FAILURE TO LOG DISCARDS
INACCURATE INFO. ON PENDING LANDING
IFQ HALIBUT OVERAGE
FAILURE TO SEPARATE HALIBUT FROM OTHER AREAS
FAILURE TO MAINTAIN LOGBOOK
UNDERLOGGED DISCARDS ON WEEKLY PRODUCTION REPORT
UNLAWFUL DISCARD OF IR/IU SPECIES
FAILURE TO PROVIDE SAFE BOARDING LADDER
FISHING FOR POLLOCK AFTER CLOSURE
FAILURE TO PRODUCE VAR
FAILURE TO RETAIN IR/IU SPECIES
RECORDKEEPING AND REPORTING ERRORS
FAILURE TO OBTAIN MORATORIUM PERMIT
FAILURE TO HAVE MORATORIUM PERMIT
POSSESSION OF INCORRECT MORATORIUM PERMIT
FAILURE TO POSSESS VALID MORATORIUM PERMIT
INCORRECT MORATORIUM PERMIT
POLLOCK TRIP LIMIT OVERAGE
POLLOCK TRIP LIMIT OVERAGE
POLLOCK TRIP LIMIT OVERAGE
POLLOCK TRIP LIMIT OVERAGE
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POLLOCK TRIP LIMIT OVERAGE
UNLAWFUL INCURSION INTO SEA LION ROOKERY

Description of Violation

COMPLAINT ACTION

01/1/99 - 03/31/99

Investigation Type	No. Complaints Opened	No. Complaints Unfounded
Magnuson Act (MFCMA)	1	0
Marine Mammal (MMPA)	2	0
Endangered Species Act (ESA)	1	0
Other (<i>list</i>) - State Regs	1	0
TOTAL	5	0

Number of Complaints Assigned CCN's	5
Number of Complaints Upgraded	0
Unfounded Complaints Assigned CCN's	0
Number of Complaints not Assigned CCN's	0
Number of Hotline Complaints	5

* Cases closed with verbal warning are included under cases closed as dismissed, unfounded.