April 21, 1998 AGENDA ITEM B4

ENFORCEMENT REPORT
FOR THE PERIOD 1/1/98 THROUGH 4/10/98

National Marine Fisheries Service
Alaska Enforcement Division

During the reporting period, NMFS and the Coast Guard opened a total of 90 cases. Further action was also taken on 120 pending cases during the reporting period. 11 investigations were closed as unfounded, 2 investigations were closed due to lack of evidence, and 4 investigations were dismissed for lack of resources. Five cases were referred to other Regions or other agencies and 6 cases were suspended. Thirty seven cases were handled with written warnings and 4 cases were handled with summary settlement payments totaling $4,041 and forfeited proceeds of $1,185. A total of 16 cases were settled through voluntary abandonment of forfeited proceeds and property valued at $5,814. Twenty three cases were referred to NOAA General Counsel. General Counsel issued 14 Notices of Violation assessing a total of $67,700 in penalties, and settled 18 cases for a total of $97,444 in penalties and $99,597 in forfeited proceeds.

MAJOR HALIBUT CASE PROSECUTED

On Monday, April 13, 1997 a jury in the federal court trial of Terry MacDonald, Sr. found him guilty of a felony false reporting charge under the Lacey Act. The charge stemmed from illegal fishing activity for Sablefish in the Alaska Halibut-Sablefish IFQ program. MacDonald, Sr. will be sentenced July 13, 1997 and faces up to 5 years in prison and a $250,000 penalty. The following is a brief sketch of the facts in the case:

> The F/V DC COLE is owned by Ralph and Lynda Cole of Anacortes, WA and Terry and Laraine MACDONALD of Petersburg, AK. It is a 58' Delta limit seiner.
>
> In 1996 MACDONALD was the IFQ hired skipper for the Coles and his wife. MACDONALD could have lawfully fished IFQ blackcod in federal reporting areas Central Gulf and Southeastern Outside and IFQ halibut in 3A only.
>
> On the last longline fishing trip of 1996 (June 13 thru 17), MACDONALD and his 3 crew- members left Cordova, fished halibut and sablefish in area WY/3A, near what is commonly known as the "W" grounds, then headed straight home to Petersburg. Upon off loading, then Fishery Patrol Officer Ronald Antaya boarded the vessel. MACDONALD claimed that he had fished his halibut in 3A and the blackcod in SE and completed an IFQ landing report to that effect.
>
> Four months later MACDONALD's son, Terry MacDonald Jr., called FPO Antaya at home and reported that the blackcod had actually been taken in area WY. During the course of the investigation, it was learned from the other two crewmembers that the blackcod was not fished in SE. This was also supported by computing the distance traveled, the time available to travel, and the top speed of the vessel. After MACDONALD was indicted by the grand jury, the AUSA sent MACDONALD a letter outlining the government intentions. The indictment charged one count of violating the Lacey Act (falsely reporting). Three crucial elements needed to be proved beyond a reasonable doubt for the case to be upheld in court. They were; 1) the IFQ landing report

intentionally and falsely reported where the blackcod were harvested and retained from, 2) the blackcod was intended for, and was transported in interstate commerce, 3) the value of the blackcod was over $350.

Ultimately the prosecution by Assistant United States Attorney Joseph Bottini proved successful for the people of the United States. This case takes the first major step in holding those that commit illegal activities in the IFQ fishery responsible for their actions. Where willful and intentional violations are detected the National Marine Fisheries Service intends to prosecute to the fullest extent of the law.

Several cases involving similar alleged violations are under investigation by NMFS personnel and strong sanctions are anticipated with conviction or settlement of those cases.

IFQ PROGRAM

Landings to date have been slow compared to previous IFQ seasons. Anecdotal information around the docks indicate that prices have been down compared to past seasons and is the primary reason for slow initial effort in these fisheries.

OBSERVER ISSUES

The National Marine Fisheries Service, Office of Law Enforcement, has dedicated two full time Special Agents to investigate the full range of alleged violations relating to observers and their duties aboard fishing vessels. This focus is the result of continuing complaints ranging from presorting groundfish prior to observers having an opportunity to sample, to interference with observer duties, general and sexual harassment, as well as numerous other alleged violations. Minor violations will be handled through a variety of problem solving efforts of a proactive nature primarily involving contact with industry to explore issues and seek solutions. Additionally, the whole gamut of lower level sanctions will be used in less serious violations such as verbal and written warnings, summary settlements, and minor NOVAs. More serious violations will be dealt with through stronger sanctions including major NOVAs, permit sanctions and criminal prosecutions where appropriate.

PERSONNEL

Recent events have kept enforcement busy with several new and experienced personnel attending agency required training. In addition, several people have resigned leaving us short handed again. We will focus on seeking replacements and supplementing our workforce to meet enforcement requirements. Currently we are operating at approximately 75% strength (27 of 36 FTEs) with replacements being sought. In time we expect to be at 100% strength.

National Marine Fisheries Service
Office of Enforcement

ALASKA ENFORCEMENT DIVISION

QUARTERLY REPORT

Second Quarter FY98
January 1, 1998 - March 31, 1998

To report fisheries violations,
call our National Hotline at 1-800-853-1964.

CATCH SEIZURES

1/1/98 - 3/31/98

Case Number	Date of Seizure	Vessel	Description of Seizure	Value of Seizure
AK981009A	18-MAR-98	BAY ISLANDER	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	23.93
AK981010A	18-MAR-98	NEW LIFE	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	536.45
AK981011A	18-MAR-98	SEA BARB	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	1,063.22
AK981014A	18-MAR-98	PACIFIC MONARCH	PROCEEDS FROM IR/IU POLLOCK OVERAGE	15.50
AK981015A	18-MAR-98	ARCTIC III	PROCEEDS FROM IR/IU POLLOCK OVERAGE	862.68
AK981016A	18-MAR-98	ARCTIC III	PROCEEDS FROM IR/IU POLLOCK OVERAGE	2,254.74
AK981017A	18-MAR-98	HALF MOON BAY	PROCEEDS FROM IR/IU POLLOCK OVERAGE	512.16
AK981018A	18-MAR-98	ARCTIC IV	PROCEEDS FROM IR/IU POLLOCK OVERAGE	475.32
AK981019A	18-MAR-98	OCEAN ENTERPRISE	PROCEEDS FROM IR/IU POLLOCK OVERAGE	6.84
AK981020A	18-MAR-98	PERSEVERANCE	PROCEEDS FROM IR/IU POLLOCK OVERAGE	120.38
AK981021A	18-MAR-98	PREDATOR	PROCEEDS FROM IR/IU POLLOCK OVERAGE	12.10
AK981022A	18-MAR-98	PERSEVERANCE	PROCEEDS FROM IR/IU POLLOCK OVERAGE	4.58
AK981023A	18-MAR-98	PACIFIC VIKING	PROCEEDS FROM IR/IU POLLOCK OVERAGE	95.20
AK981024A	18-MAR-98	COLUMBIA	PROCEEDS FROM IR/IU POLLOCK OVERAGE	97.20
AK981025A	26-MAR-98	MISS LEONA	PROCEEDS FROM POLLOCK BYCATCH OVERAGE	29.90
AK981026A	26-MAR-98	COLLIER BROS.	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	166.20
AK981027A	26-MAR-98	SEA BARB	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	1,865.75
AK981028A	30-MAR-98	HAZEL LORRAINE	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	4,595.23
AK981029A	30-MAR-98	HAZEL LORRAINE	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	726.44
AK981030A	30-MAR-98	ARCTIC III	PROCEEDS FROM IR/IU POLLOCK OVERAGE	218.82
AK981031A	31-MAR-98	PACIFIC ENTERPRISE	PROCEEDS FROM IR/IU POLLOCK OVERAGE	110.16
AK981032A	31-MAR-98	OCEAN ENTERPRISE	PROCEEDS FROM IR/IU POLLOCK OVERAGE	320.28
AK981033A	31-MAR-98	HALF MOON BAY	PROCEEDS FROM IR/IU POLLOCK OVERAGE	182.40
AK981034A	31-MAR-98	SUNSET BAY	PROCEEDS FROM IR/IU POLLOCK OVERAGE	72.12
AK981035A	31-MAR-98	DESTINATION	PROCEEDS FROM IR/IU POLLOCK OVERAGE	47.58
AK981036A	31-MAR-98	SEA WOLF	PROCEEDS FROM IR/IU POLLOCK OVERAGE	17.03
AK982006A	05-MAR-98	LADY JO	PROCEEDS FROM ROCKFISH BYCATCH OVERAGE	21.80
AK982007A	05-MAR-98	KRISTINA	PROCEEDS FROM ROCKFISH BYCATCH OVERAGE	919.50
AK983005A	27-MAR-98	COMBINE	PROCEEDS FROM PACIFIC COD BYCATCH OVERAGE	42.00
			Total	$15,415,51

NUMBER OF CASES OPENED BY INVESTIGATION TYPE

FY97 and FY98

Investigation Type	FY97 Total	FY98 2nd Quarter	FY98 Total
Endangered Species Act	7	0	0
Lacey Act	3	0	0
Magnuson Act	740	85	244
Marine Mammal Protection Act	19	3	5
North Pacific Halibut Act	41	2	3
Other Federal Regulations	3	0	0
State Regulations	25	0	7
TOTAL	838	90	259

OTHER CASE ACTIONS

1/1/98 - 3/31/98

Number of Cases	Action	Summary Settlement Amount	NOVA Amount	Final Penalty	Forfeited Proceeds and/or Property
11	Dismissed by Enf., no violation				
2	Closed by Enf. due to lack of evidence				
4	Closed by Enf. due to lack of resources				
1	Prosecution declined by GC				
6	Suspended				
5	Transferred to another Region or agency				
20	Written warning issued by Enf.				
2	Written warning (Fix-it) issued by Enf.				
11	Written warning (Fix-it) issued by Coast Guard				
3	Written warning issued by GC				
1	Written warning (Fix-it) issued by GC				
4	Summary settlement paid	$4,041			$1,185
16	Property forfeited or abandoned				$5,814
1	Sent by GC to GCEL for prosecution				
14	NOVA issued		$67,700		
1	PPIP filed by GC		$15,000		
1	Removed from ALJ docket due to settlement			$6,000	
3	Settlement agreement signed			$2,900	
14	Settlement agreement conditions met			$88,544	$99,597

WHAT'S BEING SAID: "Perhaps our price will come back down." – PTI manager Brian Thomas, page 9

North Slope crude oil:

JUNEAU EMPIRE

'The Voice of Alaska's Capital City'

TUESDAY
APRIL 14, 1998

Fishermen may net penalty for ignoring quota rules

■ *Terry MacDonald was the first to be convicted of a criminal violation of IFQs*

By SVEND HOLST
THE JUNEAU EMPIRE

He caught his fish in the wrong place, according to the jury, and may pay a hefty price.

On Monday, a Juneau jury decided fisherman Terry MacDonald of Petersburg was guilty of fishing for black cod where he wasn't supposed to in June of 1996.

Federal prosecutors said MacDonald was the first fisherman convicted of a criminal violation relating to the Individual Fishing Quota, or IFQ, program since the system was put in place in 1995.

Under the IFQ system, fishermen are given the right to fish for a share of the halibut and black cod catches in certain areas. One of the worries regulators had when the system was introduced was the possibility of fraud.

Assistant U.S. Attorney Joe Bottini said he hopes fishermen will think twice before illegally fishing following MacDonald's conviction.

"Part of this prosecution was motivated to try to send a message: These guys have to report accurately for this (IFQ) program to work," Bottini said today from Anchorage.

Bill Carey, an Anchorage attorney who represented the 54-year-old skipper of the DC Cole, said a vindictive son won over justice at the trial.

"It certainly was a surprising and disappointing verdict from our standpoint," Carey said. "The jury apparently took the word of a sociopath and two fishermen who couldn't remember what happened yesterday."

Bottini said a key witness at three-and-a-half day trial in U.S. District Court in Juneau was Terry MacDonald Jr., the accused man's son. He initially told authorities that his father had lied on his IFQ landing report on June 17, 1996, more than four months after the report was filed.

"He obviously had a major falling out with his father," Bottini said.

According to Bottini, two others who'd been fishing with MacDonald tried to skirt around their testimony, which had supported the prosecution case when presented to a federal grand jury. The grand jury indicted MacDonald on a felony, submitting a false report, in November.

According to Carey, the younger MacDonald said on the stand that he was out to destroy his father. "It looks as if he's been suc-

Please see Fish crime, Page 8

Fish crime...

Continued from Page 1

cessful. With the help of the government," Carey said.

He said MacDonald Jr. admitted to having lied to investigators, while his client has been consistent with his version of what happened.

Among the disputed facts, Carey said, was the speed and course of MacDonald's boat. Also, he said, neither MacDonald Jr. nor the two other crew could remember setting the nets: that caught the allegedly illegal black cod.

"We're looking into appeal issues now," Carey said from Anchorage today.

Bottini said accurate reports from fishermen are key to the ability of the National Marine Fisheries Service to manage fisheries.

Steve Meyer, the NMFS special agent in charge of enforcement of fisheries violations in Alaska, said the case showed that the government is willing to prosecute IFQ violations.

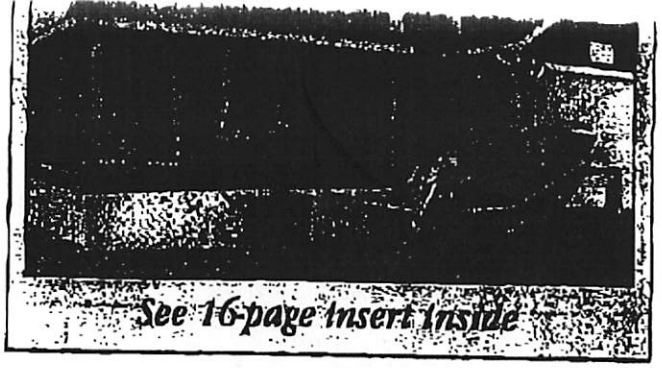
"I think this prosecution is very important to everybody involved in the fisheries," he said today. "They (fishermen) want to see that there's a level playing field."

According to Bottini, MacDonald caught about 4,300 pounds of black cod – also called sablefish – in the waters of the northern Gulf of Alaska, but claimed he'd caught them in Southeast waters. MacDonald was permitted to catch the black cod, but not where he netted them.

He sold the more than 4,600 pounds of illegally caught fish, Bottini said, for more about $8,300. The retail value of the cod was estimated to be more than $20,000, he said.

The charge comes with a maximum sentence of five years in prison and a $250,000 fine.

MacDonald is scheduled to be sentenced in July. A specific date hasn't been set.



pilot PETERSBURG, ALASKA

April 16, 1998
Vol. XXIV, No. 16

36 Pages
One Dollar

Petersburg fisherman found guilty for IFQ violation

By BRIAN F. JOHNSON
Pilot writer

Petersburg fisherman Terry E. MacDonald Sr., who was indicted in November under allegations that he fished for and retained individual fishing quota sablefish from a prohibited area, was found guilty this week, following a federal jury trial in Juneau.

Assistant U.S. Attorney Joseph W. Bottini announced on Monday that a jury returned a verdict of guilty following a four day trial.

The case, which was the first criminal case prosecuted involving the IFQ program that went into effect in 1995, was reported in 1996 following a fishing trip by MacDonald's *F/V DC Cole*. The allegations that MacDonald had taken the $20,000 in fish in the West Yakutat area came in from MacDonald's son, Terry MacDonald Jr.

MacDonald Jr., was the state's principal witness in the case and according to attorneys on both sides his credibility was continually attacked while he was on the stand. "[MacDonald's] son thoroughly impeached him. He admitted on the stand that he was angry and would do anything to hurt his father," Bottini said this week. "The kid had a giant ax to grind with his dad and we knew that when we were investigating the case. There was a lot of emotional baggage there and the motive to hurt his father was crystal clear."

Bill Carey, the attorney for MacDonald Sr., said that he was "shocked and disappointed" at the verdict because of MacDonald Jr.'s admission that he wanted to "make Terry's life a living hell." "The kid admitted lying to the government agents to get them to take this case."

Bottini said that despite the intentions of MacDonald Jr., the state's case was still air tight. He explained that the *DC Cole* had been spotted near the Fairweather Grounds by a C-130 at one point and a collect call placed by MacDonald Jr. showed when the vessel had returned to

Continued on page 13

Fisherman

Continued from page 1

Petersburg.

MacDonald Sr., claimed to have caught the fish in Spencer Gully. "We did calculations based on the speed that the vessel can travel to see how much of a window they would have had to fish in that area," Bottini said. "It left them with only three hours to set, soak and retrieve their gear." MacDonald's own log books, according to Bottini, showed that previously MacDonald had fished the same area and it had taken 19 hours to set, soak and retrieve the gear.

"It was inconsistent with his log books and that was, quite frankly what the jury relied on," Bottini said. "Junior's credibility was real bad and that's why in our investigation we had to corroborate everything he said."

Despite that evidence Carey says that they showed enough evidence in the trial to demonstrate reasonable doubt. Crew members that were on board during the illegal fishing, Carey said, "didn't seem to remember too much about the trip, but they remembered enough to say that the set Terry caught the fish on didn't happen."

Carey offered a word of caution to other skippers. "One word to skippers is be careful who you keep on. The possibility exists that a crew member with a beef can go to the federal government and make a complaint and get the awesome power of the government behind them on this," he said.

Appeals on the verdict may follow, Carey reported.

Bottini offered praise to Carey saying that it was a well-tried case and that Carey had done an "excellent job."

Sentencing is scheduled to take place Monday, July 13 in Juneau.

MacDonald, who has a prior conviction for fishing in closed waters, could face up to $250,000 in fines and five years incarceration.

Trial splits family

IFQ case ends with dad guilty

By HELEN JUNG
Daily News reporter

Terry MacDonald Jr. said he wanted to turn his father's life into "a living hell." So far, he has been making good on that threat, his father's attorney said.

A federal jury on Monday convicted Petersburg fisherman Terry MacDonald Sr. of falsely reporting where he caught about 4,500 pounds of black cod in 1996. MacDonald Sr., 54, took his catch in waters near Yakutat, outside the area where he is permitted to fish, said Assistant U.S. Attorney Joe Bottini, who argued the case for the government. The dock value of the catch was about $9,300.

MacDonald Sr. maintains he is innocent of that accusation, made by his son four months after the alleged violation took place. His 32-year-old son crewed on that trip.

The case was the first criminal prosecution of a fishing violation under the 3-year-old Individual Fishing Quota halibut and black-cod program.

The IFQ system ended first-come, first-served fishing. Instead fishermen got shares of the annual harvest based on their catch histories and have eight months to fish their shares.

According to Bottini, MacDonald Sr. was legally fishing for halibut when he pulled up about a load of black cod as well. He then falsified his log book to show that he had caught the black cod farther southeast, Bottini said.

It's highly unlikely that the fisherman had time to catch the black cod, as he recorded in his log book, Bottini said.

But Bill Carey, attorney for the longtime Petersburg fisherman, said the trip occurred exactly as MacDonald Sr. recorded it and the false-reporting claim is retaliation by the son for supposed money disputes and other family issues.

MacDonald Jr. "said on the stand that he wanted to make his (father's) life a living hell, and he did," Carey said. "He

Please see Page F-4, IFQ

IFQ: Father's life becomes 'a living hell'

Continued from Page F-1

apparently carries a few issues from his youth."

Carey said he and his client are considering whether to appeal.

The government doesn't deny that the son had a motive to lie. "It was clear there was a lot of emotional baggage," Bottini said. "He was mad at his dad, and he even acknowledged that he was so mad and so bitter, he would do anything to retaliate."

The son also has some credibility issues due to convictions on burglary and larceny charges, Bottini said. "We knew that he was going to be impeached out of his socks," he said.

But Bottini said testimony — albeit reluctant — from the other crewmen before the trial and other details were enough to prove his case to the jury.

Fishery managers and industry members have been concerned about having adequate policing of Alaska's multimillion-dollar halibut and black-cod fisheries, noting vacancies and understaffing at the agency responsible for enforcement.

Authorities probably would have never focused on MacDonald Sr. except for the call from his son, said Ron Antaya, special agent for the National Marine Fisheries Service law enforcement division.

The call came in to the office in October 1996, Antaya said Tuesday. At first he was puzzled. "Here he is reporting that his dad committed a pretty serious violation," he said.

But Antaya followed up the case with the crew and other agencies. For example, the son cited an approximate location and time when he saw a Coast Guard plane fly overhead. Antaya corroborated that detail with the Coast Guard, indicating that the boat was where the son claimed.

The son, who lives outside of Seattle in a rural area without a phone, could not be reached for comment.

MacDonald Sr. did not return a message Tuesday.

Sentencing is scheduled for the week of July 13. The maximum sentence for the felony charge of submitting a false report is five years in prison and a $250,000 fine.

COAST GUARD DISTRICT 17

1997

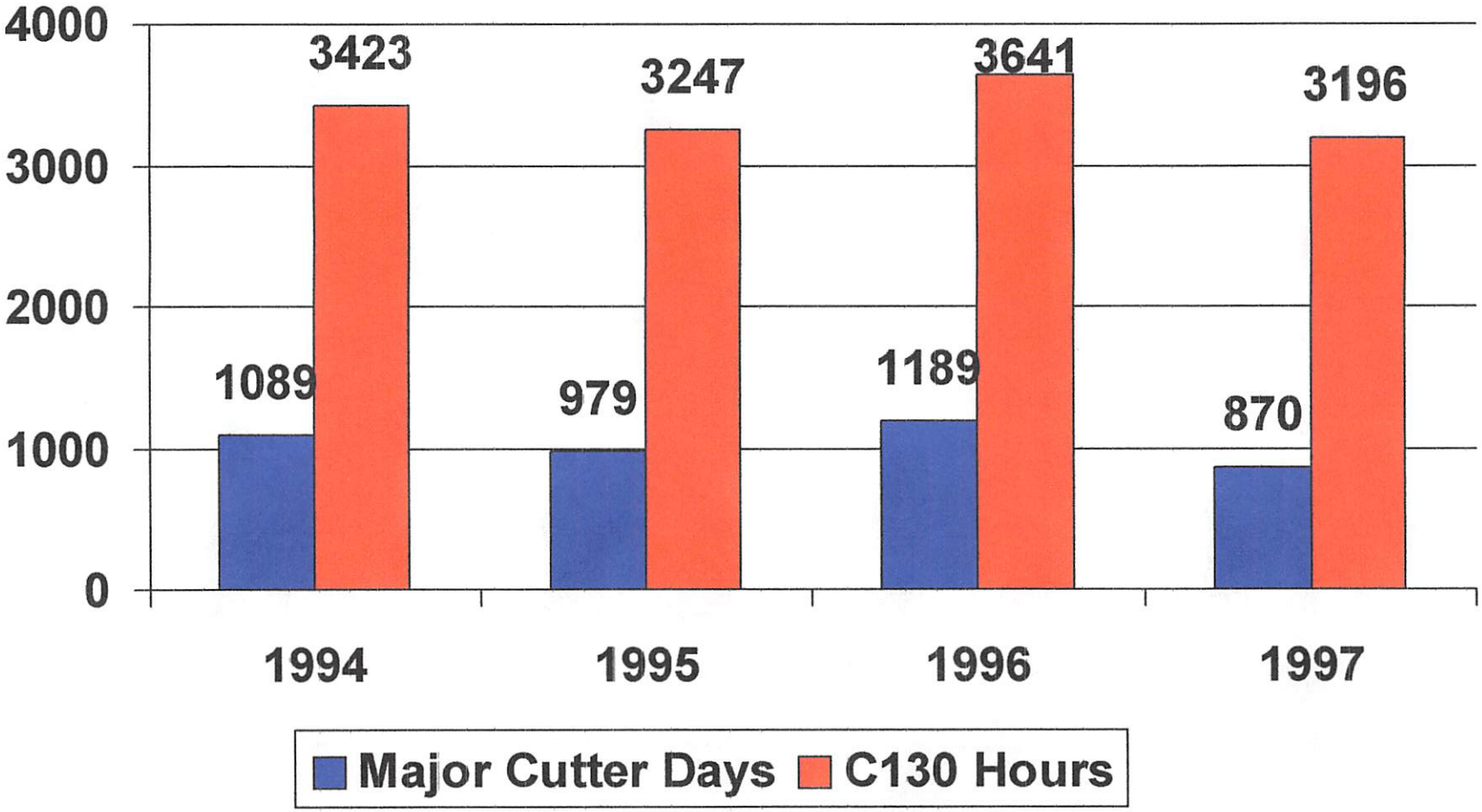
Fisheries Law Enforcement
Operations

COAST GUARD DISTRICT 17

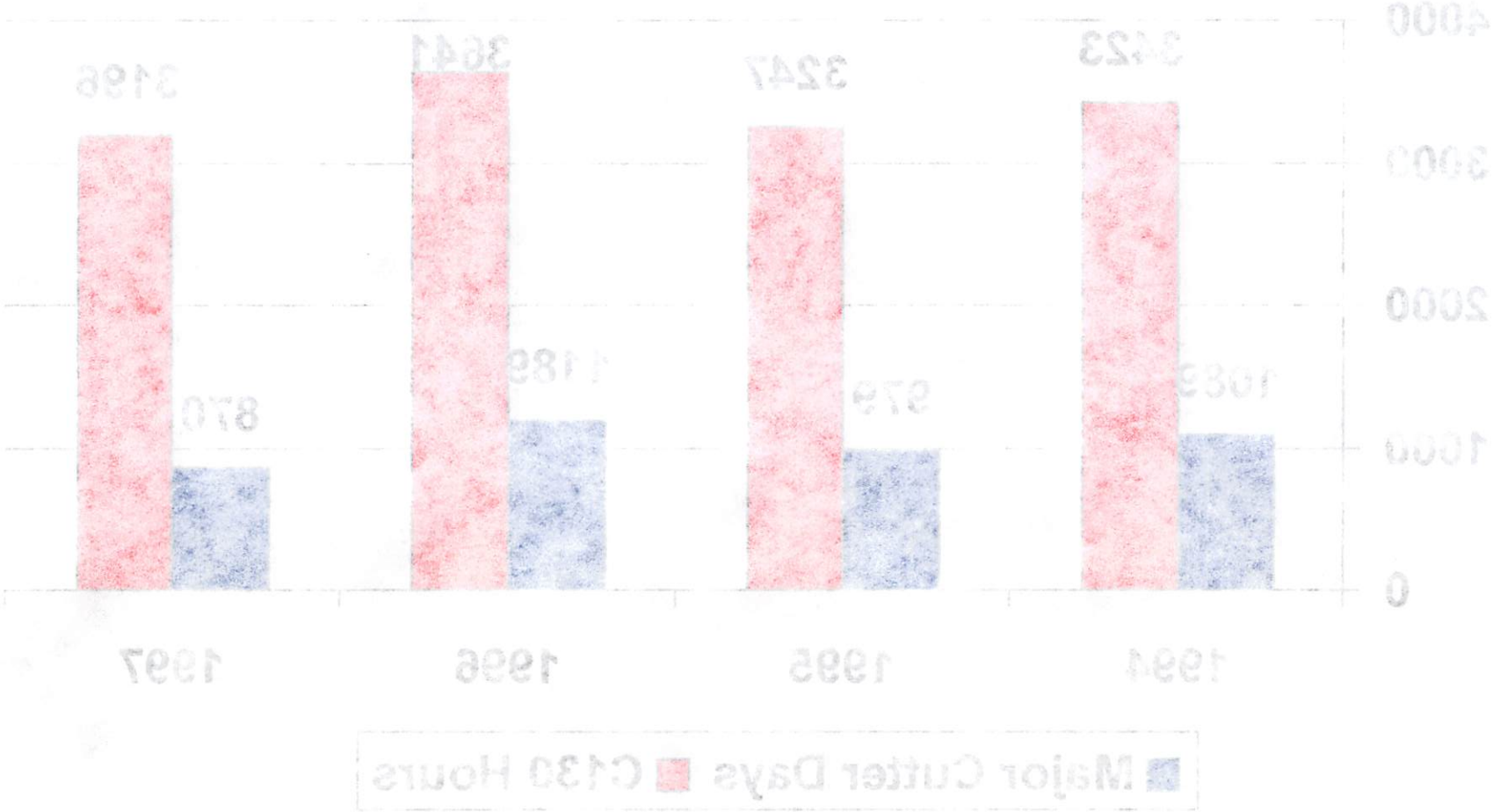
Fisheries Law Enforcement Operations

1997

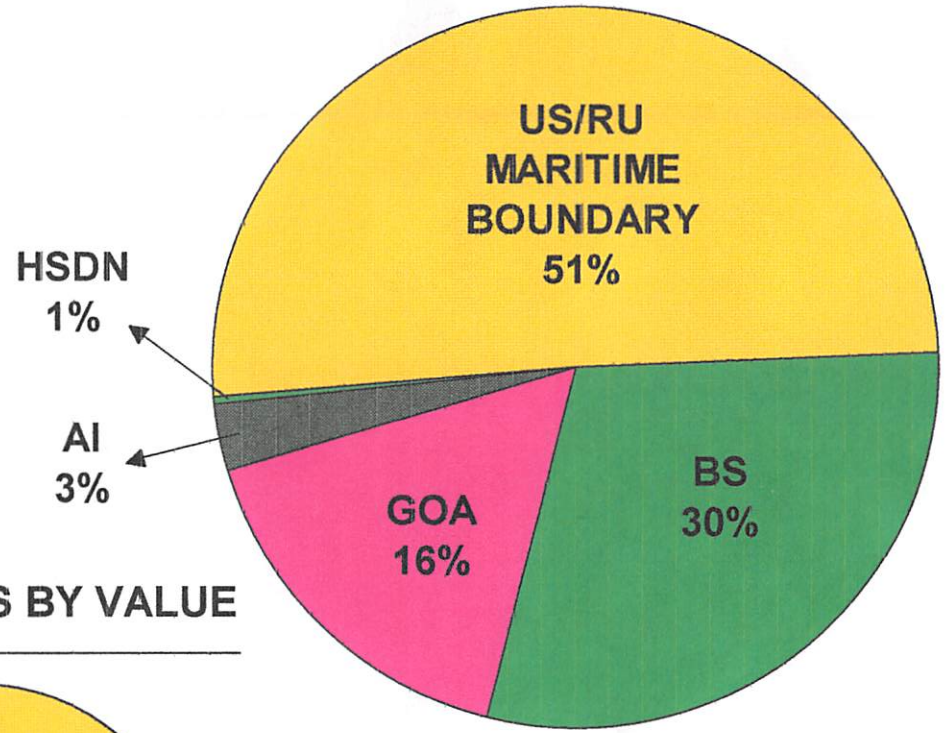
Historical Overview



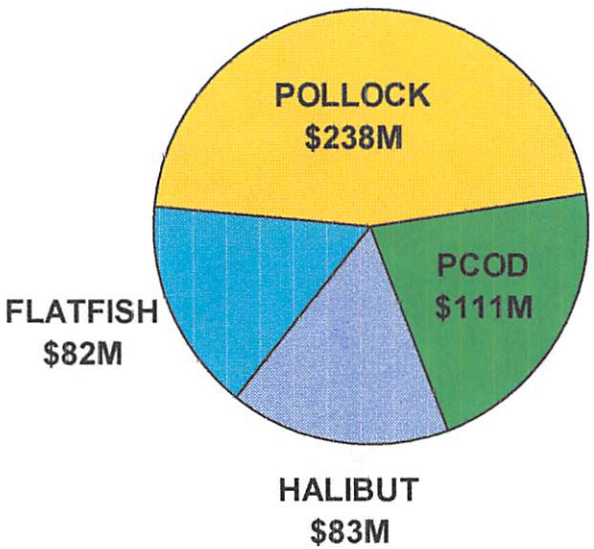
Historical Overview



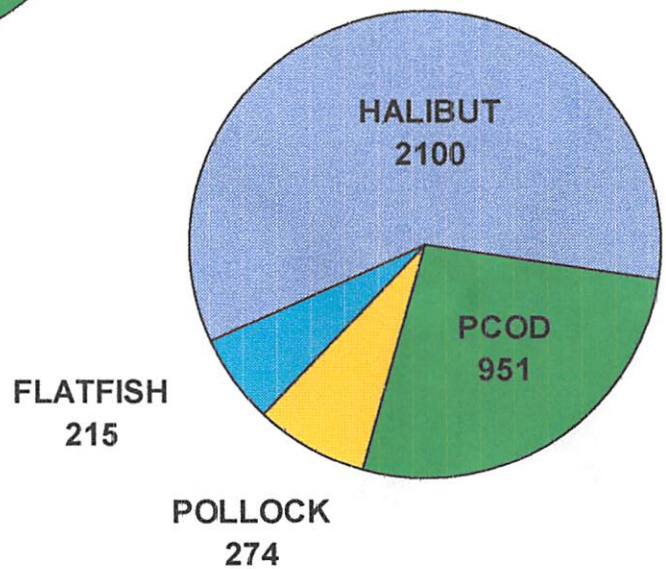
1997 HEC/MEC EMPLOYMENT (870 DAYS)



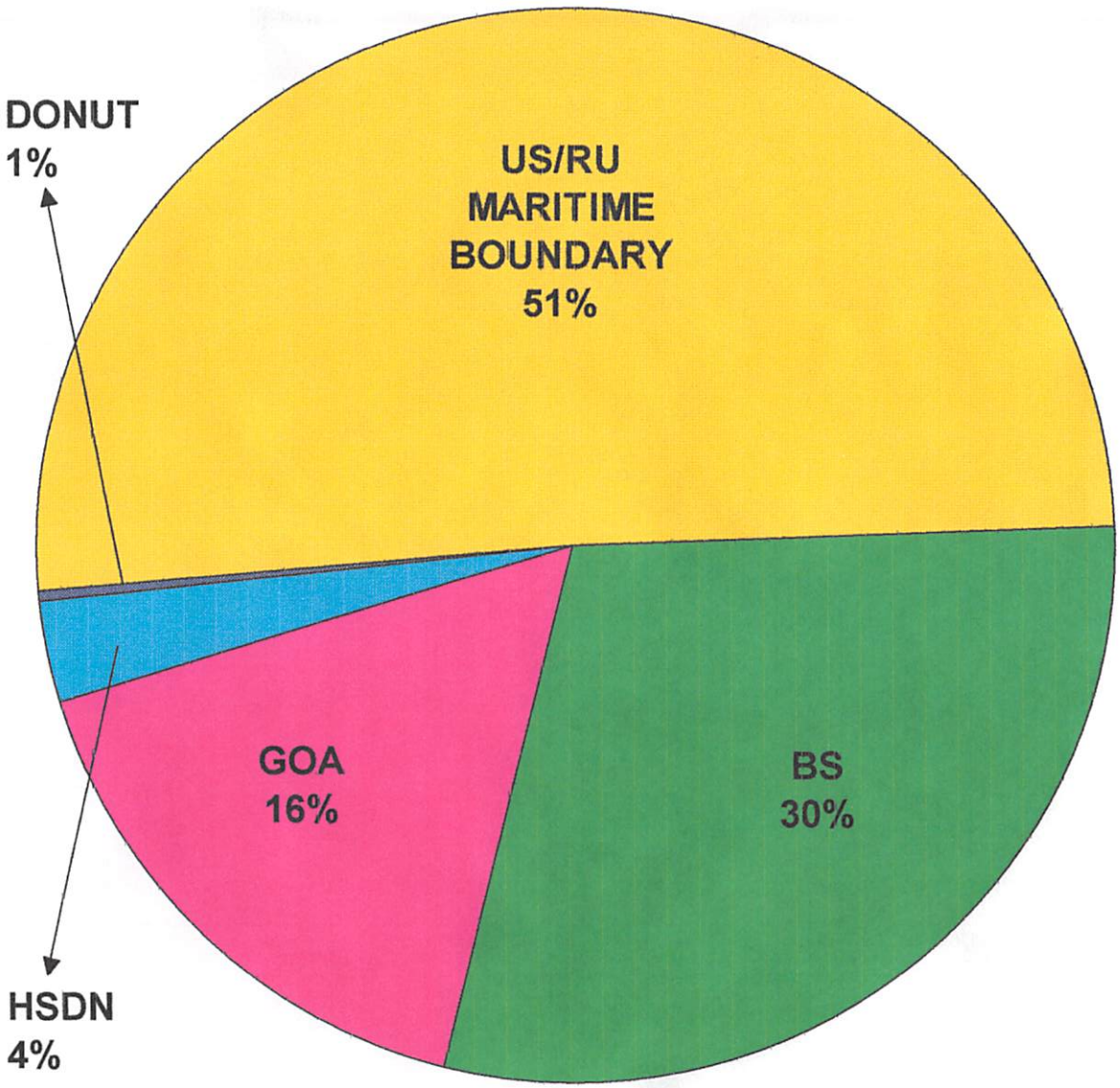
'96 FISHERIES BY VALUE



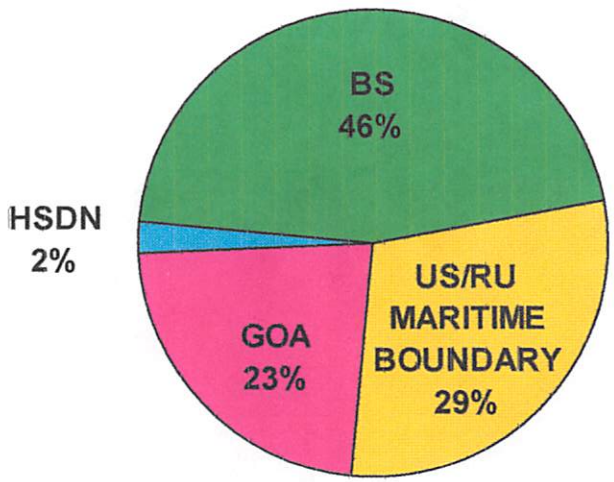
'96 FISHERIES BY VSL PARTICIPATION



1997 ACFT EMPLOYMENT (3196 HOURS)

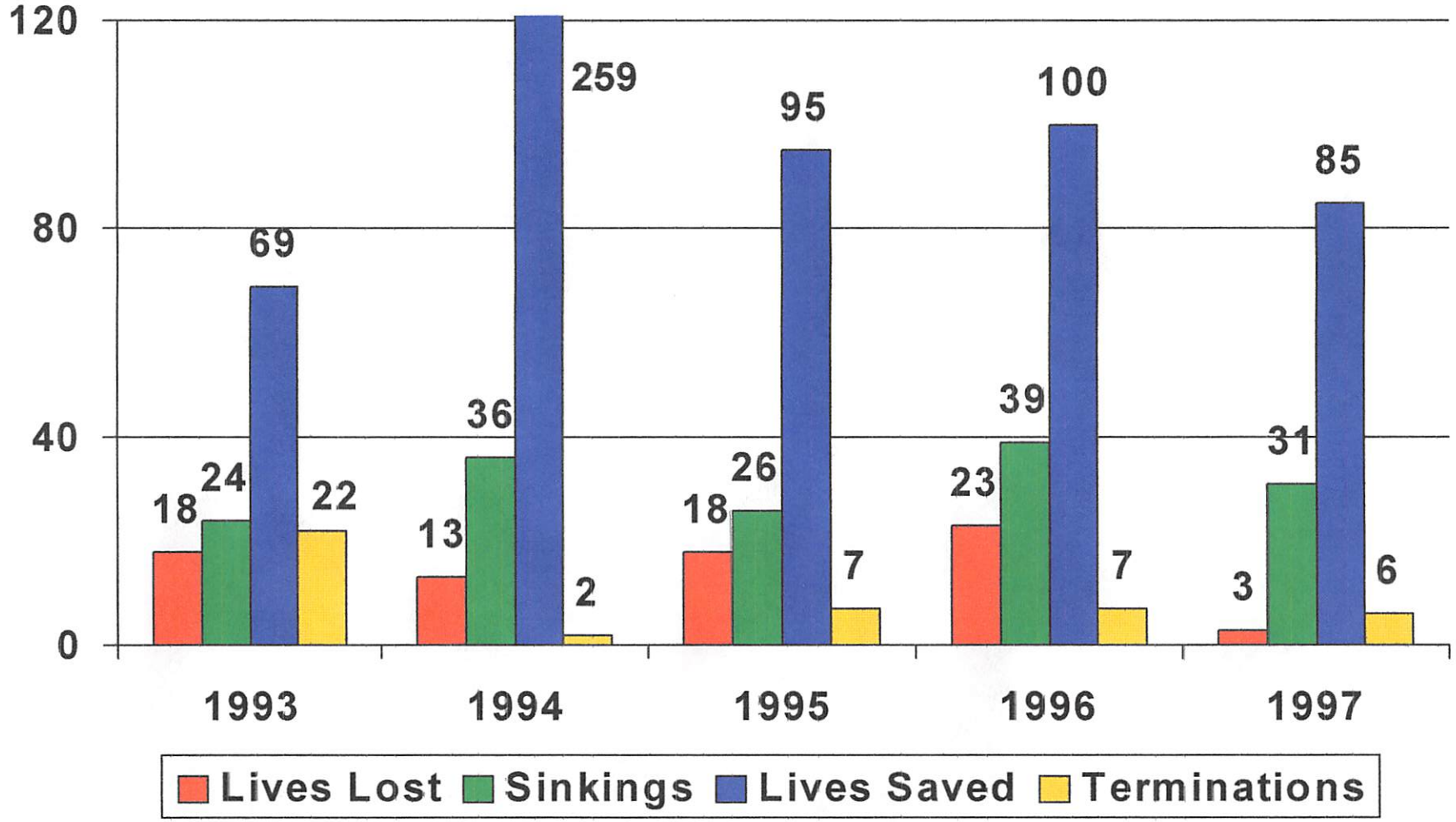


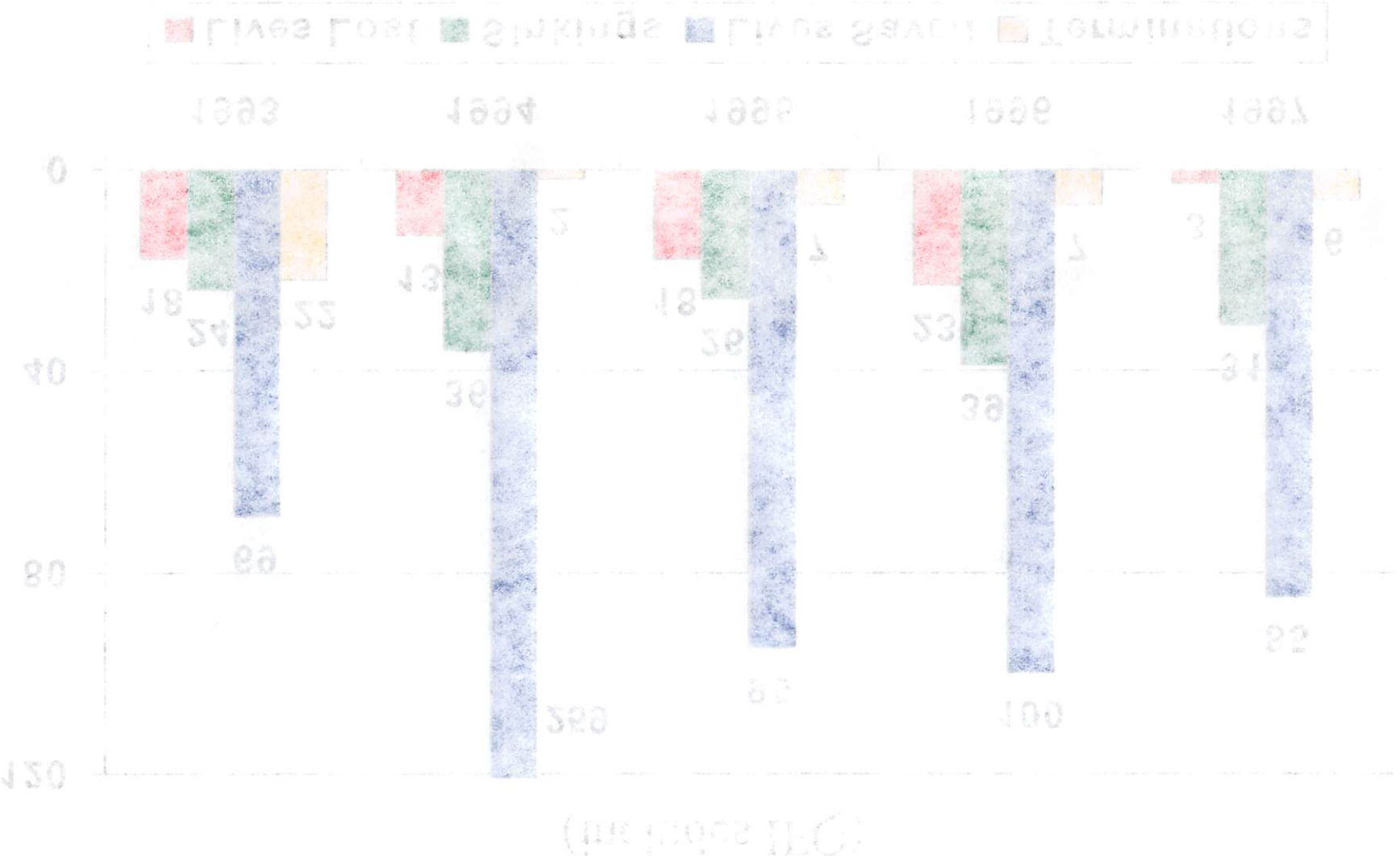
1996 ACFT EMPLOYMENT (3641 HOURS)



Safety Statistics

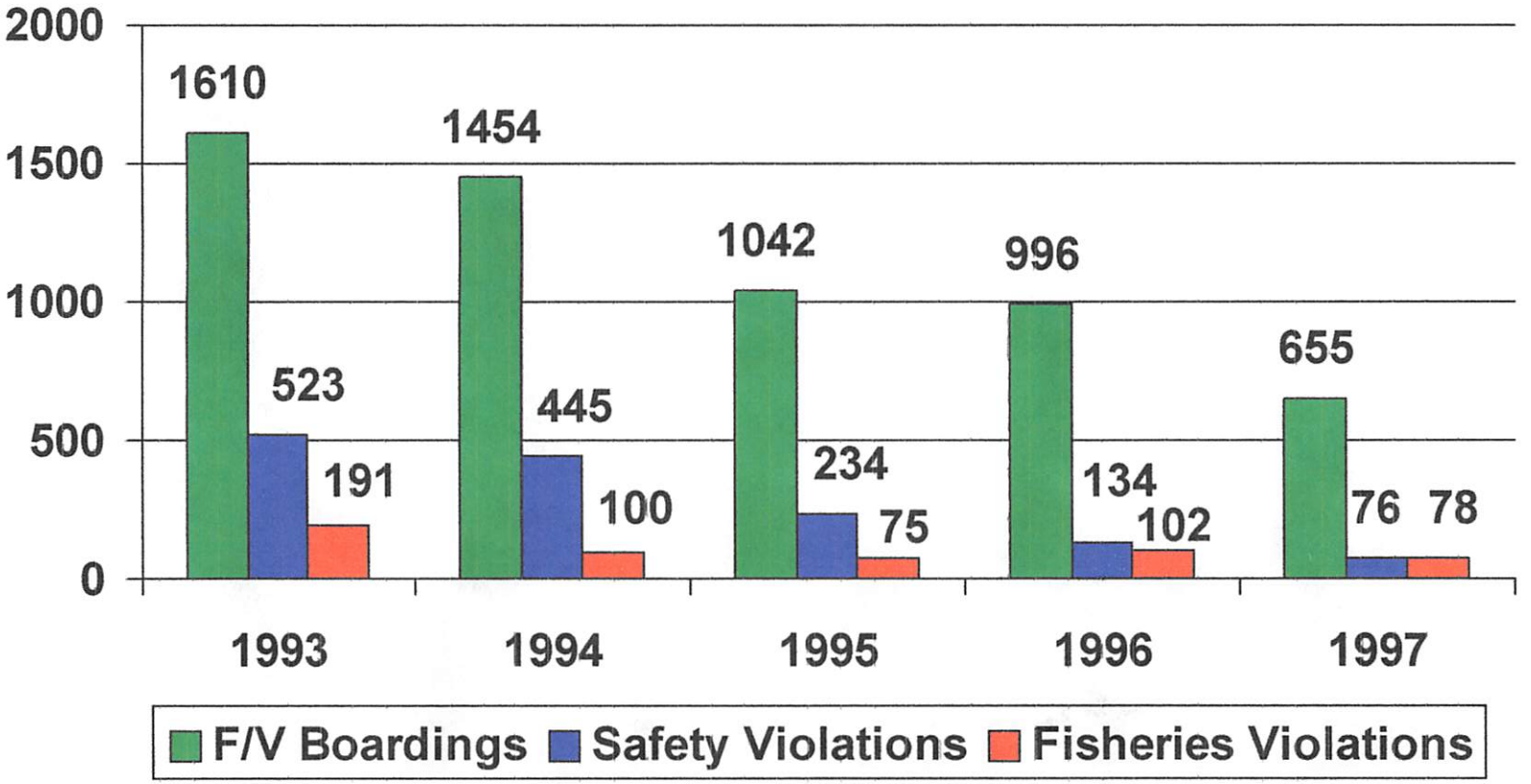
(includes IFQ)

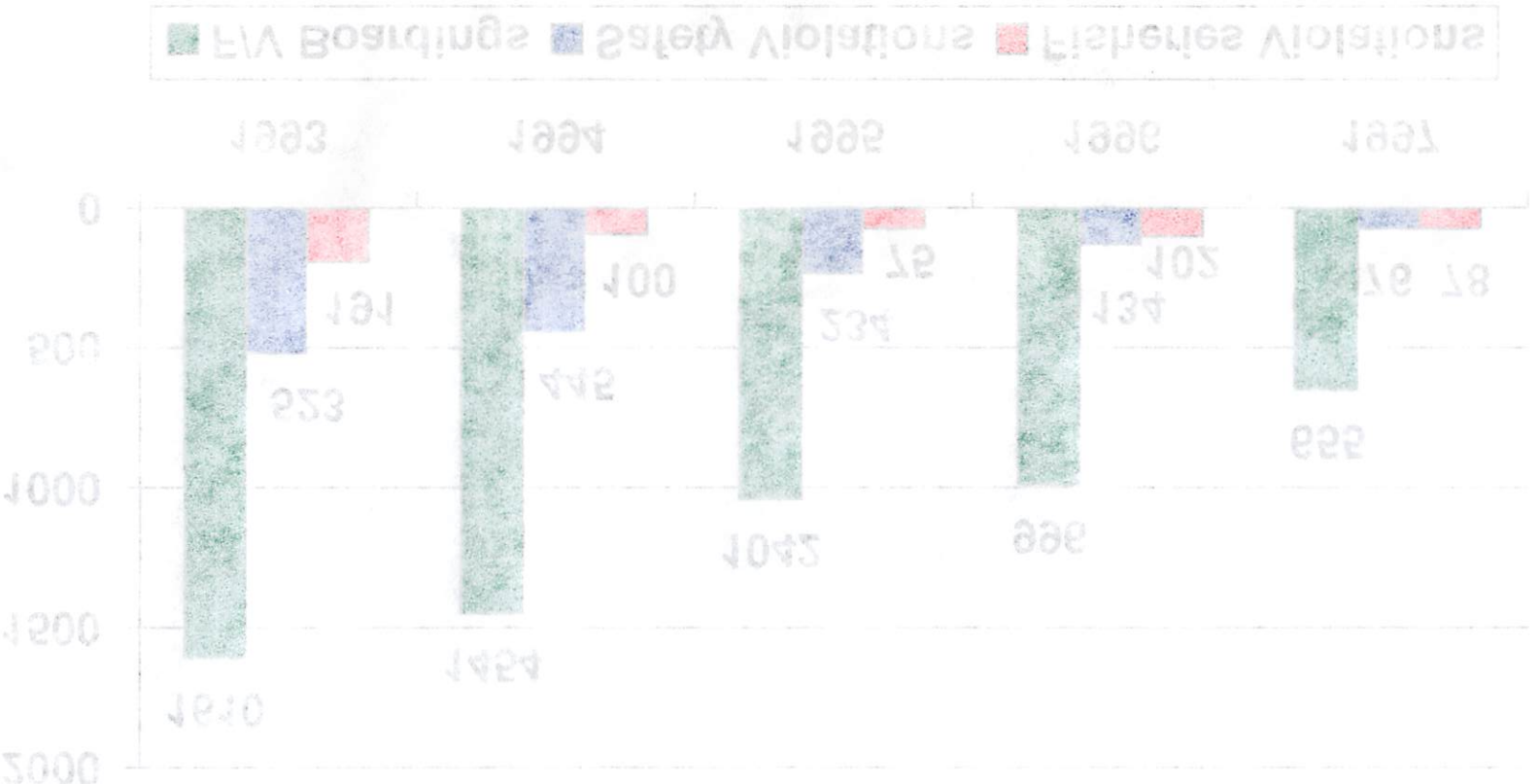



Safety Statistics
(including HCO)
120
80
40
0
Lives Lost
Injuries
Lives Saved
Terminations
1991
1992
1993
1994
1995
1996
1997
9
3
55
16
100
56
62
1
63
56
48
1
352
36
43
2
69
42
48
22

Boarding Statistics

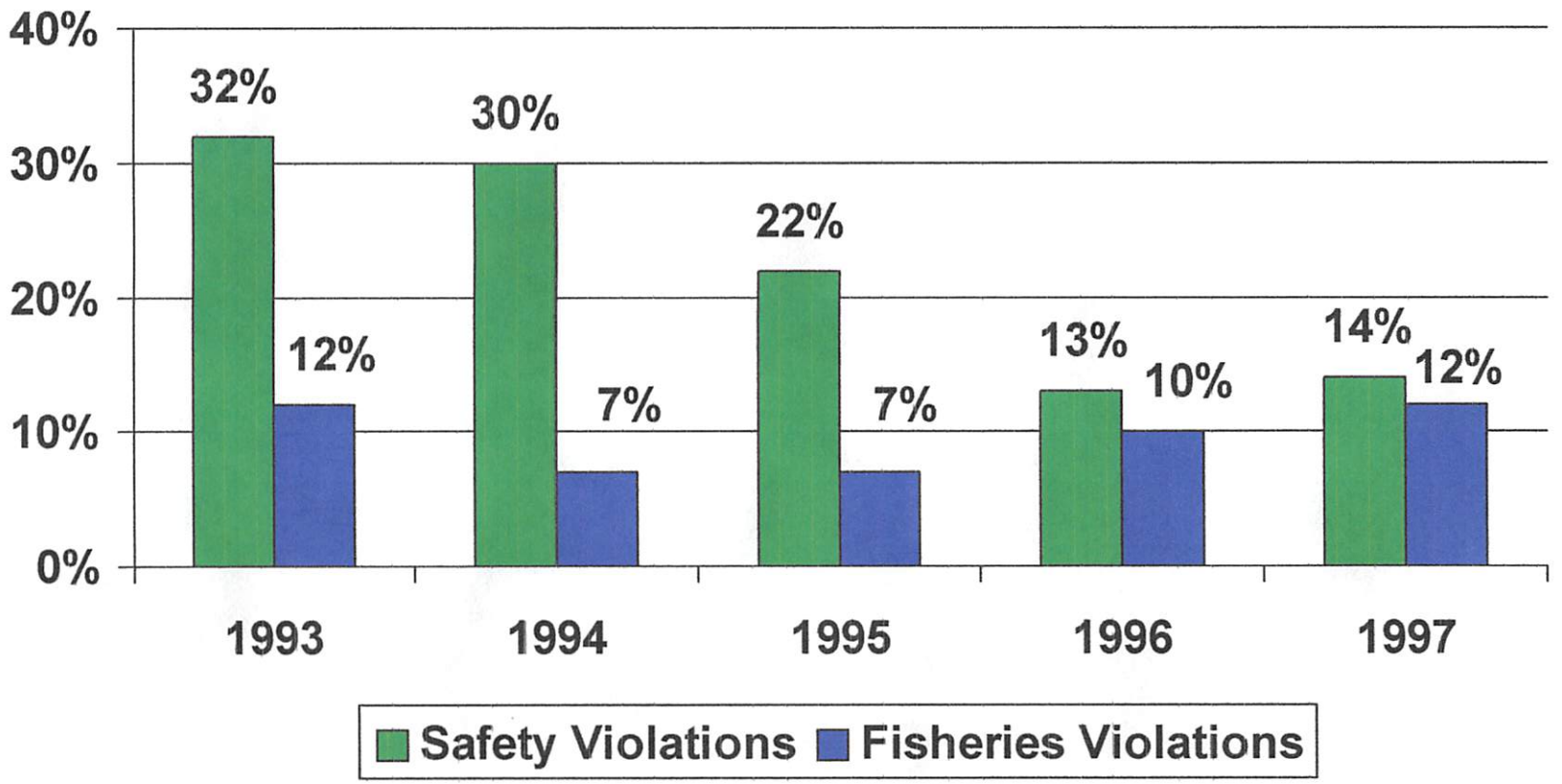
(includes IFQ)




Boarding Statistics
(includes HO)
2000
1500
1000
500
0
1990
253
161
1994
445
100
1995
1042
534
52
1996
966
434
207
1997
559
91
82
EVA Boardings
Safety Violations
Firearms Violations

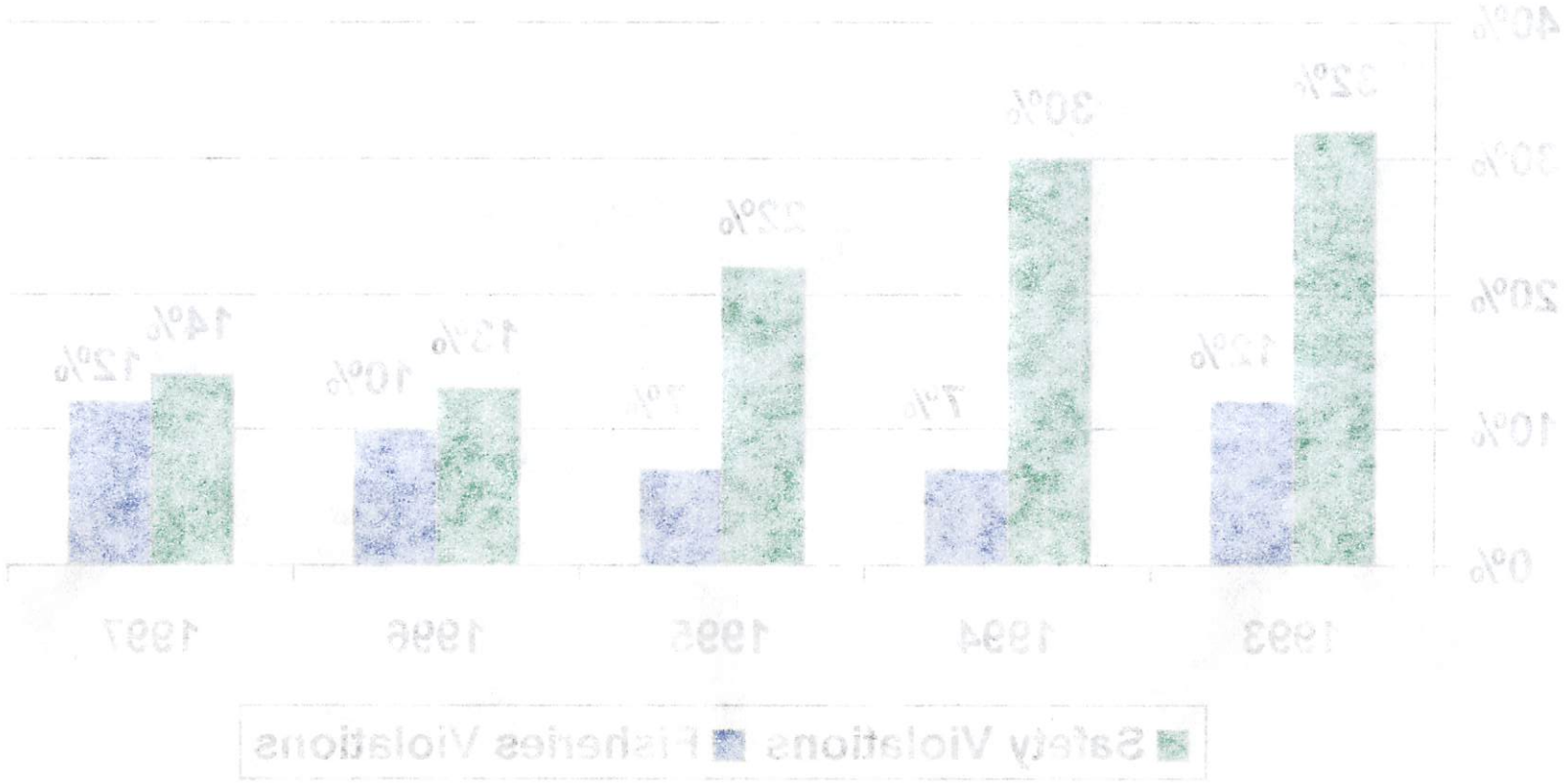
Percent of Boardings with Violations

(includes IFQ)



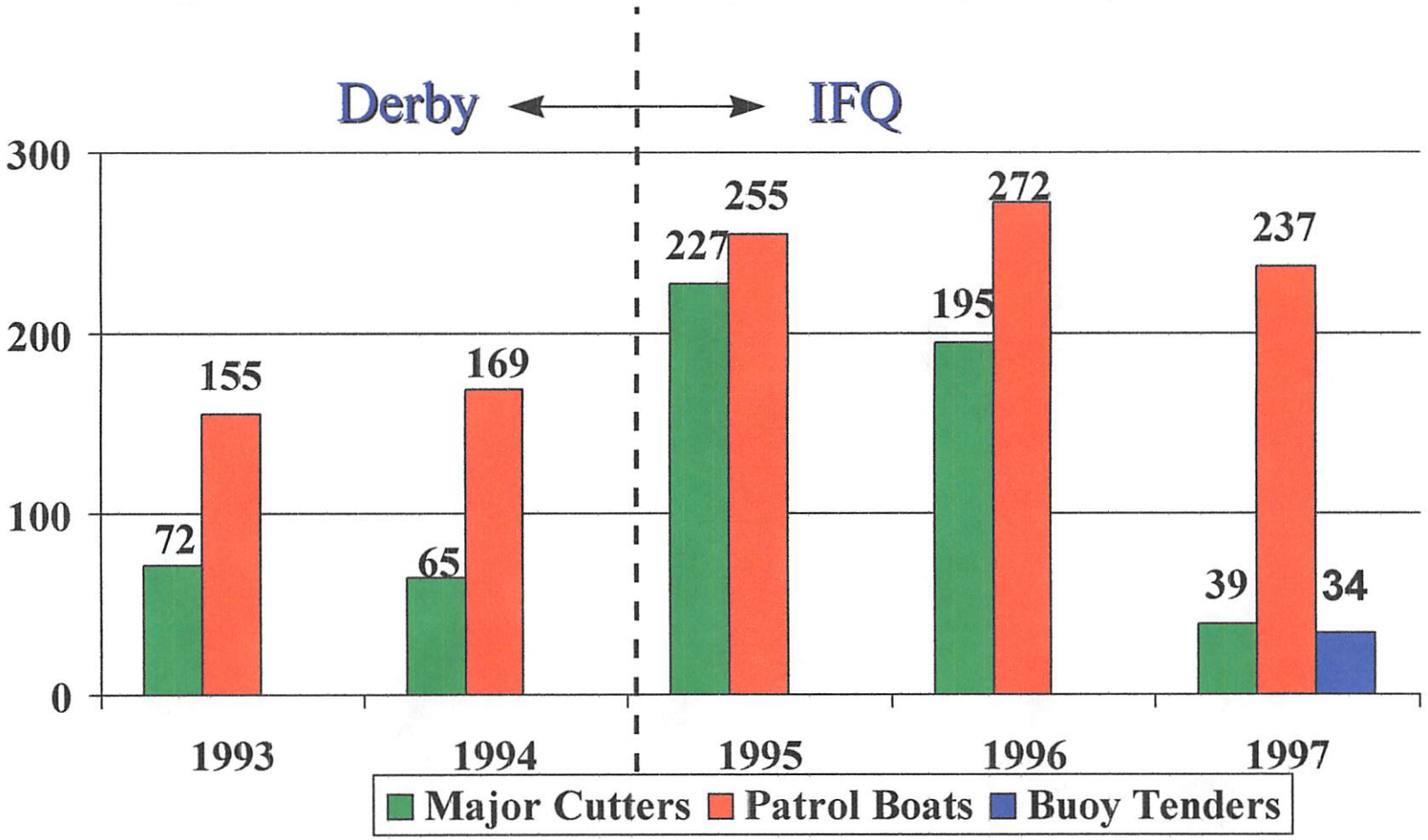
Percent of Boardings with Violations

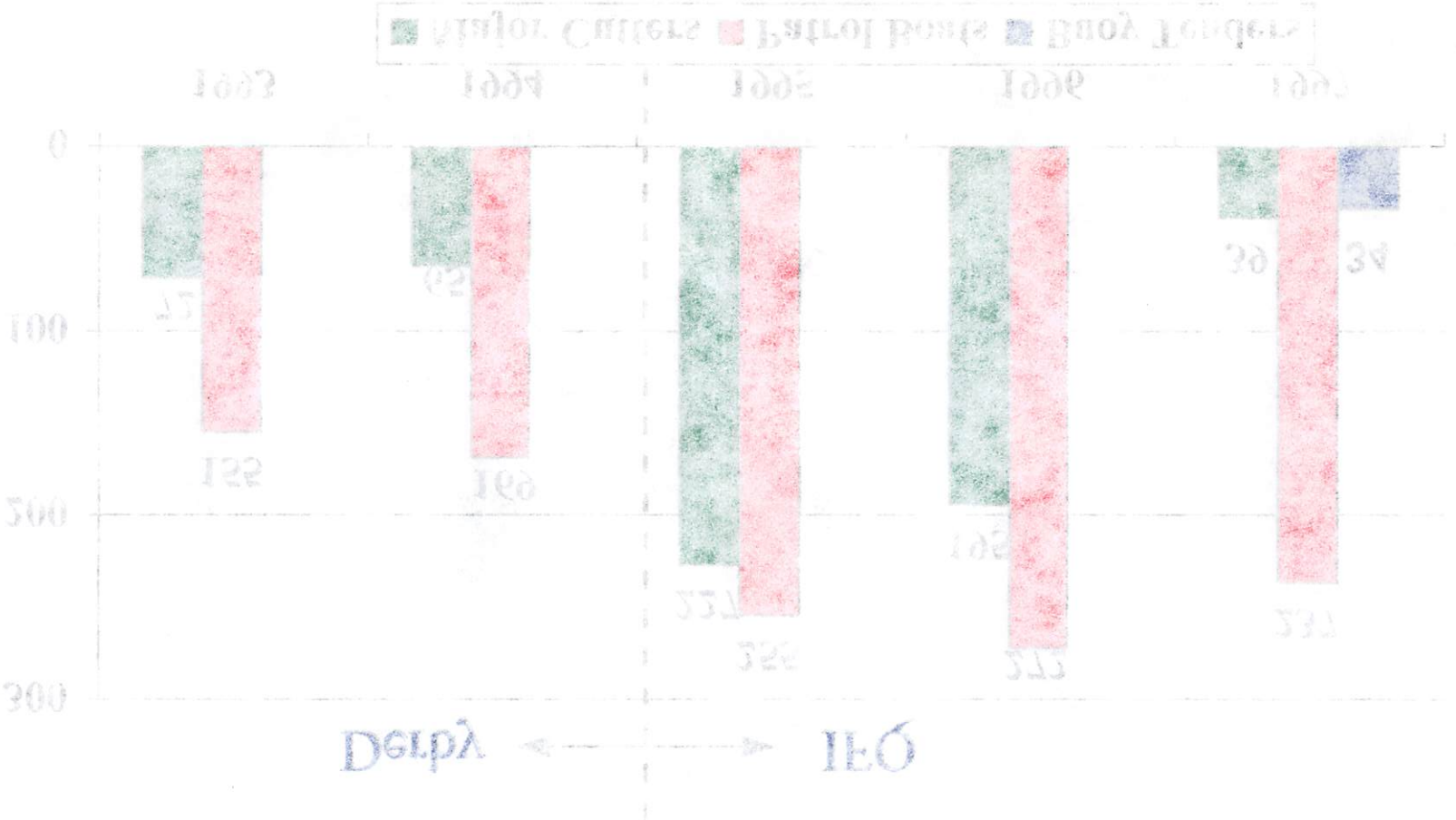
(Includes IFO)



Derby/IFQ Cutter Days

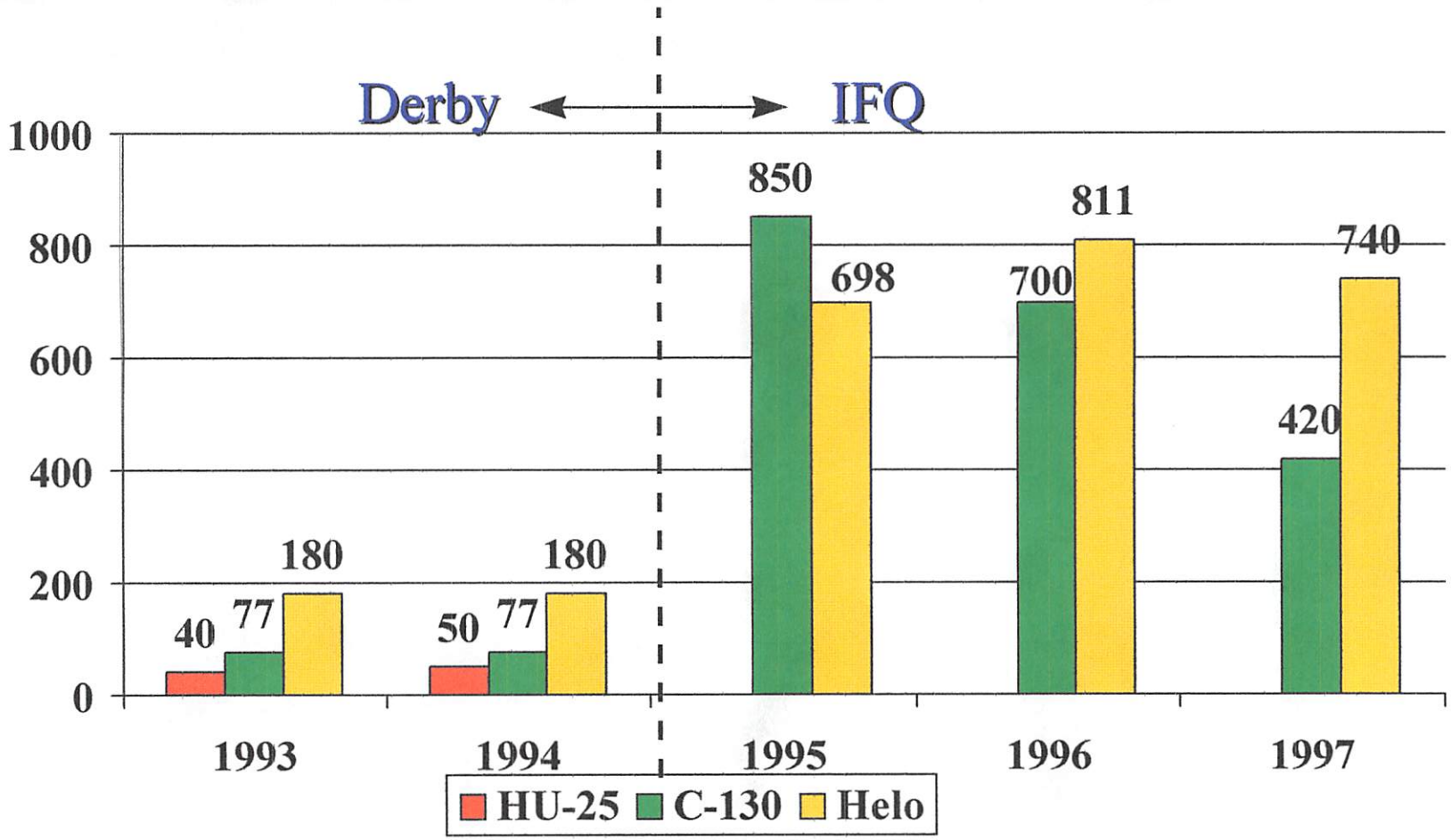
(IFQ only)

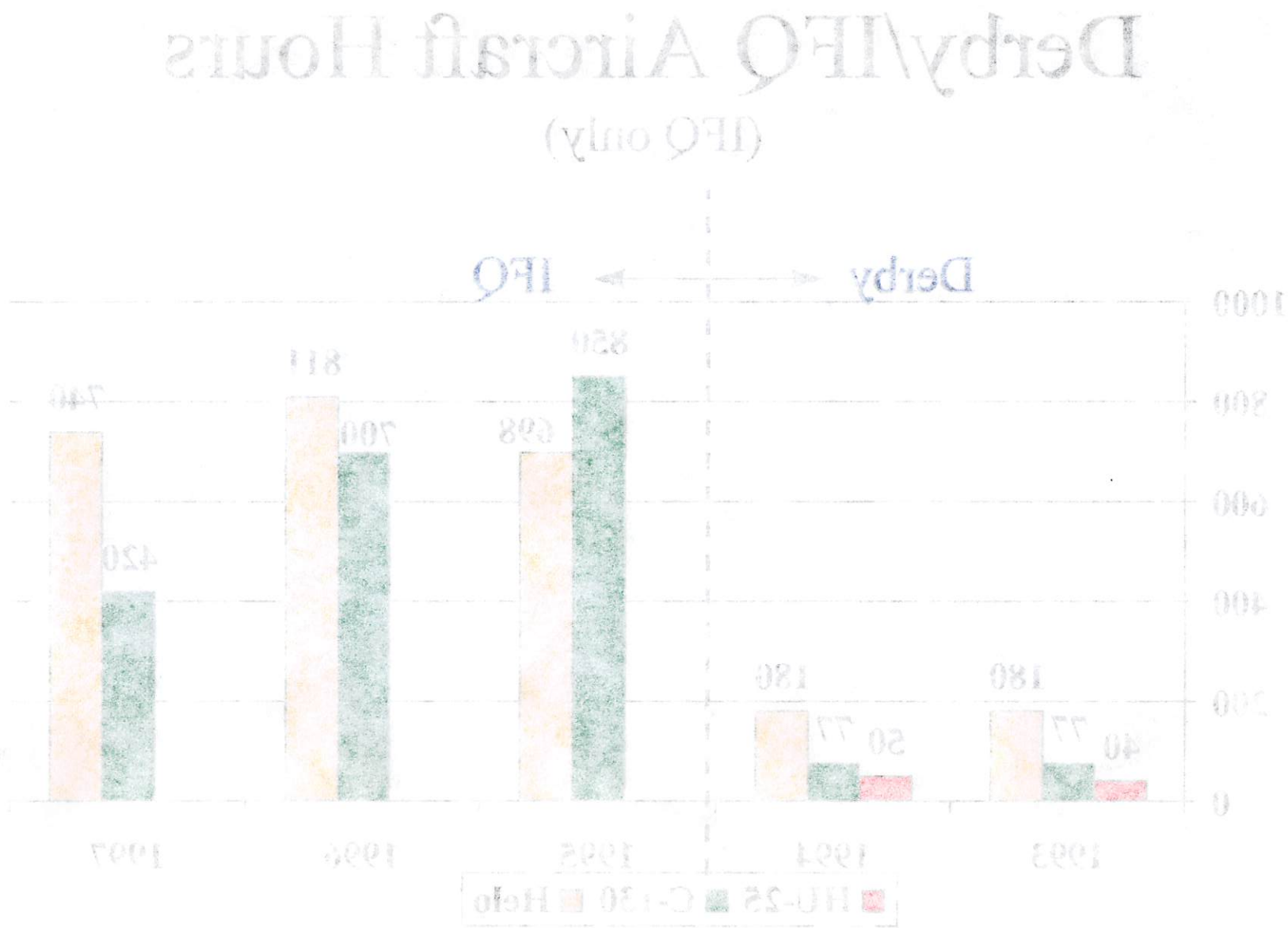




Derby/IFQ Aircraft Hours

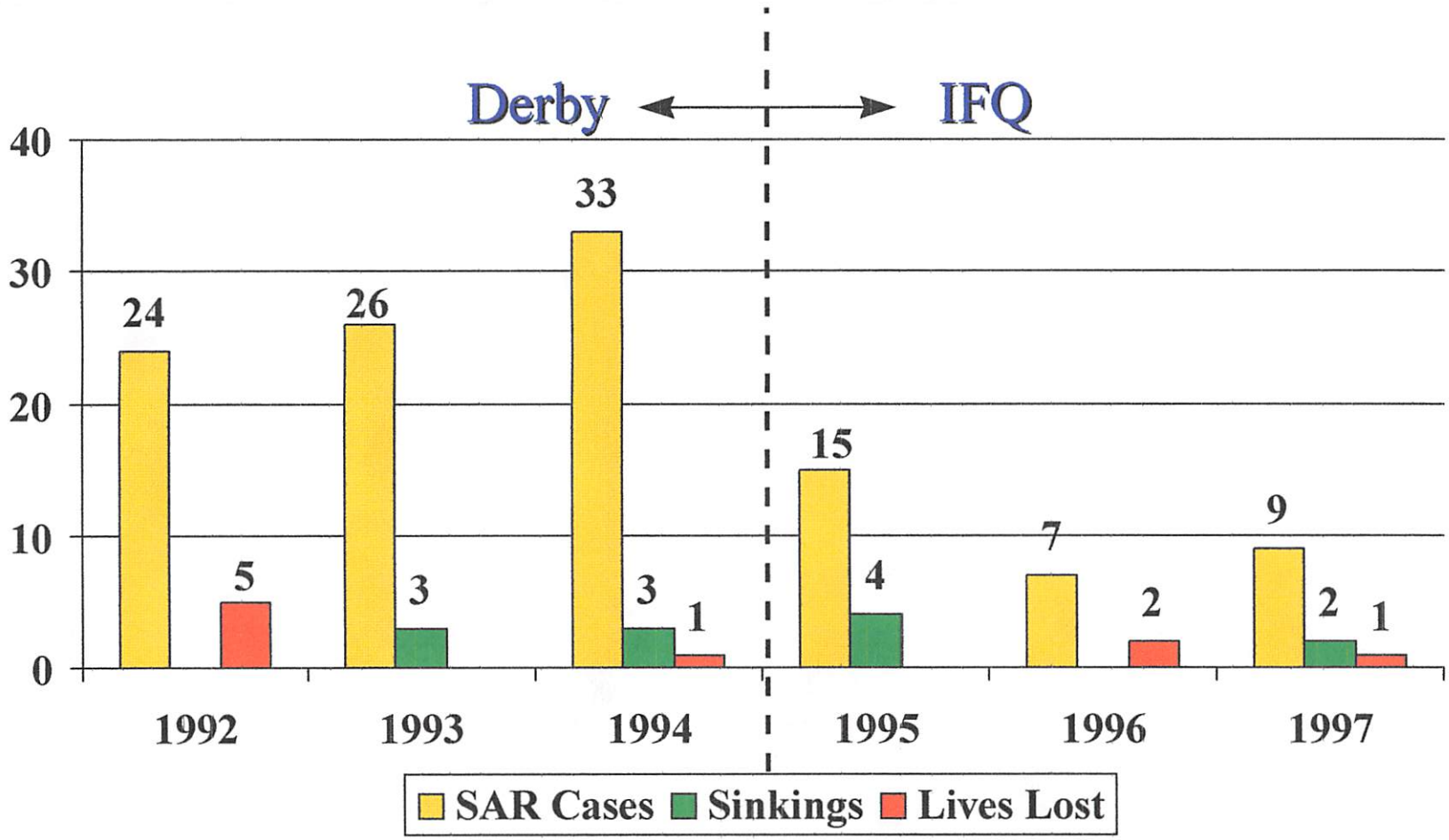
(IFQ only)




Derby/IFQ Aircraft Hours
(IFQ only)
Derby
IFQ
1000
800
600
400
200
0
1993
1994
1995
1996
1997
180
77
40
180
50
77
698
850
811
700
740
420
HU-25
C-130
Helo

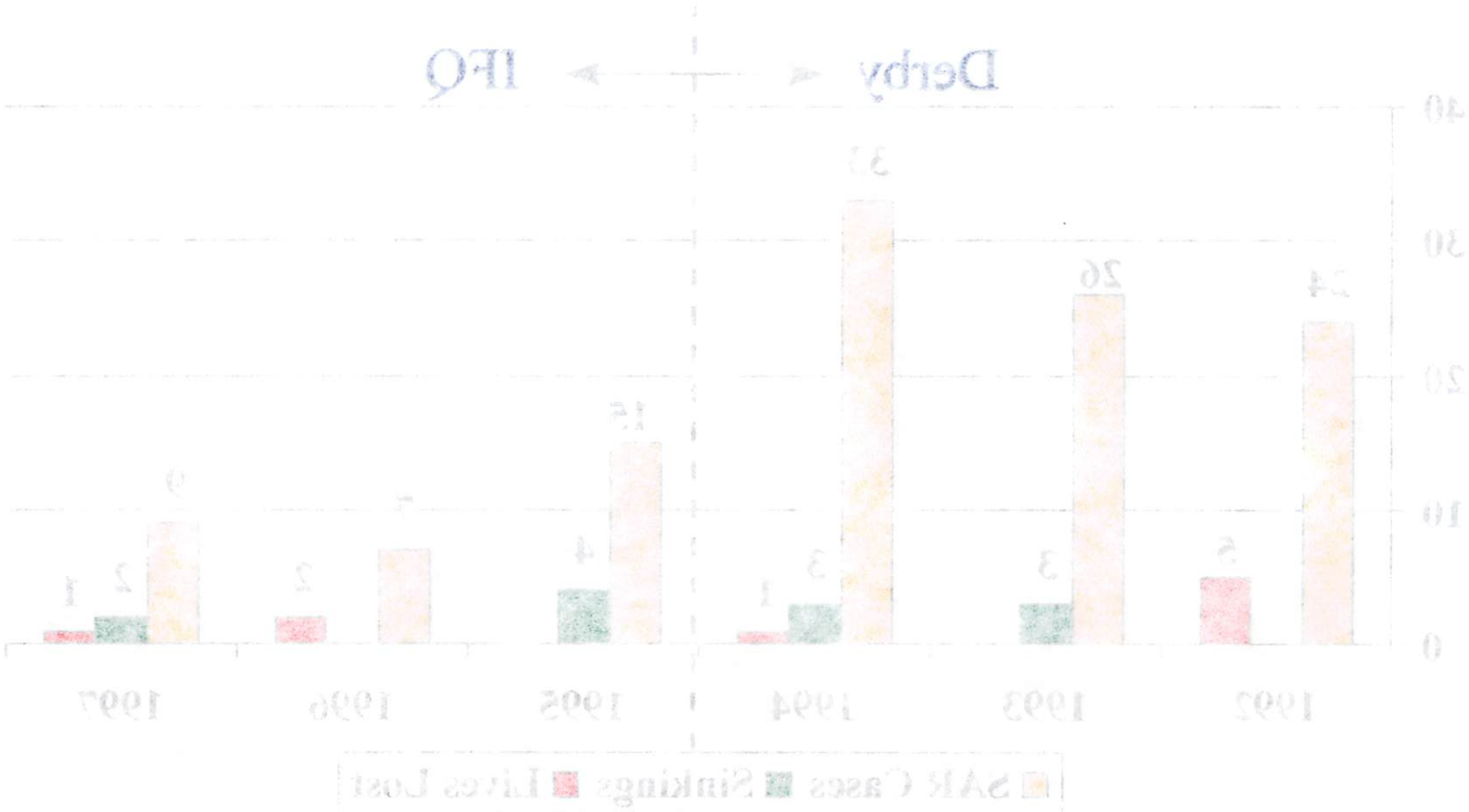
Derby/IFQ Safety Statistics

(IFQ only)



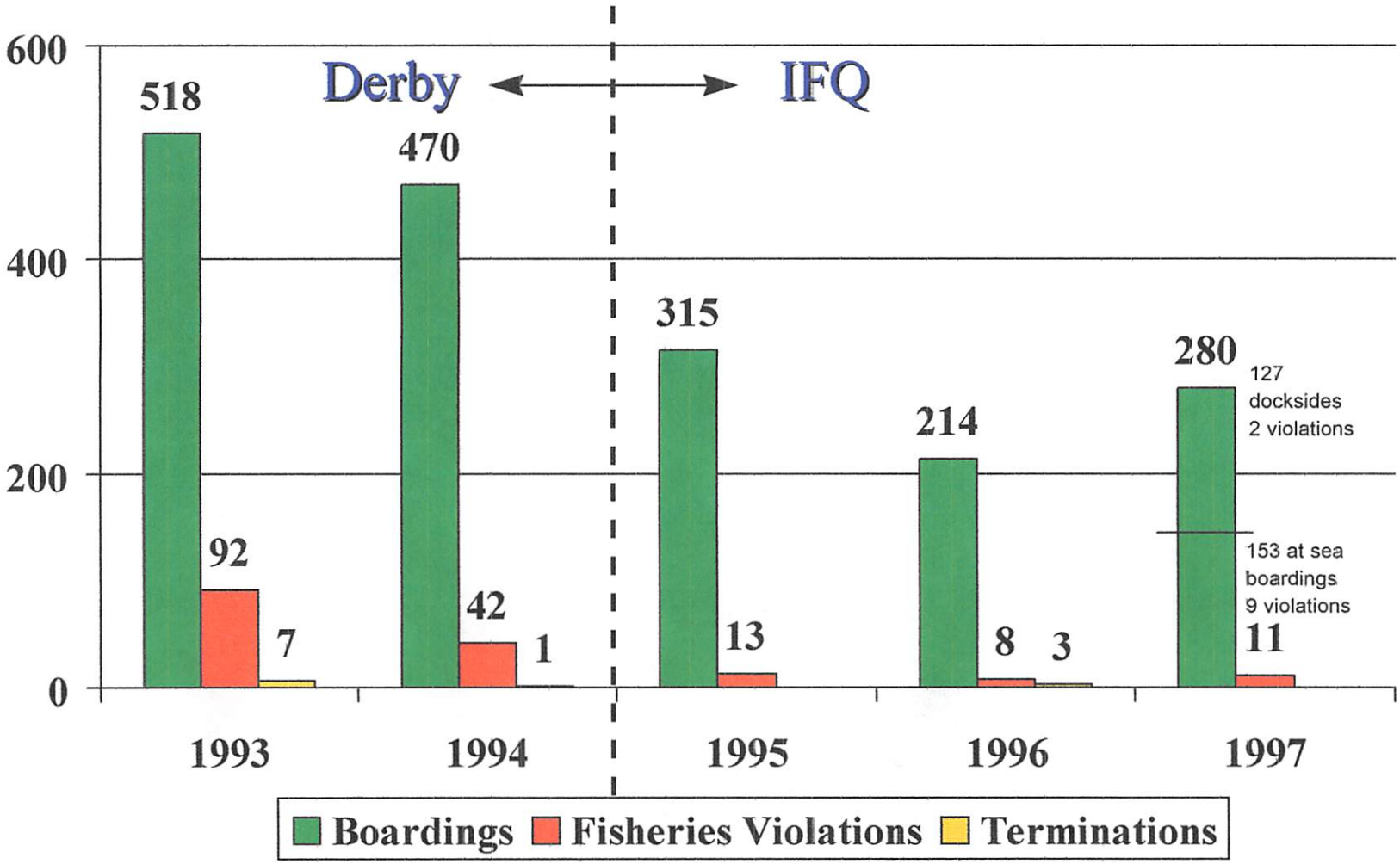
Derby/IFQ Safety Statistics

(IFQ only)



Derby/IFQ Boarding Statistics

(IFQ only)



DGTPV\IEO Boarding Statistics

(IEO only)

U.S. Department of Transportation

United States Coast Guard

U.S. COAST GUARD
ENFORCEMENT REPORT
12/01/97-03/31/98

Total Enforcement Effort

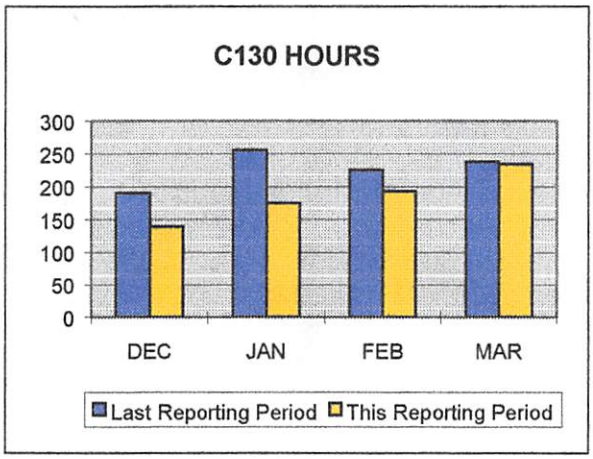
The following resources were employed during the reporting period. The resource data for the same reporting period in 1997 has been provided for comparison. C-130 hours are down compared to last year because of the absence of activity on the US-RU Maritime Boundary in Dec and additional cutter days available in Jan - Feb 1998.

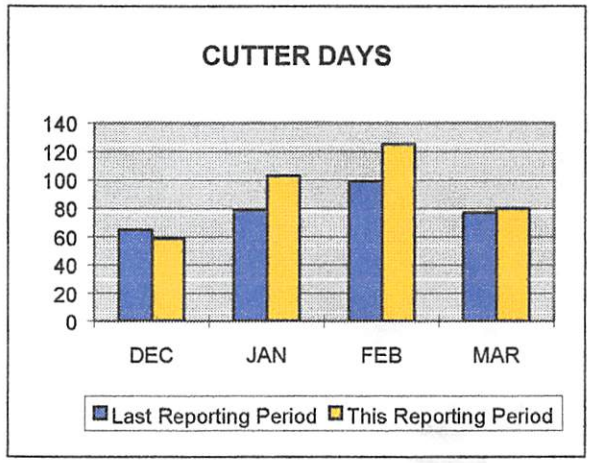
1997 REPORTING PERIOD
(Dec '96, Jan, Feb, Mar)

6 HEC's patrolled for 207days
1 MEC patrolled for 39 days
5 Patrol Boats patrolled for 81 days
Not reported
C130's flew 129 sorties for 911 hours
HH60/65's flew 311 hours

1998 REPORTING PERIOD
(Dec '97, Jan, Feb, Mar)

8 HEC's patrolled for 261 days
2 MEC's patrolled for 42 days
5 Patrol Boats patrolled for 43 days
2 Buoy Tenders patrolled for 21 days
C130's flew 110 sorties for 741 hours
HH60/65's flew 191 hours





U.S. COAST GUARD
PERFORMANCE REPORT
FACILITY-SYSTEMS

Total Lifetime Annual Plan

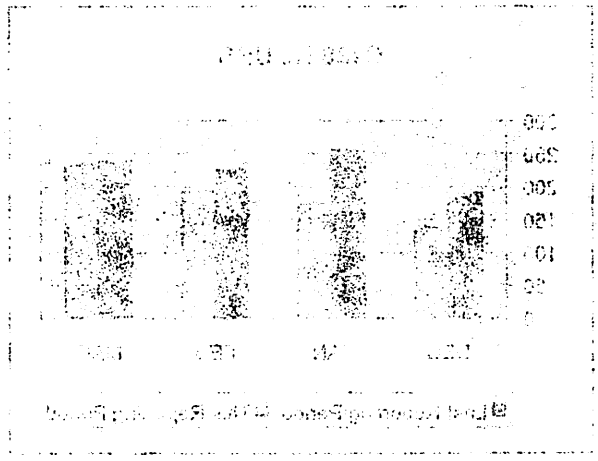
The following [illegible] employed during the reporting period. The resources data for the same reporting period [illegible] provided for comparison. [illegible] are given [illegible] processes of the [illegible] on the U.S. Coast Guard's Business Information [illegible] available on [illegible]

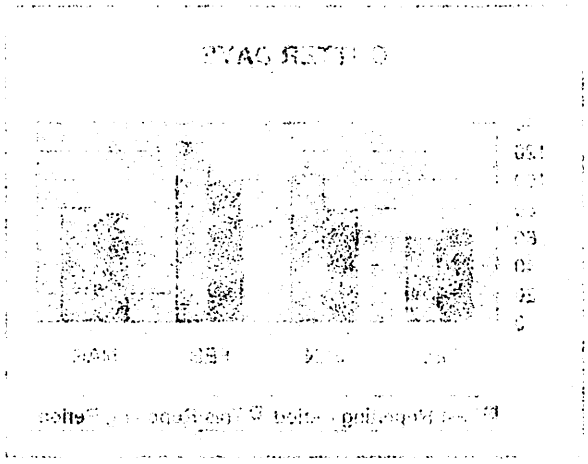
[illegible]

- [illegible] provided for [illegible]
- [illegible] provided for [illegible]
- [illegible] Plants supplied [illegible]
- [illegible] provided
- [illegible] flow [illegible]
- [illegible] flow [illegible]

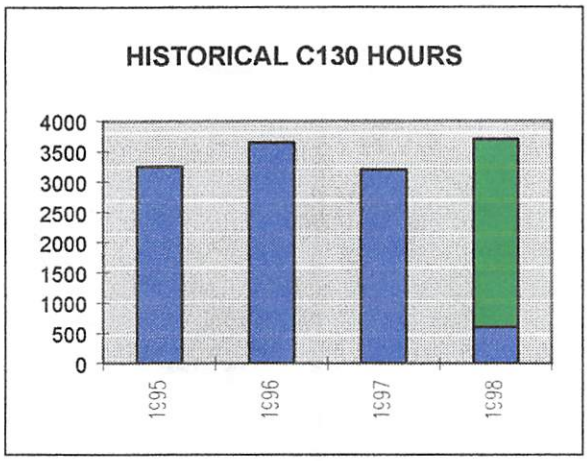
[illegible]

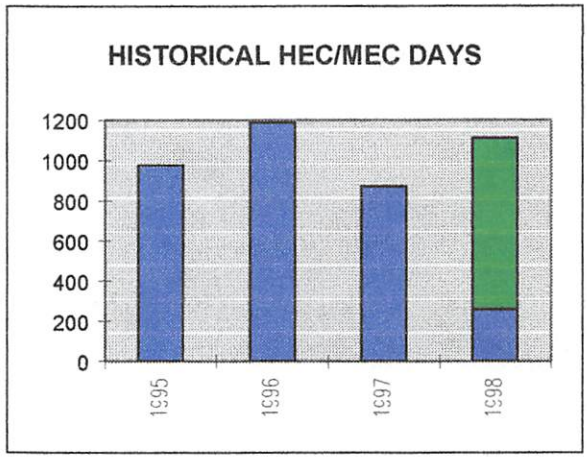
- [illegible] provided [illegible]
- [illegible] provided [illegible]
- [illegible] Plants supplied [illegible]
- [illegible] provided [illegible]
- [illegible] flow [illegible]
- [illegible] flow [illegible]



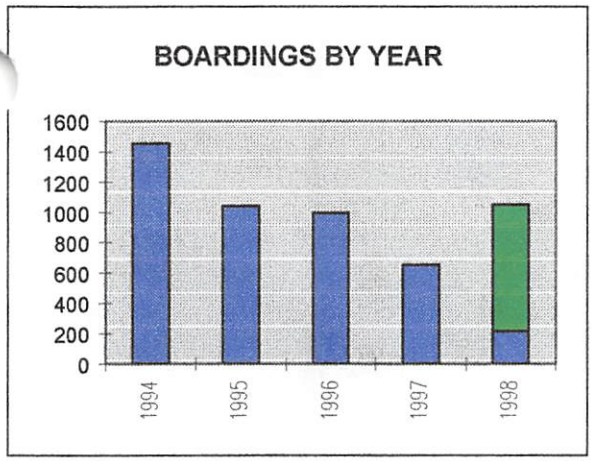


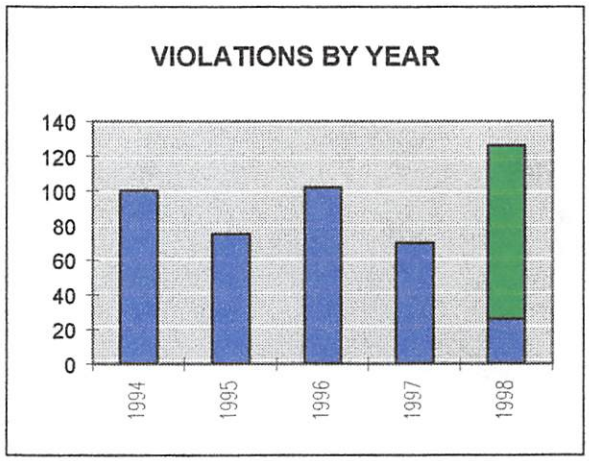
The following chart is a historical overview of the total resource hours employed in D17 over the last four years. The actual year to date totals are displayed for 1998, with projected year end totals shown in green.





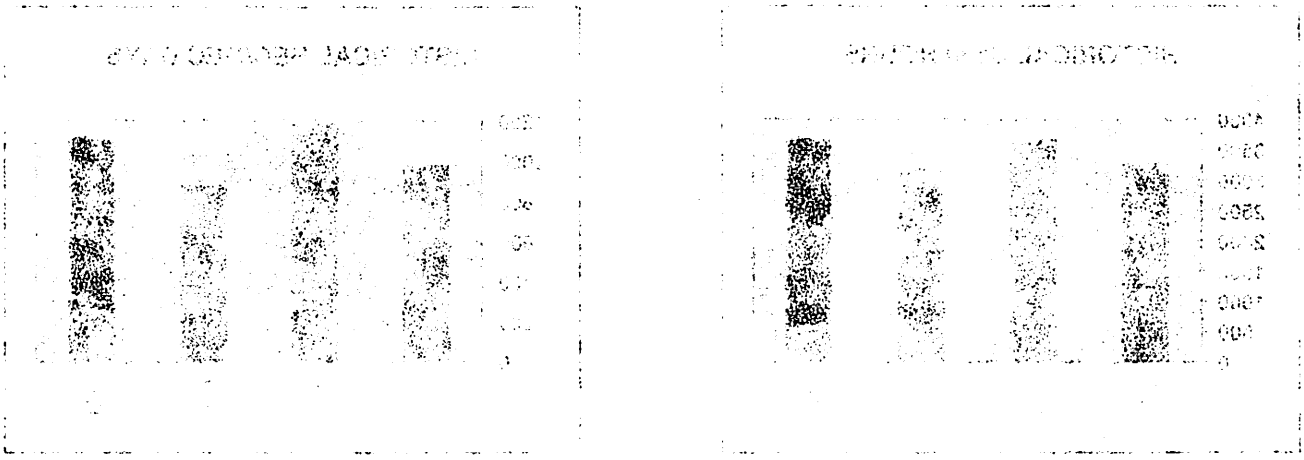
The following charts show boarding and fishery violation trends over the last five years. The actual year to date totals are displayed for 1998, with projected year end totals shown in green. Enclosure 1 is a complete list of boardings and violations for the reporting period.

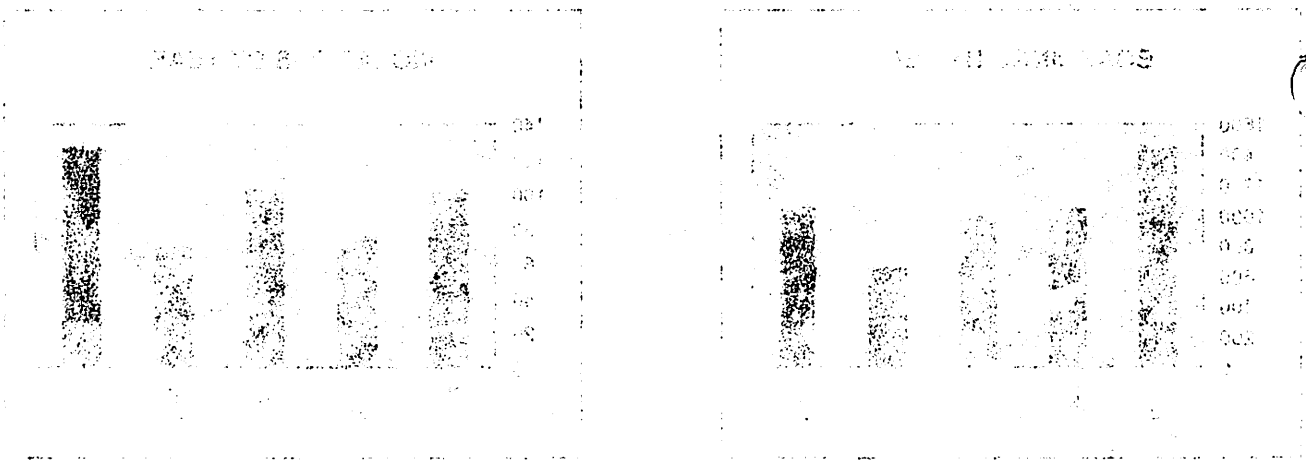




<u>1997 REPORTING PERIOD</u>
(Dec96 - Mar97)
F/V Boardings: 110
F/V Boardings with fish violations: 12
Violation rate: 10.9%

<u>1998 REPORTING PERIOD</u>
(Dec97 - Mar98)
F/V Boardings: 201
F/V Boardings with fish violations: 26
Violation rate: 12.9%





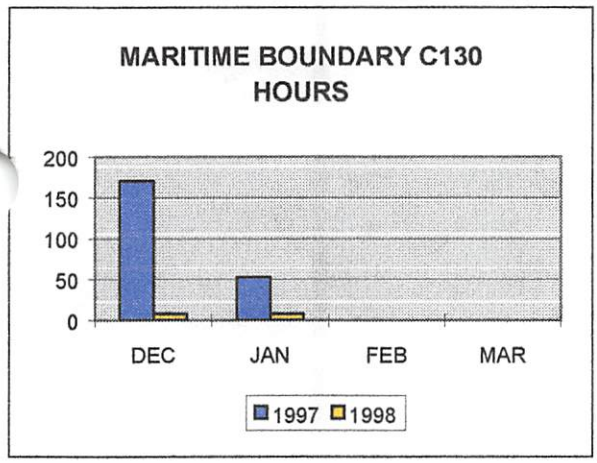
FOREIGN FISHERIES

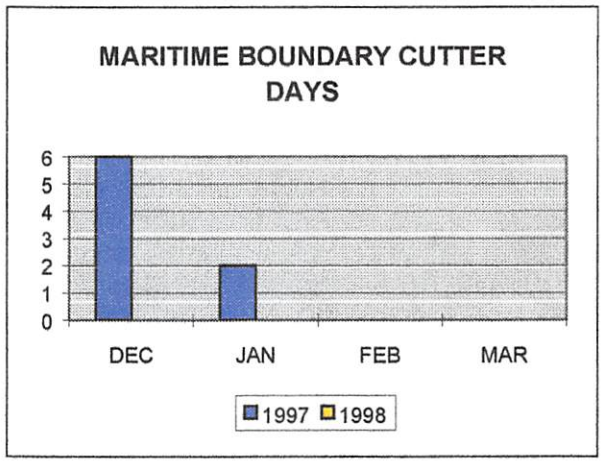
US/RU MARITIME BOUNDARY:

Very little foreign fishing activity occurred in the Russian EEZ along the Maritime Boundary during the reporting period. As a result, Coast Guard resources were scaled back to meet the lower threat. Two vessels were detected by C-130 within 50NM of the Maritime Boundary inside the Russian zone in December and none in January. For the reporting period, Coast Guard C130's flew two sorties totaling 16.2 hours and no cutters patrolled the Maritime Boundary.

Note: There were no C-130 flights or cutter patrols of the Maritime Boundary in February or March because the fishery in the RU zone was closed and the area was covered in ice.

The following charts compare Coast Guard Maritime Boundary enforcement effort for the reporting period as compared to the same period in 1997.





HIGH SEAS DRIFTNET:

For the reporting period, Coast Guard Buoy Tenders (WLB) patrolled for 40 days in the HSDN threat area during scheduled transits between Alaska and Hawaii. No illegal activity was detected. Coast Guard intelligence and other surface resources in transit continue to monitor the HSDN threat area.

DONUT HOLE:

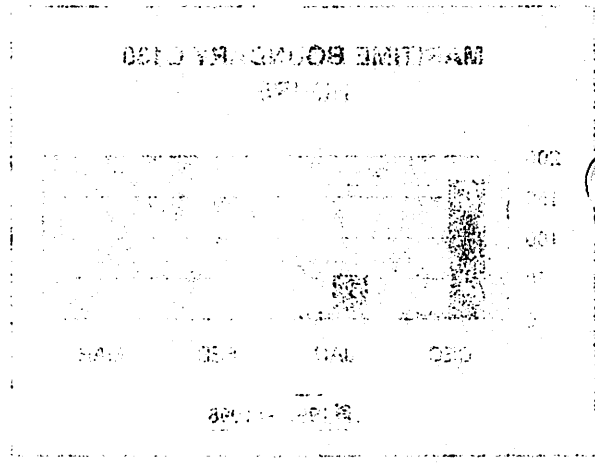
No foreign fishing vessel activity was detected in the area during the reporting period. Currently there are no vessels scheduled to conduct trial fishing in the area.

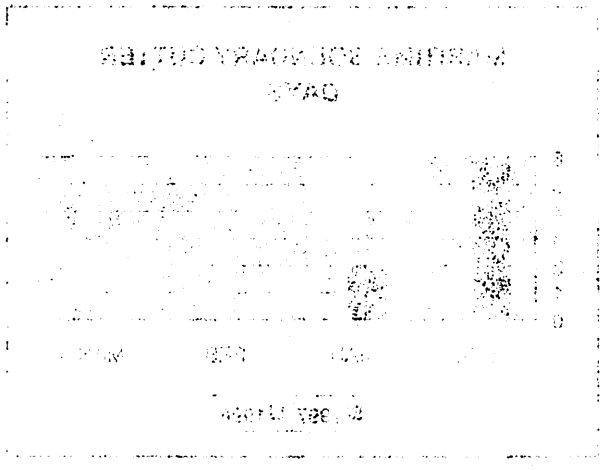
ISSUE MARITIME ENFORCEMENT

[illegible] foreign fishing activity occurred in the Korean EEZ adjacent to Maritime Province during the reporting period. No [illegible] were observed [illegible] vessels were detected within 200 nm of the Maritime Province [illegible] Japanese vessels were detected within 200 nm of the Maritime Province [illegible] Japanese vessels were detected and none in January. For comparing purposes, Chart [illegible] 130's flow [illegible] 182 means equal no [illegible] parallel the historical [illegible].

Note: There were no Coast Guard flights [illegible] because the [illegible] was closed and the [illegible] was [illegible].

The following charts compare Coast Guard Maritime Enforcement [illegible] the reporting period as compared to the same period in 1997.





[illegible] ANALYSIS

[illegible] the reporting period [illegible] Korean Special Economic Zones (KSEZ) provided for 40 days in the EEZ [illegible] during the period [illegible] Russia and Hawaii. No illegal activity was observed. Chart [illegible] intelligence and other sources [illegible] transit continues to monitor the KSEZ threat [illegible].

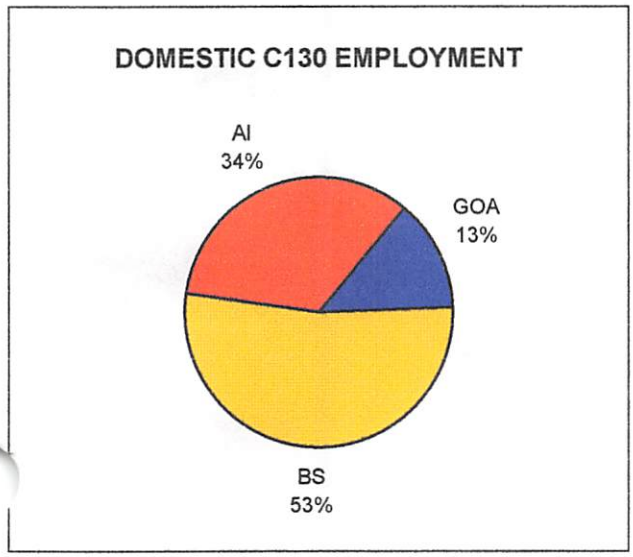
CONCLUSION

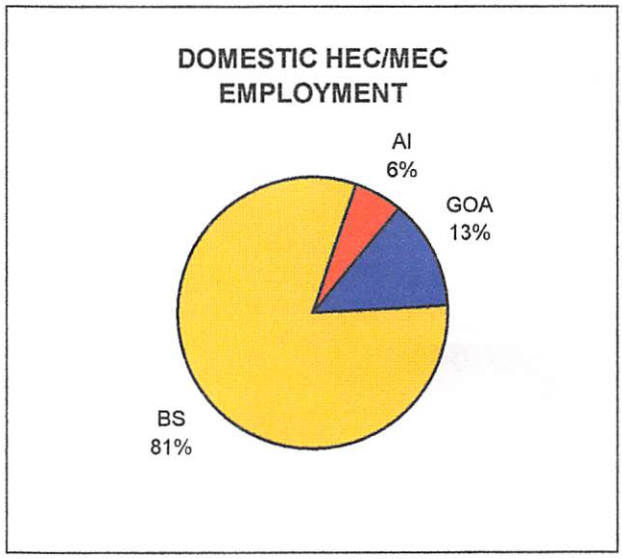
No foreign fishing vessel activity was detected in the area during the reporting period. [illegible] no vessels scheduled to [illegible] fishing in the area.

DOMESTIC FISHERIES

GROUNDFISH:

For the reporting period, Coast Guard patrol efforts focused on monitoring Pollock "A", IFQ, and the Bering Sea Opilio Crab fisheries. The following charts show the break down of enforcement effort by area for cutter days and aircraft hours during the reporting period.





OPERATION WESTERN VIGIL:

Operation Western Vigil took place from 31 Jan to 13 Feb. Its purpose was to provide a Coast Guard presence in the Aleutian Islands during the Atka Mackerel fishery. One High Endurance Cutter with an HH65 from Air Station Kodiak was on station in the Aleutians from 02-15 Feb. There were a total of five boardings and two at-sea transfers were monitored, resulting in one written warning issued for failure to retain a copy of Vessel Activity Report on board. Severe weather (sustained 40kt winds and 20ft seas) limited opportunities for boardings and helo sighting flights.

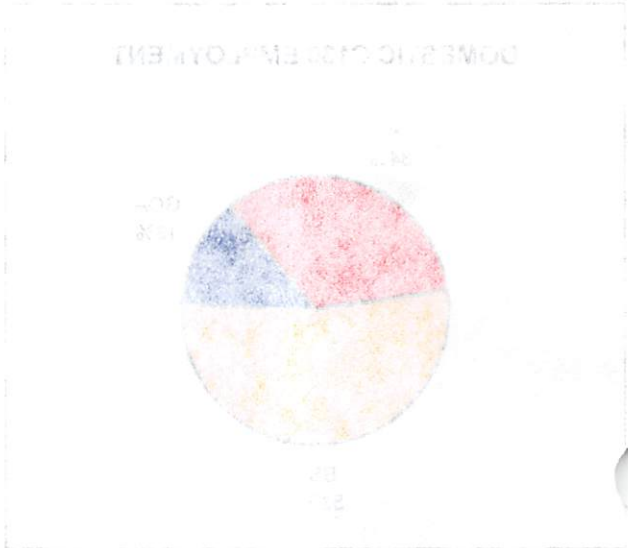
OPERATION NORTHERN SAFEGUARD:

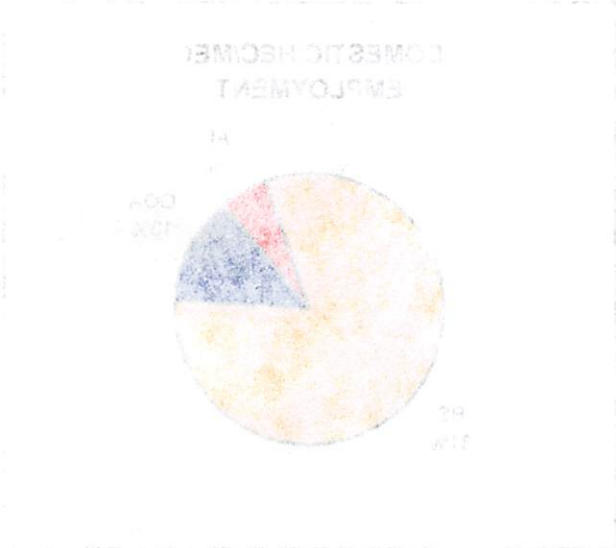
Operation Northern Safeguard ran from 15 Jan to 30 Mar. Its purpose was to provide a Coast Guard presence and SAR response to prevent loss of life in the Bering Sea during the Opilio Crab fishery. High Endurance and Medium Endurance Cutters were on station in the Bering Sea. A long range HH60 helo was prestaged in St. Paul just prior to and after the opening in recognition of the increased risk associated with the full deck loads of gear being worked at the start of the fishery. Additionally, there were frequent (approximately five per week) overflights of the area by Air Station Kodiak C130's. Regrettably, two lives were lost as a result of deck accidents.

DOMESTIC FISHERIES

WEST COAST

For the reporting period, West Coast patrols focused on monitoring Pollock, NAT, IFQ, and the Marine Life Option Crab fisheries. The following charts show the breakdown of enforcement efforts for the entire year and the last four months during the reporting period.





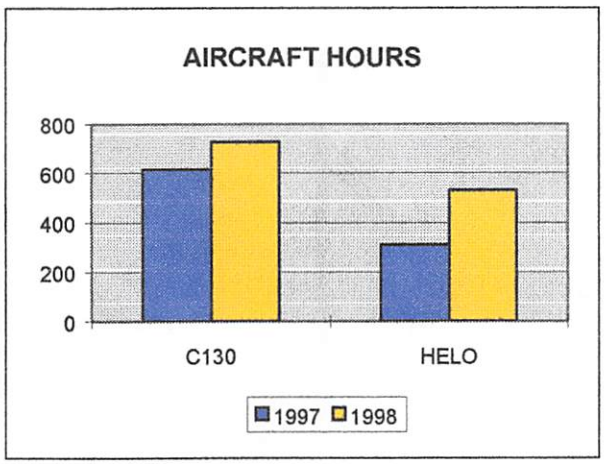
OPERATION NAVIGATOR

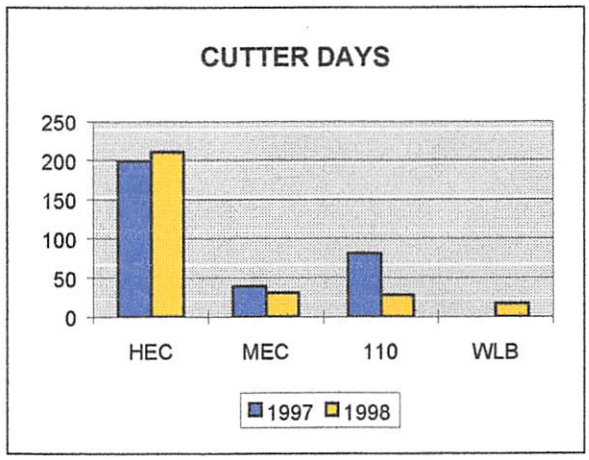
Operation Western Vigil took place from [illegible] to [illegible] February. Its purpose was to provide a Coast Guard presence in the Aleutian Islands, patrol the Alta Mooring [illegible], conduct [illegible] enforcement in the HI165 Alaska Action Section, and assist Station in the Aleutians [illegible]. [illegible] boarding and [illegible] activity. [illegible] resulting in one [illegible] warning issued to [illegible] return a copy of Vessel [illegible] activity. [illegible] on board. Several weather [illegible] issued [illegible] limited opportunities for [illegible] and/or sighting flights.

OPERATION [illegible]

Operation [illegible] was conducted from [illegible] Jan to 30 [illegible]. Its purpose was to provide a Coast Guard presence and SAR response, to prevent loss of life in the fishing [illegible] during the Pollock, Tanner Crab, Halibut Fisheries and [illegible]. Surveillance Officers were on station in the [illegible]. A long range [illegible] was provided in [illegible] and other [illegible] during the opening in [illegible] was increased [illegible] while the fishery was open. [illegible] being worked at the start of the [illegible] and [illegible] with [illegible] appropriately, we [illegible] certify [illegible] in the area by Air Station [illegible]. [illegible] were lost as [illegible] accidents.

The following charts show the total D17 domestic fisheries enforcement effort in patrol days and aircraft hours for the reporting period and compares it to the same reporting period last year.





IFQ ENFORCEMENT:

Coast Guard HH60's and C130's combined to provide 111.2 flight hours (27.1 and 84.1 respectively) in the enforcement of IFQ. Patrol Boats, Buoy Tenders and HEC/MEC's added 29 cutter days to the enforcement effort. The Coast Guard is continuing the program initiated last year of assisting NMFS in providing a dockside presence during offloads. Since the season opener on 15 Mar, Coast Guard boarding teams have monitored 31 offloads in 6 ports. A joint CG-NMFS notice was mailed to 550 registered buyers and various fishing associations advising them of this program. Enclosure 2 is a copy of the notice.

SEABIRD AVOIDANCE:

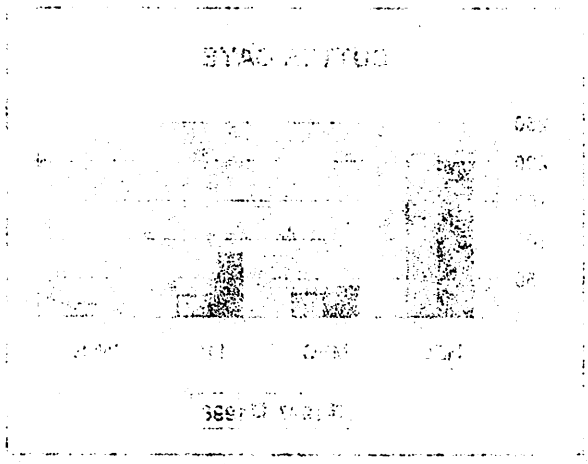
During the reporting period, Coast Guard cutters queried and boarded 32 Longline vessels on their use of Seabird Avoidance devices. No violations were issued. Results listed below.

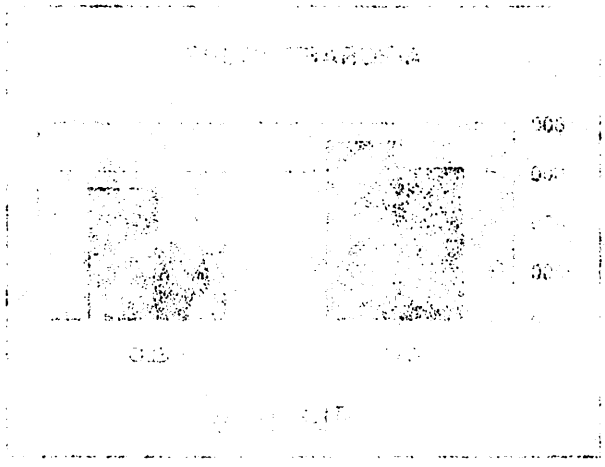
Note: Prior to the April 6th implementation of Seabird Avoidance Regulation for vessels targeting Halibut, Coast Guard boarding teams advised vessels of the forthcoming regulations.

YES	BUOYS	BIRD BAGS	TORI LINE	BROOMSTICKS
32	16	9	4	3

IR/IU:

IR/IU regulations went into effect 03 Jan 98. A report on CG efforts in Jan and Feb was prepared for the IR/IU Committee meeting in March. Enclosure 3 is an updated version of that report.

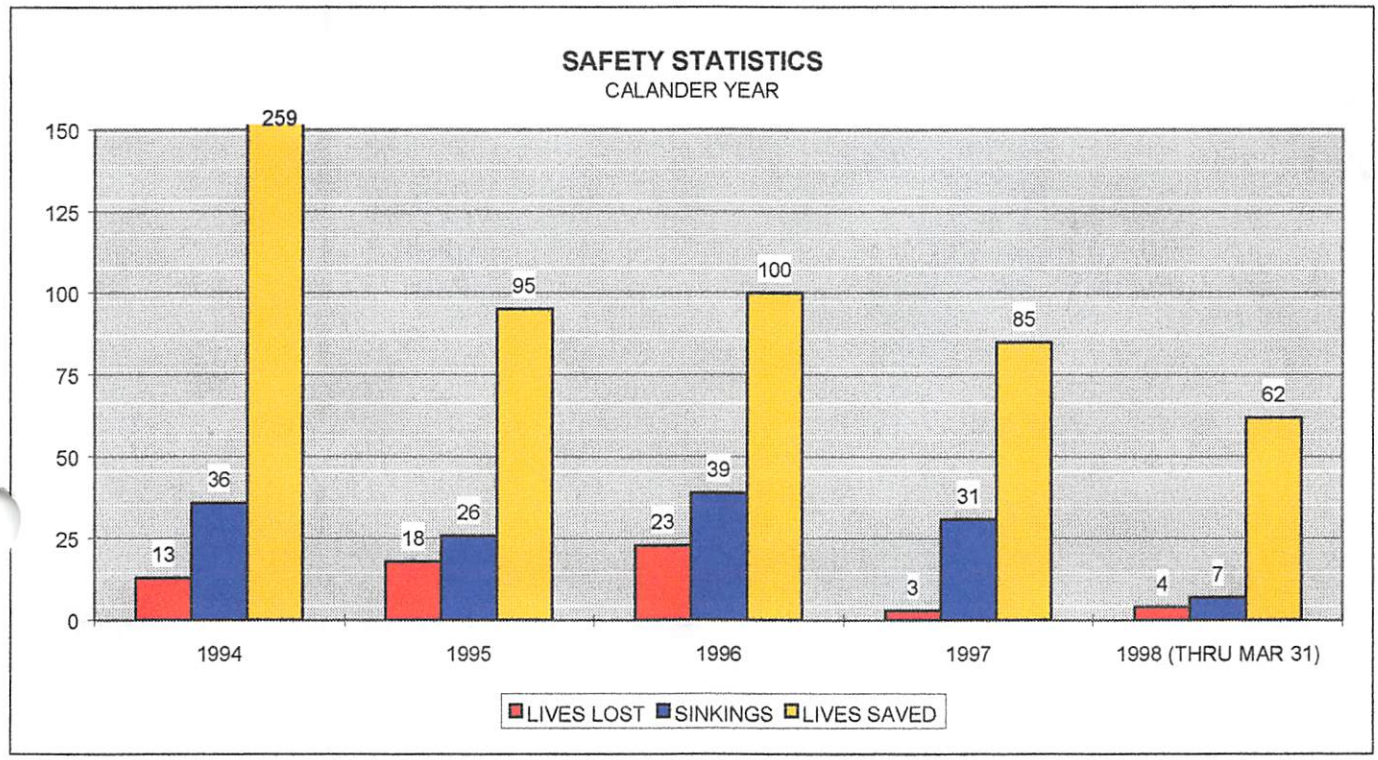




SAFETY STATISTICS: 01 December 97 - 31 March 98

Lives saved: 67
Lives lost: 4
Vessels lost: 7

The following chart is a historical overview of fishing vessel safety statistics in D17.

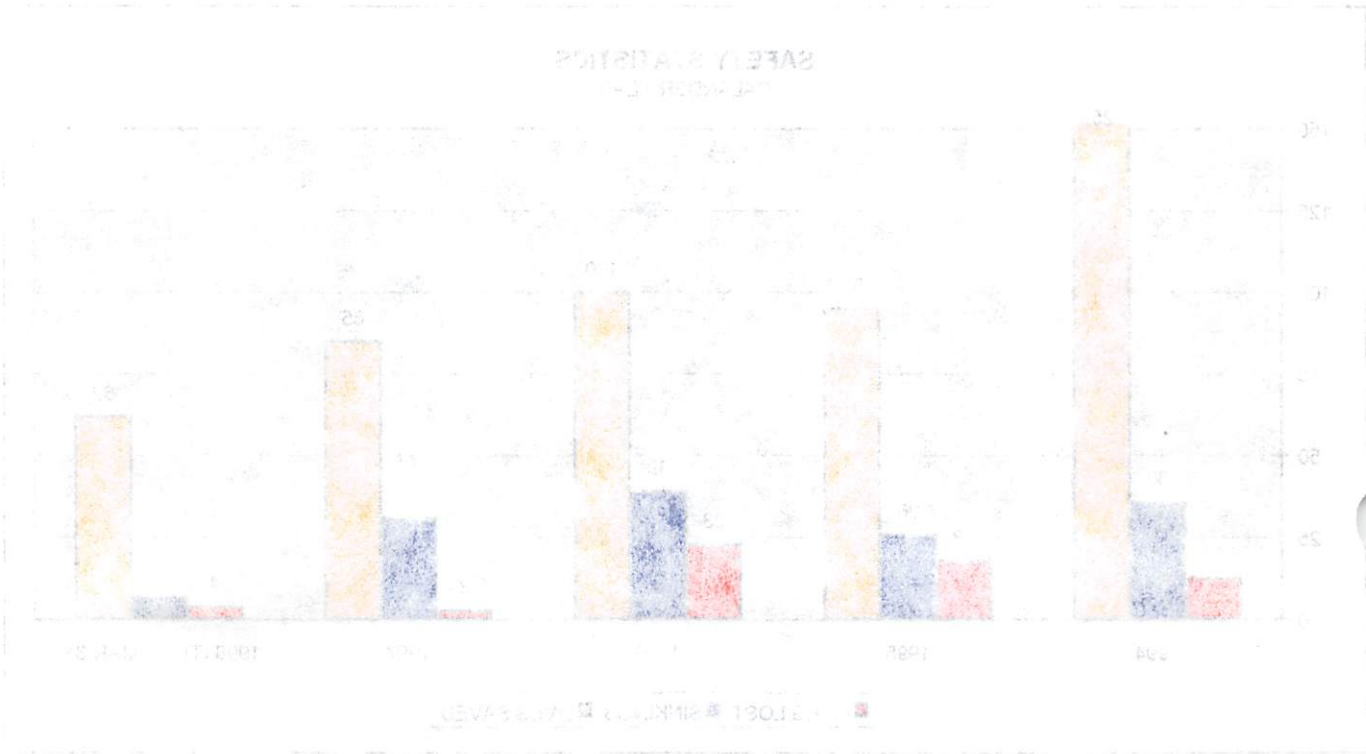


Recognition:

- F/V Dominator responded and was on scene within 35 minutes following the collision between the Alaska I and the M/V Hanjin Barcelona. Quick and professional response of the master and crew of Dominator resulted in successful recovery of all 33 crew members on board Alaska I. The Coast Guard is investigating the circumstances related to the cause of the accident.

Case Summaries:

- 16 December 1997, F/V MARY K, Sitka: Vessel sank for unknown reason. Vessel salvaged, 1 POB, EPIRB hit, vessel in area rescued owner/operator.
- 22 December 1997, F/V CALLISTO, South of Sitka: Flooding, vessel sank. Vessel lost, 1 POB, used life raft and immersion suit.
- 30 December 1997, F/V HAPPY HOOKER II, Alitak Bay. Ice drug anchor, vessel pushed into beach. Vessel lost, 3 POB, EPIRB, CG helo picked up personnel from beach.



- 02 January 1998, F/V LEGASEA, Sitka. Boom broke, vessel sank. Vessel salvaged, 5 POB, used life raft.
- 23 January 1998, F/V CAROL ANN, Juneau. Caught in weather, vessel sank. Vessel salvaged, 2 POB, CG 41' picked up personnel.
- 26 January 1998, F/V DOMINION, Shelikof Strait. Broken bin board, vessel sank. Vessel lost, 3 POB, life raft and EPIRB did not deploy when vessel sank. Personnel picked up by vessel in area.
- 27 January 1998, F/V LAST ONE, Nuka Bay. Operator fell asleep, flooding, vessel ran aground. Vessel salvaged, 3 POB, Vessel in area assisted in re-floating boat.
- 27 January 1998, F/V SULTAN, St. Paul. Crew member crushed by crab pot. 1 death.
- 30 January 1998, F/V LACONTE, Cape Spencer. Broken plank, flooding, vessel sank. Vessel lost, 5 POB, 2 deaths. EPIRB hit.
- 02 February 1998, F/V KRISTEN GAIL, St. Paul. Crew member caught in crab pot, went overboard. 1 death.
- 11 February 1998, F/V ALASKA-1, Unimak Pass. Collision with freighter, vessel sank. Vessel lost, 33 POB, used life rafts and immersion suits.
- 15 February 1998, F/V OAXACA, Glacier Bay. Vessel ran aground. Vessel salvaged, 2 POB, used immersion suits.
- 15 February 1998, F/V EVANGELINE, Montague Island. Hit rocks and capsized. Vessel lost, 3 POB, used life rafts, immersion suits.
- 16 February 1998, F/V EMMA ARLENE, Petersburg. Operator fell asleep, vessel grounded and took on water. Vessel salvaged, 2 POB, CG assisted with de-watering vessel.
- 12 March 1998, F/V LORETTA, Petersburg. Vessel caught fire. Vessel lost. No POB, CG assist.

ADMINISTRATIVE NEWS:

The Coast Guard had a fishing vessel safety booth at COMFISH to provide information packages and answer questions. In addition to the booth, the Damage Control simulator was available for fishers to practice various damage control techniques.

- 02 January 1998, F/V [illegible], Sitka. Seven broke vessel sank. Vessel assisted 3 POBs, used life raft.
- 22 January 1998, F/V [illegible], Juneau. Caught in weather, vessel sank. Vessel assisted 4 POB, Civ 47 picked up survivors.
- 24 January 1998, F/V DOMINION, Kodiak Island. Broken in bound, vessel sank. Vessel lost, 3 POB, life raft and EPIRB did not deploy when vessel sank. Persons picked up by vessel in area.
- 27 January 1998, F/V [illegible], Kodiak. Operator fell asleep, flooding, vessel ran aground. Vessel assisted 3 POB. Vessel in area assisted in re-floating boat.
- 27 January 1998, [illegible] Island, St. Paul. Crew member crushed by crab pot. 1 death.
- 30 January 1998, F/V [illegible], Cape Spencer. Broken plank, flooding, vessel sank. Vessel lost, 6 POB, 2 deaths, life raft.
- 07 February 1998, F/V [illegible], St. Paul. Crew member caught in crab pot, went overboard. 1 death.
- 11 February 1998, F/V [illegible], Cordova. Collision with foreign vessel sank. Vessel lost, 12 POB, used life rafts and immersion suits.
- 15 February 1998, F/V [illegible], Glacier Bay. Vessel run aground. Vessel salvaged, 2 POB, used survival suits.
- 15 February 1998, F/V [illegible], Afognak Island. Hit rocks and capsized. Vessel lost, 3 POB, used life rafts, immersion suits.
- 16 February 1998, F/V [illegible], St. Paul. Crew member fell asleep, vessel grounded and took on water. Vessel assisted, 3 POB, CG assisted with re-floating vessel.
- 12 March 1998, F/V [illegible], Petersburg. Vessel [illegible]. Vessel lost, No POB, CG assist.

[illegible]

The Coast Guard is [illegible] vessel safety [illegible] information personnel and answer questions. In addition to this [illegible], the Damage Control assistance [illegible] available for [illegible] produce various damage control techniques.

LEGEND

VIOLATION CODES
FV - FISH VIOLATION
FX - FIX IT NOTICE
SS - SUMMARY SETTLEMENT
BV - CFIVSA VIOLATION
BW -CFIVSA WARNING

VESSEL TYPE	DESCRIPTION
FJB	JIG BOAT
FCH	CHARTER BOAT
FFS	TRAWL CATCHER PROCESSOR
FTS	TRAWL CATCHER VESSEL
FLL	LONGLINER
FGN	GILLMETTER
FSS	SEIN BOAT
FPB	POT BOAT
FSC	SCALLOP DREDGE
FSP	SUPPORT/MOTHER SHIP
FOO	FISHING VESSEL OTHER

SPECIES CODES
100 SEA URCHIN
101 SCALLOPS
102 SEA CUCUMBER
110 PACIFIC COD
123 ROCK SOLE
127 YELLOWFIN SOLE
125 REX SOLE
168 DEMERSAL SHELF ROCKFISH
200 HALIBUT
235 HERRING
270 POLLOCK
410 CHINOOK SALMON
710 SABLEFISH
930 UNSPECIFIED TANNER CRAB
932 OPILIO TANNER CRAB

ENCLOSURE(1)

DATE BD	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATIONS	VIOLATION NOTES
12/1/97	ARCTIC MARINER	FPB	110	519		
12/8/97	FRONTIER EXPLORER	FLL	110	513		
12/8/97	FRONTIER MARINER	FLL	110	513		
12/11/97	AMATULI	FPB	110	610	BV	FIRE EXTINGUISHER
12/13/97	ALASKA PIONEER	FPL	110	610		
12/14/97	SYDNEY JEAN	FOO	100	650	BS/BV	NO FCC LICENSE,LIFE RING PROBS
12/14/97	CONNIE DEE	FOO	100	650	BV	IMMERSION SUITS/NO FCC LICENSE
12/16/97	NORTHERN AURORA	FLL	110	509	BW	EXPIRED FLARES
12/17/97	REVENGE II	FOO	100	650		
12/17/97	BIKINI	FOO	100	650	BV	NO FCC LICENSE
12/17/97	NICOLODEAN	FOO	100	650		
12/19/97	LILLI ANN	FLL	110	521		
12/30/97	PROWLER	FLL	110	509		
12/30/97	OCEAN PROWLER	FLL	110	509		

DATE BOA	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATIONS	VIOLATION NOTES
1/2/98	NORTON SOUND	FLL	110	509		
1/2/98	SLAYER	FLL	110	650		
1/3/98	CONSORT	FOO	100	650	BW	FIRE EXTINGUISHER
1/3/98	L.A. LAMP	FOO	100	650	BV	VDS EXPIRED/FCC LIC EXPIRED
1/3/98	CINDY JANE	FLL	168	650	BW	VDS EXPIRED
1/3/98	SEATTLE STAR	FLL	110	509		
1/3/98	ALASKA MIST	FLL	110	509		
1/3/98	SILVER SEA	FOO	100	650		
1/4/98	ALASKA I	FLL	110	513		
1/5/98	ALL C'S	FOO	100	650	BW	SURVIVAL SUIT MARKINGS
1/5/98	YVONNE DENISE	FOO	100	650	BV	VDS EXPIRED/INSUFF FIRE EXT.
1/5/98	LADY LINDSAY	FOO	100	650		
1/5/98	PAMELA K	FOO	100	650	BV	VDS EXP/ADFG# NOT DISPL
1/5/98	MIGRATOR	FOO	100	650	BV	FIRE EXT./NO FFC SSL O/B
1/5/98	AVERY BAY	FOO	100	650		
1/5/98	ETIKA	FOO	100	650	BV	SURV SUIT MARKINGS
1/5/98	TRISHA B	FOO	100	650		
1/8/98	DECEPTION	FPB	932	610	BV	LIFE EQUIP MARKINGS
1/8/98	KING FISHER	FMR		630		
1/8/98	GUARDIAN	FPB	932	610		
1/9/98	TERN	FPB	932	610	BV	VDS EXPIRED
1/12/98	CHANTICLEER	FPB	110	630		
1/12/98	MARTHA MARIE	FPB	110	630		
1/12/98	NORTHERN EXPLORER	FPB	110	630		
1/12/98	CENTURION	FPB	110	630		
1/13/98	QUIANA	FCH	410	630		
1/13/98	DELIVERENCE	FPB	110	630		
1/20/98	PRIMUS	FTS	270	610		
1/21/98	ALYNOR	FLL	110	630	BV	NO WASTE MGMT PLAN/LIFE RING
1/21/98	TERN	FTS	110	610		
1/21/98	NORSE MAID	FTS	110	610		
1/21/98	CAMERON	FTS	110	610		
1/22/98	PACIFIC GLACIER	FFS	270	509		

DATE REC	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATIONS	VIOLATION NOTES
1/22/98	STAR BOUND	FFS	270	509		
1/23/98	ARCTIC IV	FTS	270	509		
1/23/98	SEEKER	FTS	110	509		
1/23/98	MISS BERDIE	FTS	110	509	FX	NO MORITORIUM ONBOARD
1/23/98	MESSIAH	FTS	110	509	FX	DID NOT LOG INACTIVE PERIOD
1/24/98	ANNETTE	FTS	270	610		
1/24/98	UNIMAK ENTERPRISE	FFS	123	509		
1/24/98	CHAMPION	FTS	270	610		
1/24/98	SHAUNA RAE	FTS	270	610		
1/24/98	OCEAN STORM	FTS	270	610		
1/24/98	US INTREPID	FFS	123	509		
1/25/98	AMERICAN DYNASTY	FTS	270	517		
1/30/98	PACIFIC NAVIGATOR	FFS	270	509		
1/30/98	ALLIANCE	FFS	125	610	FW,FX	LATE VAR, MINOR LOG ERRORS
1/31/98	KONRAD I	FST	110	610	FW,FX	NO VAR FILED/EXP MORITOR PERMI
1/31/98	CLIPPER ENDEAVOR	FLL	110	610	FX,FV,BV	IMPRO MARK LL BUOYS/LOGS/
1/31/98	ARCTIC STORM	FFS	270	509	FX	FAILED TO LOG 3 HAULS AN RECEP

DATE BD	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATIONS	VIOLATION NOTES
2/1/98	ALASKA OCEAN	FFS	270	517		
2/2/98	SPARROW CASTLE	FPB	110	610	FV	NO BIO-DEGRAD PANNELS/OPEN 9>
2/3/98	GOLDEN ALASKAN	FFS	270	509		
2/3/98	HALF MOON BAY	FTS	270	509	FX	NO VAR ONBOARD
2/3/98	HICKORY WIND	FTS	270	630		
2/3/98	PACIFIC KNIGHT	FTS	270	517	FXFW,BV	LOG ERRS/NO VAR O/B/INOP EPIRB
2/3/98	ISAFJORD	FPB	930	517	BW	EXPIRED FLARES
2/3/98	ROGUE	FPB	932	519	BW	EXP HYRO REL ON EPIRB
2/3/98	COMMODORE	FTS	270	509	FX	NO VAR ONBOARD
2/3/98	ARCTIC WIND	FTS	270	509		
2/3/98	NORTHERN VICTOR	FFS			FX	FAILED TO LOG C/V DELIVERY 2HR
2/3/98	MARATHON	FTS	270	630		
2/4/98	CHRISTIANA ANN	FTS	270	509		
2/4/98	ENTERPRISE	FTS	270	620		
2/4/98	SEA BARB	FTS	270	620		
2/4/98	SUMNER STRAIT	FTS	270	620		
2/4/98	PERSISTENCE	FTS	270	630		
2/4/98	MISS SARAH	FTS	270	630		
2/4/98	AMERICAN EMPRESS	FFS	270	517		
2/4/98	RAVEN	FTS	270	509		
2/4/98	MS AMY	FTS	270	517	FW	FAILED TO SUBMIT VAR
2/4/98	DOMINATOR	FTS	270	509		
2/4/98	VIKING EXPLORER	FTS	270	509		
2/4/98	DONA MARTITA	FTS	270	517		
2/4/98	ELIZABETH ANN	FTS	270	509		
2/4/98	NORTHWEST ENTERPRIS	FTS	270	509		
2/5/98	PACIFIC EXPLORER	FFS	270	509		
2/5/98	TRACY ANN	FTS	270	509		
2/5/98	REBECCA ANN	FFS	270	509		
2/5/98	KAREN EVICH	FTS	270	509	FW	FAILED TO SUBMIT VAR
2/6/98	BLUE PACIFIC	FLL	110	509		
2/6/98	NORTHERN HAWK	FFS	110	542		
2/6/98	SEA FISHER	FTS	110	542		

DATE BD	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATIONS	VIOLATION NOTES
2/6/98	MISS BRENDA	FTS	270	509		
2/6/98	LADY JOANNE	FTS	270	509		
2/6/98	MAJESTY	FTS	270	517		
2/6/98	NIGHTWATCH	FTS	270	509	FW	NUMEROUS LOG ERRORS/IRIU
2/6/98	ADVANCER	FTS	270	620		
2/7/98	MISS LEONA	FTS	270	620	FX	VAR NOT ONBOARD
2/8/98	OCEAN HOPE	FTS	270	620	BV	NO LR/UNDERCHARGED FIRE EXT
2/9/98	ALASKA JURIS	FFS	110	542	FW	NO VAR ONBOARD
2/9/98	LUCKY PIERRE	FPB	110	620		
2/9/98	CAPE RELIANT	FTS	110	620		
2/9/98	ISLAND ENTERPRISE	FTS	270	509		
2/9/98	SEATTLE ENTERPRISE	FTS	270	509		
2/9/98	ALASKA RANGER	FPB	110	542		
2/10/98	WESTERN DAWN	FTS	270	509		
2/10/98	MARGARET LYN	FTS	270	509		
2/10/98	PACIFIC FURY	FTS	270	509		
2/10/98	MARK I	FTS	270	509		
2/10/98	NEAHKANIE	FTS	270	509		
2/10/98	MUIR MILACH	FTS	270	509		
2/10/98	ENDURANCE	FTS	270	509		
2/11/98	CAPE HORN	FFS	270	509		
2/11/98	AMERICAN ENTERPRISE	FFS	270	509		
2/11/98	US ENTERPRISE	FFS	270	509		
2/11/98	OCEAN ROVER	FFS	270	517	FX	FAILED TO SUBMIT VAR
2/12/98	AVENGER	FLL	110	630	BV	EXP. FLARES, LIFERAFT INSP.
2/13/98	AURIGA	FTS	270	509		
2/13/98	HIGHLAND LIGHT	FFS	270	509	FV	IR/IU DISCARDED 5MT POLLOCK
2/13/98	ARCTIC VI	FTS	270	509		
2/13/98	KODIAK ENTERPRISE	FFS	270	509		
2/14/98	PAPA DO II	FTS	270	509		
2/14/98	EXCELLENCE	FFS	270	509		
2/14/98	MISTY DAWN	FTS	270	509		
2/15/98	ARICA	FTS	123	516		

DATE BOI	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATIONS	VIOLATION NOTES
2/15/98	VAERDAL	FPB	123	516		
2/15/98	ALASKA VOYAGER	FTS	123	516		
2/15/98	GREEN HOPE	FTS	110	630	FW FX	NO VAR SUB/IRIU EST NOT LOGGED
2/15/98	WINONA J	FTS	110	630		
2/15/98	GOD'S WILL	FTS	123	630	FX	NO FISHERIES PERMIT ON BOARD
2/20/98	LISOV	FLL	110	630		
2/20/98	DREAMER	FLL	110	630	BV	EXPIRED DOCUMENT

3/7/98	OCEAN ENTERPRISE	FSS	110	509	FX	DID NOT LOG DAY DISC OF PROHI
3/7/98	PACIFIC ENTERPRISE	FSS	110	509		
3/8/98	BEAGLE	FSS	127	517		
3/9/98	STARBOUND	FSS	270	517		
3/9/98	NORTHERN JAEGER	FSS	127	517		
3/11/98	KJEVOLJA	FLL	110	513		
3/14/98	CAMELOT	FLL	200	650		
3/14/98	AJ	FTS	110	519	FV	DIDN'T LOG OR MAINTAIN IR/IU
3/14/98	AMERICAN BEAUTY	FTS	110	509	FX	DID NOT LOG DAY DISC AMOUNTS
3/14/98	CONNIE -M	FLL	200	659		
3/15/98	PACIFIC STAR	FLL	200	2C		
3/15/98	JANIE C	FTS		659		
3/15/98	ALASKA SPIRIT	FTS	110	509		
3/15/98	CHARLES T	FLL	200	2C		
3/15/98	TWILIGHT	FLL	200	2C		
3/16/98	ANDRONICA	FPB	932	521	SS	XIING WITHIN 3 MI OF WALRUS IS
3/18/98	FRONTIER SPIRIT	FLL	110	521		
3/18/98	PATRICIA LOUIS	FLL	200	2C		
3/19/98	AUTUNM DAWN	FPB	932	521		
3/19/98	ICE LANDER	FPB	932	521		
3/19/98	KATRINA EM	FPB	932	521		
3/19/98	NOTORIOUS	FPB	932	521		
3/19/98	NOR QUEST	FPB	932	521		
3/19/98	ARTIC STAR	FSP	932	521		
3/19/98	ICY BAY	FPB	110	521		
3/19/98	OCEAN CAPE	FLL	200	2C		
3/20/98	JENNICER A	FPB	932	521		
3/20/98	REBEL	FPB	932	521		
3/20/98	SILVERTIP	FTO	410	650		
3/20/98	C'EST LA VIE	FTO	410	650	FX	NO IFQ PERMIT ON BOARD
3/20/98	MORSEMAN	FPB	932	521		
3/20/98	KARIN LYNN	FPB	932	521		
3/20/98	ADVENTURE	FPB	932	521		

3/20/98	MAVERICK	FPB	932	521		
3/20/98	ALEUTIAN BALLAD	FPB	932	521		
3/20/98	FARRAR SEA	FPB	932	521		
3/20/98	KRISTEN GAIL	FPB	932	521		
3/20/98	AURIGA	FPB	932	521		
3/20/98	ALEUTIAN FALCON	FSP	932	521		
3/20/98	ARCTIC LADY	FPB	932	521		
3/20/98	ARCTIC DAWN	FPB	932	521		
3/20/98	BEVERLY B	FPB	932	521		
3/21/98	NORTHERN AURORA	FLL	110	513	FV	DISCARDING IR/IU SPECIES
3/21/98	NEW DAWN	FPB	110	630	BV	INPR S/S LT/NO INJ PLAC/BAD LR
3/21/98	VALETA H	FLL	200	2C	BW	LIFE RING DRY ROT
3/21/98	SIKA	FLL	200	2C	FX	NO IFQ PERMIT ON BOARD
3/21/98	MELISSA LYNN	FLL	200	2C		
3/21/98	OB	FLL	200	2C	BW	NO VDS O/B - EXP FCC SSL
3/22/98	MISS CORINNE	FLL	110	640		
3/22/98	DOLPHIN	FLL	200	3A		
3/23/98	CAPE FALCON	FLL	200	3A		
3/23/98	GOLDEN CHALICE	FLL	200	3A		
3/23/98	ODIN	FLL	200	3A		
3/23/98	MISS EMILY	FLL	200	3A		
3/25/98	MATILDA BAY	FLL	200	3A	BV	EXP REPACK ON LIFE RAFT
3/26/98	HUSTLER	FSS	235	650		
3/27/98	SUNDANCER	FLL	200	3A		
3/27/98	MARY ANN	FLL	200	2C	BV	NOT ENOUGH SS/EPIRB BAT EXP
3/27/98	CLOUND NINE	FLL	200	2C	BV	ORIGIOANL DOC NOT O/B
3/27/98	TRADEWIND	FLL	200	3A	FX	VAR NOT ON BOARD
3/27/98	GULF MAIDEN	FLL	710	650		
3/28/98	CAPE FIDALGO	FSS	235	659		
3/30/98	MAR QUEST	FLL	710	640	FX	FAILURE TO SUBMIT VAR
3/31/98	TIOGA	FLL	110	659		

U.S. Department of Transportation

United States Coast Guard

U.S. COAST GUARD
IR/IU ENFORCEMENT REPORT
01/03/98-03/31/98

EFFORT:

- During the reporting period, on Bering Sea and Gulf of Alaska patrols, the following vessel types were checked for compliance with the IR/IU regulations:

Factory Trawler	18
Catcher vessel	66
Longliner	16
Pot Boat	10

- Coast Guard strategy has focused on detecting large scale dumping of cod ends and a more proactive education approach on the more subtle issues. For example, training center personnel were deployed in January on the cutters and stopped in King Cove and Sand Point to advise fishers and plant personnel on IR/IU regulations.

- During a Coast Guard boarding, boarding teams:
  Interview the master, crew, and observers.
  Look for variations in logs, e.g., no discards until cutter arrived on scene.
  Verify IR/IU product in hold agrees with logs.
  Verify logged products meet utilization requirements.

- Coast Guard aircraft (C-130/HH-65/HH-60) are being tasked to provide low level flights to look for evidence of vessels discarding cod ends.

- During the reporting period, the following violations and warnings were issued:
  F/V NIGHTWATCH: Vessel dumped last haul back for day (30K lbs. pollock). Vessel stated they dumped the pollock due to stability concerns. Issued written warning.
  F/V GREN HOPEH: Vessel issued Fix It Notice for not logging IR/IU species catch estimates and not accounting for inactive periods.
  F/V AJ: Vessel issued violation for not logging or maintaining IR/IU.
  F/V NORTHERN AURORA: Vessel issued violation for discarding IR/IU species.

ENCLOSURE(2)

ISSUES/PROBLEMS:

- Smaller catcher vessels in GOA are not as aware of IR/IU regs as BS/AI vessels.
- Shoreside processors are not paying well for IR/IU species. For example, some vessels reported Peter Pan pays pollock boats $.09/LB for pollock, and pays pcod boats $.0025/LB for pollock.
- So far vessels appear to be changing behavior:
  - larger mesh size
  - square mesh vs. diamond
  - moving locations to lower bycatch
- Smaller GOA vsls feel they will be financially challenged when flats retention starts in 2002.
- Acushnet boarding team was on board a vessel for six hours; however, this was not because of IR/IU, but a problem with the vessel's permitted LOA and observer coverage requirements. While additional time is needed to check for IR/IU, it should only add 15-20 minutes to an average size vessel.
- Coast Guard crews and fishers have had problems with regulations interpretation/balancing between IR/IU regs and Directed Fishing Standards (DFS). Problem solved when policy guidance issued by NMFS stating DFS apply.

U.S. Department of Transportation

United States Coast Guard

Notice

March 6, 1998

U. S. COAST GUARD AND NATIONAL MARINE FISHERIES SERVICE 1998 IFQ DOCKSIDE ENFORCEMENT PROGRAM

The U. S. Coast Guard (USCG) and the National Marine Fisheries Service (NMFS) will be supporting each other's effort to effectively manage the 1998 IFQ fishery through a balanced enforcement approach both at sea and dockside. Plant managers and fishers should expect to see an increased presence of Coast Guard boarding personnel at the dock in 1998 as the Coast Guard conducts independent dockside IFQ monitors. These monitors are being conducted to help fill an IFQ enforcement gap created by vacancies in the NMFS Fishery Patrol Officer ranks.

The Coast Guard will conduct dockside monitors at both high and low volume ports, including cutter homeports, and will be fully coordinated with NMFS enforcement personnel. The Coast Guard plans to continue this support for as long as needed, and with minimal impact to the Coast Guard's more traditional "at-sea" enforcement mission. The four primary violations the dockside enforcement program is intended to detect and deter are:

(1). IFQ cardholder not on board
(2). Improper reporting of landing weight and area fished
(3). Inadequate quota share available to cover the catch
(4). Illegal fishing by a non-IFQ participant

The Coast Guard intends to conduct dockside monitors following procedures similar to those used by NMFS enforcement officers. The Coast Guard will typically send two law enforcement personnel to monitor the IFQ offload. They will be armed in accordance with standard Coast Guard law enforcement procedures. The monitor will include a complete observance of the offload, inspection of the vessel's holds and logs and completion of a boarding report. The boarding team will also verify that NMFS is informed by the plant of any overages. On occasion, the boarding personnel may also ask to use the plant's data terminal. Landing Reports must still only be made to NMFS, and waivers may only be requested through NMFS.

If you have any questions concerning the Coast Guard's IFQ enforcement program, please contact LCDR Greg Busch at (907) 463-2223.

J. V. O'Shea

J. V. O'SHEA
Captain, U.S. Coast Guard
Chief, Maritime Operations Plans and Policy Branch
Seventeenth Coast Guard District
By direction of the District Commander

John Kingston for

SAC MEYER
Special Agent-in-Charge
Alaska Enforcement Division
National Marine Fisheries Service

ENCLOSURE(3)