



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Agenda Item B-4

MAILING ADDRESS
COMMANDER (oil)
Seventeenth Coast Guard District
P.O. Box 3-5000
Juneau, Alaska 99802
(907) 586-7363

16214
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REPORT TO THE NORTH PACIFIC FISHERIES MANAGEMENT COUNCIL
CONCERNING U.S. COAST GUARD FCMA ENFORCEMENT

1. Recent FCMA infractions. Since the last council meeting five reports of violation (civil penalty procedures) and five citations (written warnings) have been issued. In addition, one foreign fishing vessel was seized for severe FCMA infractions. A brief summary of each infraction follows.

a. 12 July. Commander Seventeenth Coast Guard District (oil) issued individual citations to the Japanese transport vessels NISSEI MARU, UNO MARU NO. 8, and NAGISA MARU for failure to submit the required activity messages 24 hours prior to their departures from the Fisheries Conservation Zone.

b. 21 July. USCGC SHERMAN issued a report of violation to the South Korean large stern trawler NO. 707 DAI HO for failure to sort its catch and return prohibited species to the sea within a reasonable amount of time. CGC SHERMAN's boarding party discovered a relatively high percentage of prohibited species (approx 1 MT herring) in a 50 MT catch brought on board 23 hours earlier.

c. 22 July. USCGC SHERMAN issued a citation to the Japanese medium stern trawler ANYO MARU NO. 8 for failure to maintain the readability of its International Radio Call Sign.

d. 26 July. USCGC SHERMAN issued a report of violation to the South Korean large stern trawler NO. 70 OYANG HO for failure to return prohibited species (King crab) to the sea in a timely manner and with a minimum of injury.

e. 29 July. Coast Guard Air Station Kodiak issued a citation to the Japanese medium stern trawler SHOTOKU MARU NO. 35 for failure to maintain the readability of its International Radio Call Sign.

f. 29 July. USCGC SHERMAN seized the Japanese medium stern trawler KORYO MARU NO. 23 in the central Bering Sea for grossly underlogging (43%, 139MT) its total catch. The most severe logging discrepancies were found in Pacific cod and turbot.

g. 19 August. USCGC SHERMAN issued a report of violation to the Japanese medium stern trawler HOKUO MARU NO. 25 for failure to cease fishing activity at the time and in the position stated in its submitted activity message. CGC SHERMAN remained in the area for over six hours with unrestricted visibility and excellent radar coverage with no sighting of the HOKUO MARU NO. 25.

h. 2 September. Commander Seventeenth Coast Guard District (oil) issued a report of violation to the South Korean medium stern trawler HIGHLY NO. 302 for failure to submit the required activity message 24 hours prior to the beginning of its fishing operations. Coast Guard Air Station Kodiak aircraft sighted HIGHLY NO. 302 engaged in fishing activity 38 minutes before submission of its second activity message.

i. 2 September. Coast Guard Air Station Kodiak issued a report of violation to the South Korean medium stern trawler HIGHLY NO. 302 for conducting fishing activity three hours prior to the time submitted in its first activity message.

Enclosure: (1) Items of Special Interest
(2) U.S. Coast Guard Patrol Effort
(3) Analysis of Boardings and Enforcement Incidents
(4) Surveillance Standard Analysis for Independent Fishing Vessels
(5) Boarding Standard Analysis for Independent Fishing Vessels

ITEMS OF SPECIAL INTEREST

I. U.S. COAST GUARD ACTIVITY IN DIXON ENTRANCE

U.S. Coast Guard coastal patrol cutters, helicopters and C-130 aircraft have conducted patrols in the vicinity of Dixon Entrance throughout the summer. The primary emphasis of this patrol activity has been to detect and intercept Canadian fishing activity north of the A-B line, waters jointly recognized as under exclusive U.S. jurisdiction. Although numerous sightings of illegal Canadian fishing activity have been reported by U.S. fishermen, only one instance of illegal activity has been documented by the Coast Guard enforcement effort.

While patrolling from Cape Chacon to Cape Muzon on the afternoon of 11 September 1982, USCGC CAPE ROMAIN observed the Canadian longline vessel OCEAN RADIANT bringing fish aboard while north of the A-B line. Using radar, CAPE ROMAIN determined that OCEAN RADIANT was approximately 500 yards north of the A-B line while the vessel's longline buoy was actually south of the line and in waters where both the U.S. and Canada claim jurisdiction. As CAPE ROMAIN began to draw nearer, OCEAN RADIANT retrieved all gear and proceeded in a southwest direction across the A-B line. Because CAPE ROMAIN had made no attempt to signal or communicate with OCEAN RADIANT before the vessel moved south of the A-B line, hot pursuit was not properly initiated. Accordingly, direct law enforcement action could not be taken. Photographs, position documentation and personnel statements are being forwarded to the U.S. Department of State for appropriate action.

As diplomatic efforts continue to seek a resolution to the Dixon Entrance international boundary dispute, Coast Guard cutter and aircraft resources will continue to monitor fishing activity in this area through regularly scheduled patrols. Coast Guard patrol efforts will focus on the detection and interception of illegal Canadian fishing activity in waters under non-disputed jurisdiction of the U.S.

II. IPHC HALIBUT SEASON PATROL

USCGC IRONWOOD and aircraft from AIRSTA KODIAK conducted law enforcement operations in IPHC Area 3B during the final halibut season of 1982, 20-27 August. Numerous boardings were made on domestic halibut vessels as enforcement efforts focused on pre-opening activity, fishing in closed areas, and post-closure fishing efforts. No significant violations were detected.

Attempting to stop the suspected deceptive practice of post-closure fishing after calling the Coast Guard and claiming mechanical failures or inclimate weather, a new procedure was used by Coast Guard Communications Station Kodiak. In addition to requesting the vessel's name, owner and operator, each vessel claiming difficulties in adhering to the closure was also

(cont'd) requested to provide the location and quantity of gear, delivery point and the reason for late activity. Only two vessels claimed the need for late activity and both provided all information requested. No vessels were observed fishing after the closure.

During the patrol, CGC IRONWOOD investigated the U.S. fishing vessel KATRINA's claim of gear conflict with a foreign vessel. As a result of the conflict, F/V KATRINA claimed to have lost approximately four skates. The foreign fishing vessel was advised of the allegation made, however, sufficient documentation was not available to permit law enforcement action.

U. S. COAST GUARD PATROL EFFORT (1981-1982)

	CUTTER PATROL DAYS	AIRCRAFT PATROL HOURS	MILES PATROLLED	FISHING VESSEL IDENTIFICATIONS									FISHING VESSEL BOARDINGS								
				JA	KS	PL	TW	GE	UR	CA	NO	TOTAL	JA	KS	PL	TW	GE	UR	CA	NO	TOTAL
JULY 1981	78	86	28240	272	81	47	04	07	04	10	00	385	26	11	02	01	01	00	01	00	42
AUGUST	75	80	26170	270	80	44	01	03	02	06	00	366	24	10	01	01	01	00	00	00	37
SEPTEMBER	99	86	31472	276	100	26	03	02	00	00	00	407	18	07	01	01	01	00	00	00	28
OCTOBER	109	121	33032	425	96	06	01	10	15	01	00	554	12	09	02	00	00	00	00	00	23
NOVEMBER	75	72	20500	330	70	14	02	02	01	00	01	420	09	06	01	01	00	00	00	00	17
DECEMBER	22	100	22659	111	09	98	07	01	04	02	00	232	12	02	11	01	00	00	00	00	26
JANUARY 1982	40	116	23013	96	39	00	00	01	02	01	00	139	06	05	00	00	00	00	00	00	11
FEBRUARY	26	152	32730	261	75	00	00	00	01	00	00	337	05	06	00	00	00	00	00	00	11
MARCH	67	165	37986	246	45	00	00	04	06	00	00	301	06	11	00	00	01	00	00	00	18
APRIL	87	231	48016	437	73	08	03	01	05	00	00	527	25	12	03	00	00	00	00	00	40
MAY	88	260	50046	380	150	10	18	05	10	03	00	576	24	05	00	00	00	01	00	00	30
JUNE	80	270	48150	360	56	06	06	01	10	00	00	439	29	11	01	02	00	00	00	00	43
JULY	64	175	33535	362	69	00	06	01	29	33	00	500	13	09	00	01	00	00	00	00	23
AUGUST	87	186	34800	272	27	00	06	01	04	04	00	314	16	03	00	02	00	00	00	00	21
SEPTEMBER (through 9-15)	36	64	15401	180	28	00	03	00	03	01	00	215	04	00	00	01	00	00	00	00	05

ANALYSIS OF BOARDING AND ENFORCEMENT INCIDENTS
FOR 1981-1982
(BOARDINGS/INCIDENTS) *

	JA	UR	KS	PL	TW	GE	CA	NO.	ALL	% BOARDINGS RESULTING IN INCIDENT
JUL 1981	26/5	0/0	11/1	2/0	1/0	1/2	1/0	0/0	42/8	19
AUG	24/2	0/0	10/2	1/0	1/0	1/0	0/0	0/0	37/4	11
SEP	18/3	0/0	7/4	1/0	1/0	1/1	0/0	0/0	28/8	29
OCT	12/0	0/0	9/3	2/0	0/0	0/0	0/0	0/0	23/3	13
NOV	9/1	0/0	6/6	1/0	1/3	0/0	0/0	0/0	17/10	58
DEC	12/0	0/0	2/0	11/4	1/1	0/0	0/0	0/0	26/5	23
JAN 1982	6/0	0/0	5/0	0/0	0/0	0/0	0/0	0/0	11/0	0
FEB	5/0	0/0	6/1	0/0	0/0	0/0	0/0	0/0	11/1	9
MAR	6/1	0/0	11/5	0/0	0/0	1/0	0/0	0/0	18/6	33
APR	25/21	0/0	12/4	3/0	0/0	0/0	0/0	0/0	40/25	63
MAY	24/4	1/0	5/2	0/0	0/0	0/0	0/0	0/0	30/6	20
JUN	29/1	0/0	11/1	1/0	2/0	0/0	0/0	0/0	43/2	5
JUL	13/2	0/0	9/2	0/0	1/0	0/0	0/0	0/0	23/4	17
AUG	16/1	0/0	3/0	0/0	2/0	0/0	0/0	0/0	21/1	5
SEP (through 9-15)	4/0	0/0	0/0	0/0	1/0	0/0	0/0	0/0	5/0	0
Cumulative Total	229/41	1/0	107/31	22/4	11/4	5/3	1/0	0/0	375/83	22

* NOTE: RATIO DOES NOT INCLUDE INFRACTIONS DETECTED BY MEANS OTHER THAN BOARDING.

SURVEILLANCE STANDARD ANALYSIS FOR INDEPENDENT
FOREIGN FISHING VESSELS (FFV) FOR 1981-1982

TIME PERIOD	NUMBER OF FFV ON GROUNDS FOR ENTIRE PERIOD	NUMBER OF FFV ON GROUNDS FOR ENTIRE PERIOD THAT WERE SIGHTED	%SIGHTED
28 DEC - 10 JAN 82	67	24	36
11 JAN - 24 JAN	80	26	33
25 JAN - 7 FEB	130	61	47
8 FEB - 21 FEB	141	76	55
22 FEB - 7 MAR	147	90	61
8 MAR - 21 MAR	150	90	60
22 MAR - 4 APR	106	51	48
5 APR - 18 APR	90	86	96
19 APR - 2 MAY	120	105	87
3 MAY - 16 MAY	107	64	60
17 MAY - 30 MAY	166	55	30
31 MAY - 13 JUN	199	139	70
14 JUN - 27 JUN	230	108	47
28 JUN - 11 JUL	232	150	65
12 JUL - 25 JUL	227	167	74
26 JUL - 8 AUG	217	65	30
9 AUG - 22 AUG	232	46	20
23 AUG - 5 SEP	231	35	15
6 SEP - 15 SEP	232	81	35

BOARDING STANDARD ANALYSIS FOR INDEPENDENT
FOREIGN FISHING VESSELS FOR 1981-1982

MONTH	GOAL	ACTUAL BOARDINGS	%ACHIEVED
JULY 1981	33	42	127
AUGUST	27	37	137
SEPTEMBER	33	28	85
OCTOBER	34	23	68
NOVEMBER	26	17	65
DECEMBER	15	26	173
JANUARY 1982	19	11	58
FEBRUARY	27	11	41
MARCH	28	18	64
APRIL	26	40	154
MAY	30	30	100
JUNE	47	43	92
JULY	30	23	77
AUGUST	50	21	42
SEPTEMBER (through 9-15)	15	5	33
Cumulative Total	440	375	85

NOTE: BOARDING GOAL IS TO BOARD EVERY INDEPENDENT FOREIGN FISHING VESSEL ONCE PER QUARTER.