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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

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AGENDA ITEM B-4
September 1995

NATIONAL MARINE FISHERIES SERVICE ENFORCEMENT REPORT
For The Period 6/9/95 Through 9/19/95

During the reporting period NMFS initiated 450 investigations. Further actions were taken on 176 pending cases during the reporting period. Forty-two investigations were closed as unfounded, three investigations were closed due to lack of enforcement resources, four investigations were closed due to lack of evidence, and two were dismissed for other reasons. Three cases were suspended and 21 cases were referred to other Regions or other agencies. Twenty-nine cases were handled with written warnings and 15 cases were handled with summary settlement payments totaling \$7,819. Thirty-two cases were settled through voluntary abandonment with forfeited proceeds and property valued at \$23,945. Fourteen cases were referred to NOAA General Counsel. General Counsel issued six Notices of Violation assessing a total of \$138,000 in penalties. A total of four Notices of Violation were settled by General Counsel with penalties totaling \$6,450. One District Court case was settled for \$10,000.

NMFS INSTITUTES "FIX IT" PROGRAM

In accordance with Presidential Executive Order #12866, the National Marine Fisheries Service, in conjunction with its law enforcement partners, is instituting a "Fix-It Ticket" program. This program, designed to foster voluntary compliance with fisheries regulations, is the first step toward a wider effort in forging and promoting partnerships between NMFS and the commercial fishing industry. Our goal is to maintain rational and effective stewardship of the living marine resources in the North Pacific while imposing the least burden on society.



But what is a "Fix-It Ticket"? Simply put, it is a new type of written warning. A "Fix-It Ticket" provides first time offenders the opportunity to direct their time and energy toward correcting the problem instead of paying possible penalties. In addition, if the problem is fixed within a reasonable time period (ie; 30-60-90 days) the offense will not be considered a prior in penalty assessments in the future.

A comprehensive review of the regulations has begun and a variety of minor violations have been identified which lend themselves to this approach. These regulations fall into the general category of minor permit, recordkeeping and reporting, and gear violations. More information will be forthcoming when the program is fully developed but contact the NMFS Alaska Enforcement Division if you have thoughts, comments or questions now.

NMFS ENFORCEMENT PERSONNEL TO PARTICIPATE IN FISH EXPO

Personnel for the Office of Enforcement will participate in a variety of areas at Fish Expo. An enforcement booth will be set up in the exhibition hall and personnel from enforcement will be present to listen to the public and assist in answering questions. This outreach effort is another step in the NMFS effort to work with industry and promote voluntary compliance. In addition, a member of the Office of Enforcement will participate on the government panel discussion of IFQ issues scheduled for Thursday, September 28.

IFQ PROGRAM

The Alaska Enforcement Division (AED) will be seeking a new program coordinator for IFQ issues as a result of Jeff Passer's selection as the Assistant Special Agent-in-Charge for the Oregon District of the NMFS Northwest Enforcement Division. Jeff has done an outstanding job in all facets of initiating the IFQ program for the AED. He will be missed

and we wish him the best in his new assignment.

As the first year under the new IFQ program winds down, the AED is preparing for a last minute rush in the Halibut fishery. More than 35% of the total quota is still on the table with approximately 45 days left to fish. Additional enforcement personnel will be flown in from around the country to provide dockside support. The Office of Enforcement is committed to providing adequate personnel to meet the needs of industry in seeking offloading efficiency while protecting the Halibut resources from those who might abuse it.

F/Vs BLUE ICE AND SILVER ICE SEIZE FOR FISHERIES VIOLATIONS

On August 23rd and 24th, 1995 the fishing vessels BLUE ICE and SILVER ICE were seized by the NMFS and USCG in Dutch Harbor and St. Paul, AK. respectively. These vessels are managed by POLMAR FISHERIES and owned principally by Mark Marring and Niel Anderson. The vessels were seized for a variety of fisheries violations but principally for missing required observer coverage over several quarters since 1993. In the complaint filed in Federal District Court in Alaska, the vessels are alleged, on numerous occasions, to have "failed to carry an observer" during all or major portions of their fishing activities.

This case was culminated after several months of investigation and represents a class of violations involving observers, observer coverage, and the Vessel Incentive Program which remains a focus of the AED. Further investigations in this important area are being conducted with administrative and criminal penalties anticipated. In these areas of major programmatic integrity, strong actions, where warranted, will continue to be utilized. Failure to take observers, harassment and intimidation, gross abuse and interference will not be tolerated.



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NORTH PACIFIC FISHERIES MANAGEMENT COUNCIL

U. S. COAST GUARD ENFORCEMENT REPORT
4/1/95 - 8/31/95

1. ENFORCEMENT/SAFETY SUMMARY.

A. INTERNATIONAL FISHERIES.

1. U.S./RUSSIAN CONVENTION LINE (C/L). The Coast Guard began increasing its patrol efforts along the Convention Line in July. This was in response to the expectation of foreign trawl activity which has historically operated close to the U.S. EEZ mid-summer thru late fall. It is the same area where two incidents of incursion in the U.S. EEZ occurred in 1994. In late August activity picked up and moved closer to the line, drawing increased CG C-130 flights and "pulsed" cutter presence. By early September C-130 flights had identified approximately 15 RS trawlers in the area. Additionally, a few former U.S. pot boats which have reflagged Russian are also operating near the line in the RS zone. In mid-September in response to three U.S. industry reports of possible RS incursions, the Coast Guard took immediate action to increase its frequency of flights and rescheduled a cutter from a GOA patrol to the Convention Line. We intend to continue an aggressive cutter and aircraft presence in the area consistent with the threat of foreign incursions. In 1994 this activity continued into November. We encourage continued reporting of possible incursions from the U.S. industry "neighborhood crime watch" fishing in the area. Coast Guard boardings and flights in the area may also solicit information from U.S. fishing vessels on observed RS trawl activity.

2. DONUT. The Coast Guard continues to monitor the Donut with periodic occasional C-130 patrols, consistent with the minimal threat. No activity has been observed. Primary CG efforts have been behind the scenes, preparing for when fishing does resume. Coast Guard representatives from Alaska and Washington D.C. will be participating in the first Annual Conference for the Central Bering Sea Pollock Fishery this fall in Seattle to report out the results of this spring's multilateral meeting of enforcement experts. The Coast Guard's interest is twofold - first, to have an LE framework in place, agreed to by all parties, prior to the

resumption of fishing...second, note when fishing will be allowed to resume so that we can respond with the cutter and aircraft presence needed to promote compliance and prevent incursions into the U.S. EEZ.

3. HIGH SEAS DRIFTNETTING (HSDN).

A.) 1995 SUMMARY. What was expected to be a quiet season with a declining threat did not happen. On 9 July the Coast Guard and NMFS received reports of HSDN from U.S. pelagic longliners operating in the North Pacific. On 10 July a Coast Guard C-130 located the FF/V LUYAN BU 6006 flying a People's Republic of China (CH) flag approximately 700 miles north of Midway. The vessel was equipped for conducting large scale pelagic driftnetting in violation of the U.N. moratorium. Coast Guard C-130 aircraft staged in Midway continued to track the vessel until intercept by CGC RUSH 1200 miles northwest of Midway on 16 July. RUSH had just completed a HSDN/ALPAT patrol and was departing the Gulf of Alaska enroute it's homeport in Honolulu. The People's Republic of China subsequently refuted the CH registry claim of this vessel, since the "real" LUYAN BU 6006 was tied up dockside in China. The vessel in question was then assimilated to "stateless"making it subject to U.S. jurisdiction. For three days the vessel ignored all orders to stop for boarding. On 19 July CGC RUSH used the minimal force necessary to stop the vessel 1700 miles west of Midway by fouling its screw with a mooring line trailed across its bow. The vessel was seized for Magnuson Act violations and escorted to Guam, where the case was turned over to NMFS and the U.S. Attorney. The catch of flying squid, tuna, marlin, and shark fin was seized and sold. The Taiwanese master was arrested with criminal prosecution pending in September/October. One other HSDN profile vessel was also sighted in July in transit in the North Pacific by deployed Canadian aircrews flying out of Adak.

B.) 1996 THREAT. What 1995 has shown us is HSDN threats are still alive and well. The above case, coupled with some industry reports of net-marked fish, mean we will continue to monitor activity for 1996, with one major difference. No 1995 activity was noted in historic salmon areas; the activity was in warmer waters. For 1996 we will be expanding patrol areas to align with the changing threat. Reports from U.S. albacore boats are likely to play a continued important role in partnering the efforts to ensure this activity does not occur in the North Pacific.

4. DIXON ENTRANCE. A preseason meeting with CG, NMFS, and Canadian Dept of Fisheries and Oceans (DFO) was held in June

in Prince Rupert to determine expected fishing periods and levels of effort in the Dixon Entrance area. This meeting is held each year among US/CA enforcement managers to better determine the threat and resources required to monitor activity. CA DFO predicted there would be increased ~~CA~~ effort along the disputed boundary, due to fewer openings further south. In response the Coast Guard augmented its 3 SEAK patrol boats (WPB) by moving the cutter ROANOKE ISLAND from Homer to Ketchikan for the peak fishing period. Patrol boats supported by helicopter flights from A/S Sitka provided coverage in the area monitoring both CA fishing activity on the grounds and at anchorage. There was one major case; F/V CHI DONA was seized on 21 Jun by CGC ANACAPA for fishing in U.S. waters. The vessel was escorted to Ketchikan, forfeited its catch, and was released following a \$10K settlement.

B. DOMESTIC FISHERIES.

1. GROUND FISH. Coast Guard cutters and aircraft concentrated patrol efforts around major fishery openings in the BSAI for pollock and yellowfin sole and the GOA for pollock and flats. There were two ~~major~~ major cases. On 23 August, in support of a NMFS investigation, CG LORSTA ST PAUL assisted by CGC CHASE seized the F/V SILVER ICE for major observer coverage and logging violations in 1993 and 1994. The vessel was escorted to Dutch Harbor where NMFS had executed seizure of the BLUE ICE. On 25 August CGC STORIS cited the C/P OCEAN PEACE for fishing for pollock in the CVOA. No violations of the salmon savings area, Pribilof Islands no trawl zones, or the EEZ scallop closure were observed.

2. IFQ HALIBUT/SABLEFISH. At sea Coast Guard patrols are seeing high compliance; observed violations have included exceeding quota, failure to carry permit onboard, careful release, and logging. We continue to work cooperatively as a team effort with local NMFS Enforcement Agents/FEO's, sharing sighting information on the grounds that can then be used to compare to landings. With regard to safety, the Coast Guard has begun to look at trends between the derby and the IFQ systems. While Coast Guard databases do not capture data by specific fishery, the information available from the Coast Guard when coupled with NMFS data is adequate to provide a qualitative review. The trends thus far are encouraging. Coast Guard SAR cases are down in the GOA in comparison to the last three years of halibut derby fisheries. This trend correlates with what fishermen have generally told our boarding parties in that they are giving due consideration to weather. However, we must caution there is still plenty of fish available as of early September. With continually worsening weather conditions and a rapidly approaching end of season, we hope that fishermen continue to watch the weather carefully. We have

provided this same summary to the IFQ Implementation Team on the 13 September teleconference and continue to participate with that group as a safety and at sea enforcement advisor.

3. CRAB. Primary Coast Guard interest is with regard ~~to~~ safety and pre-positioning Search and Rescue (SAR) resources for major Bering Sea crab openers. We are working closely with the State and have scheduled a 378' cutter with deployed helicopter to be in each area for the St Matthew blue and Pribilofs red/blue September openers. We will plan similar presence for November bairdi and January opilio once the State announces plans for those fisheries. Coast Guard aircraft sighting information is also provided to the State to support monitoring openings and closures.

4. ADMIN NOTE. Coast Guard fishing vessel safety and law enforcement representatives will be manning booths at FISH EXPO this week. We view this as an outstanding opportunity to share information with the fishing industry....Please stop by!

C. PATROL STATISTICS.

1. 270' WMEC PATROL. The Coast Guard is currently testing the feasibility of it's 270' Medium Endurance Cutter Class to conduct fisheries patrols in Alaska. The Cutter HARRIET LANE, homeported in Portsmouth, VA is in Alaska with a 378' High Endurance Cutter conducting tests as part of her fisheries patrol. All Coast Guard 270's are currently homeported on the East Coast.

2. Patrol efforts this period reflect a slight increase over the same period last year. This is primarily due to scheduling of more cutter time in the GOA to cover summer IFQ fishing. Boarding numbers, however, are down over the same period last year for two reasons; diversion of domestic patrol effort to the US/RS Convention Line and the spreading out of the IFQ season from a derby framework. Violation rates (violations/number of boardings) are slightly up (from 10% to 12%) from last year, which we attribute primarily to the learning curve associated with the new IFQ fishery.

- a. 6 High Endurance cutters (HEC) patrolled for 205 days.
- b. 5 Medium Endurance cutters (MEC) patrolled for 167 days.
- c. 5 Patrol boats patrolled for 191 days.
- d. C-130 aircraft conducted 124 long-range surveillance flights for 883 hours
- e. HH60/65 aircraft conducted 86 surveillance flights for 262.3 hours.

e. Foreign vessels:

09 = Sightings
02 = Boardings
01 = Violations

f. Domestic vessels:

1817 = Sightings
273 = Boardings
30 = Violations (Fishery)
38 = Violations (Safety)

VESSELS BOARDED WITH NO FISHERY VIOLATIONS

ARB	08/26/95	CAROL M	06/21/95
AKULA	08/16/95	CAROLE D	06/16/95
ALASKA MIST	07/30/95	CHELSEA K	07/02/95
ALASKA RANGER	07/07/95	CHERI H	07/29/95
ALICIA JEAN	06/07/95	COLLIER BROTHERS	08/16/95
ALASKA JURIS	07/03/95	COLUMBIA	08/23/95
ALASKA VOYAGER	07/03/95	CONQUEST	08/01/95
ALEUTIAN CHALLENGER	08/23/95	COOLIDGE	06/16/95
ALLIANCE	07/19/95	CORVA MAY	07/19/95
ALLSTAR	06/10/95	CRUADER	07/13/95
AMBER DAWN	08/16/95	DECADE	06/27/95
AMELIE	07/03/95	DEFENDER	08/20/95
AMERICAN ENTERPRISE	07/08/95	DEFENDER	07/01/95
AMERICAN BEAUTY	08/21/95	DEFENDER	06/15/95
AMERICAN EAGLE	08/20/95	DEFIANT	06/25/95
ANITA J	07/04/95	DEFINACE	06/18/95
ARCTIC CHINOOK	06/05/95	DESTINATION	08/23/95
ARCTIC I	08/22/95	DIRTY SALLY	06/04/95
ARCTIC STORM	08/03/95	DOLLY B	06/08/95
ARICA	08/07/95	DOLPHIN	07/01/95
AURIGA	08/18/95	DOMINATOR	08/20/95
AURORA	06/07/95	DONNA	07/15/95
AURORA	08/23/95	DONNA KATHLEEN	08/28/95
BANDIT	06/28/95	DRIFTER	08/14/95
BEAGLE	07/11/95	EAGER	08/26/95
BERNIE 3	08/26/95	ECT B	08/26/95
BERGEN	08/30/95	ELEANOR	07/29/95
BERGEN	06/16/95	ELKA	07/01/95
BERING ENTERPRISE	08/02/95	EMILY NICOLE	07/13/95
BIG BLUE	08/29/95	ENDURANCE	08/06/95
BLUE FIN	06/21/95	ERIC	08/26/95
BLUE MIST	07/01/95	ERIKA ANN	06/29/95
BLUE SKIES	06/05/95	ERIN RAE	06/15/95
BONNY JEAN	07/20/95	EXCELLENCE	08/18/95
BOUNTIFUL DAWN	08/26/95	EXCELLER	08/10/95
BRISTOL ENTERPRISE	07/08/95	EXITO	08/15/95
BROWNS POINT	08/21/95	EDWAR N	06/17/95
BROWNS POINT	06/25/95	FAITH	08/01/95
BULLDOG	06/28/95	FAZAN	06/07/95
CAITLIN ANN	08/16/95	FIERCE ALLEGIANCE	08/20/95
CAMAI	07/30/95	GAMBIT	08/25/95
CAPE CROSS	08/29/95	GOLD RUSH	08/17/95
CAPE FLATTERY	08/29/95	GOLDEN CHALICE	06/12/95
CAPE HORN	07/04/95	GRANT	06/29/95

VESSELS BOARDED WITH NO FISHERY VIOLATIONS

GREAT PACIFIC	08/16/95	MAR DEL SUD	06/27/95
GRIZZLY	07/26/95	MARTIN B	08/10/95
HALF MOON BAY	08/17/95	MATROS	06/07/95
HANNAH H	08/11/95	MAVERICK	07/01/95
HARMONY	06/30/95	MELANIE D	06/18/95
HARMONY	06/30/95	MELISSA BETH	06/12/95
HAZEL LORRAINE I	07/02/95	MELISSA BETH	08/15/95
HEATE	06/11/95	MEMORIES	06/23/95
HEATE	06/11/95	METEDECONK	07/01/95
HELEN T	06/28/95	MIDNIGHT SUN	08/27/95
HESSAFJORD	06/29/95	MISS BERDIE	08/24/95
IMMIGRANT	06/06/95	MORNING STAR	08/23/95
INDIGO	06/24/95	NAMORADA	08/11/95
INTEREPTOR	06/08/95	NANCY K	08/17/95
ISLAND DAWN	07/20/95	NASELLE	08/11/95
ISLAND MIST	06/13/95	NETTIE B	07/26/95
JAVA	08/10/95	NEW VENTURE	06/29/95
JOHNNY A	06/08/95	NORCHELLE	06/26/95
JUSTICE	06/17/95	NORDIC STAR	08/28/95
KAIAWIK	08/09/95	NORMA	06/30/95
KAMISHAK QUEEN	07/28/95	NORSKA	07/26/95
KANERVA	08/10/95	NORTHERN MARINER	06/14/95
KAREN L	08/01/95	NORTHERN WIND	07/22/95
KARLUK	07/02/95	NOVA	06/17/95
KATIE J	07/01/95	OCEAN HARVESTER	06/19/95
KATIE JEAN	06/04/95	OCEAN LEADER	08/24/95
KELLY MARIE	07/18/95	OCEAN OLYMPIC	06/28/95
KODIAK GIRL	08/09/95	OCEAN PEARL	08/10/95
KONA ROSE	07/29/95	OCEAN PROWLER	08/11/95
KYRION	08/01/95	OCEAN PT	06/11/95
LADY BLACKIE	06/26/95	OCEAN SPIRIT	06/16/95
LADY JO	07/01/95	OLD SQUAW	06/28/95
LADY LEE DAWN	06/27/95	PACE SETTER	06/27/95
LADY MARGRET	06/26/95	PACIFIC	06/17/95
LADY SIMPSON	07/27/95	PACIFIC ALLIANCE	08/23/95
LARISA M.	07/01/95	PACIFIC CHALLENGER	08/21/95
LAUG	06/30/95	PACIFIC PEARL	06/29/95
LAZARO	06/17/95	PACIFIC PRINCE	07/02/95
LESLIE LEE	07/11/95	PACIFIC QUEEN	07/02/95
LORA LEE	06/17/95	PACIFIC SAND (CA)	06/21/95
LUCKY STAR	06/07/95	PACIFIC VENTURE	07/21/95
MADDOCK	07/18/95	PACIFIC VIKING	08/18/95
MAIJA LISA	08/10/95	PATTY K	07/01/95
MAKANI KANALIO	06/25/95	PEGGY ROSE	06/25/95

VESSELS BOARDED WITH NO FISHERY VIOLATIONS

PLATONIDA	06/22/95	SOLSTICE	07/29/95
PREDATOR	06/26/95	SOJOURN	06/29/95
PRIBILOF	06/26/95	SOUTHERN SEAS	06/26/95
PRIMO	08/09/95	ST JUDE	08/12/95
PROSPECTOR	06/18/95	ST PATRICK	07/29/95
RADUGA	06/26/95	ST TERESA	06/28/95
RAVEN	08/18/95	STARWARD	08/07/95
REBECCA B	06/25/95	SUNDOWNER	07/01/95
REBECCA IRENE	08/08/95	SUNRISE	06/17/95
RED SEA	06/29/95	SUPERSONIC	06/04/95
REVERIE	08/01/95	TAMARACK	07/20/95
ROLA	08/17/95	THOR	06/21/95
ROYAL KING	07/08/95	TRACY ANNE	08/02/95
SAGA	08/12/95	TREJO	08/28/95
SAMUEL WIKS	07/13/95	TRINITY	07/01/95
SEA BISCUIT	08/26/95	TERN	08/31/95
SEA FISHER	07/08/95	TYYNE	06/30/95
SEA GYPSY	08/17/95	U AND	08/26/95
SEA GYPSY	08/31/95	UMATILLA	08/26/95
SEA PARROT	08/26/95	UNIMAK ENTERPRISE	07/09/95
SEA STAR	08/11/95	HN:BLBA20FG0883	08/26/95
SEA VALLEY II	06/26/95	VALMA KELLEY	08/27/95
SEA VENTURE	06/20/95	VANSEE	06/08/95
SEADAWN	08/02/95	VIKING	08/23/95
SEAFORTH	06/16/95	VIKKI ROSE	08/07/95
SEATTLE STAR	06/15/95	VINDICATOR	07/01/95
SEAWARD	06/30/95	VOSHTE LYNN	06/30/95
SEEKER	08/23/95	WALTER N	08/17/95
SERENITY	06/08/95	WEST POINT	06/28/95
SHANBRE	07/01/95	WESTERN SKIES	07/07/95
SHAWNA RAE	08/28/95	WILLOW	06/16/95
SHELTER	06/15/95	YENDUCER	08/16/95
SHINAKU	06/08/95	ZARIA	06/08/95
SHIRLEY JEAN	07/16/95	□	
SHISHALDIN	06/27/95		

VESSEL TERMINATED FOR MAJOR SAFETY VIOLATIONS

BILLY & I	16JUN95
EXCELL	03JUL95

VESSELS BOARDED WITH FISHERY VIOLATIONS

ALASKAN	13JUN95	CHASE	1-FAILURE TO RETAIN ORIG LOG ONBOARD 2-IMPROPER LOGKEEPING
ANNA MARIA	27JUN95	MORGENTHAU	1-FEDERAL FISHERIES PERMIT NOT ONBOARD
ARCTIC III	24AUG95	STORIS	1-IMPROPER LOGKEEPING
ARCTIC FJORD	07AUG95	HAMILTON	1-IMPROPER LOGKEEPING
ARCTURUS	18AUG95	HAMILTON	1-IMPROPER LOGKEEPING
BILLY & I	16JUN95	LIBERTY	1-IMPROPER LOGKEEPING
CHANDALAR	06JUN95	CHASE	1-CAREFUL RELEASE AND RETENTION OF HALIBUT
CHI DONA (CA)	21JUN95	ANACAPA	1-FISHING US WATERS
CHELSEA	26JUN95	ACUSHNET	1-IMPROPER LOGKEEPING
CORAL	24JUN95	ACUSHNET	1-IMPROPER LOGKEEPING
EXCELL	03JUL95	RUSH	1-NO SABLEFISH IFQ PERMIT ONBOARD 2-EXCEED SABLEFISH IFQ
FIERCE ALLEGIANCE	20AUG95	STORIS	1-UNSAFE BOARDING LADDER
FORTUNE	28JUN95	ACUSHNET	1-IMPROPER LOGKEEPING 2-FAILURE TO RETAIN PCOD BYCATCH
GOLDEN PRIDE	16AUG95	HAMILTON	1-IMPROPER LOGKEEPING
HELEN	29JUN95	ACUSHNET	1-IMPROPER LOGKEEPING 2-IMPROPER GEAR MARKINGS
PACE SETTER	27JUN95	RUSH	1-TRANSITTING IN SEA LION ROOKERY

VESSELS BOARDED WITH FISHERY VIOLATIONS

PACIFIC MIST	10JUN95	ACUSHNET	1-FAILURE TO CAREFULLY RELEASE HALIBUT
PACIFIC STAR	03SEP95	ROANOAK ISL	1-NO IFQ PERMIT ONBOARD
PROVIDENCE	14JUN95	LIBERTY	1-NO IFQ PERMIT ONBOARD
MORNING STAR	23AUG95	STORIS	1-IMPROPER LOGKEEPING
NOVA	17JUN95	ACUSHNET	1-IMPROPER LOGKEEPING 2-NO IFQ PERMIT ONBOARD
OCEAN PEACE	25AUG95	STORIS	1-NOT LOGGING DISCARDS 2-FISHING WITHIN CVOA
OCEAN STORM	24JUN95	LIBERTY	1-NO IFQ PERMIT ONBOARD
ROYAL AMERICAN	24AUG95	STORIS	1-IMPROPER LOGKEEPING
SILVER ICE	23AUG95	CHASE	1-FAILURE TO COMPLY WITH OBSERVER REQUEST 2-FAILURE TO SUBMIT LOGS
SUNDANCER	24JUN95	LIBERTY	1-NO IFQ PERMIT ONBOARD
TERN	31AUG95	ROANOKE ISL	1-IMPROPER LOGKEEPING
TRAVELER	22AUG95	STORIS	1-IMPROPER LOGKEEPING
SEA MAC	18JUN95	ACUSHNET	1-FAILURE TO CAREFULLY RELEASE HALIBUT
SONYA S	25JUN95	ACUSHNET	1-NO IFQ PERMIT ONBOARD
VIKING	23AUG95	STORIS	1-IMPROPER LOGKEEPING