



U.S. COAST GUARD ENFORCEMENT REPORT

06/01/97 – 08/31/97

FOREIGN FISHERIES

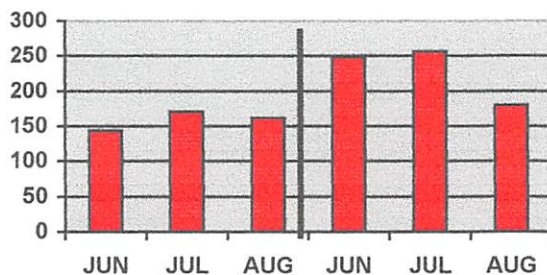
US US/RU CONVENTION LINE:

Coast Guard detection of foreign fishing vessel incursions along the US/RU Convention line have increased from three in 1996 to ~~17~~¹² to date in 1997. For the reporting period (1 June – 31 August 1997) Coast Guard C-130's have flown approximately 77 sorties totaling 685 hours and 91 cutter days monitoring the Convention Line. C-130 patrols from Air Station Kodiak have flown both overt and covert patrols at staggered day/night hours. As of 15 September, there were approximately 66 vessels working within 50 miles of the Line. Coast Guard intelligence and patrol resources will continue to monitor activity on the Convention Line.

Detailed sighting information, vessel name and nationality breakdown can be found in Enclosure 1.

The following charts compare Coast Guard Convention Line enforcement effort for the reporting period for 1996 and 1997.

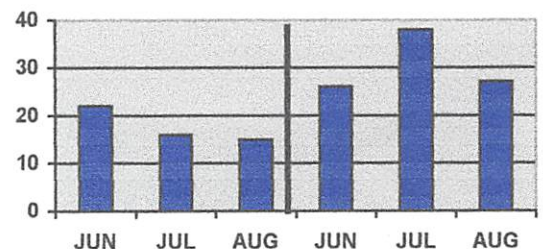
C-130 Hours



1996

1997

Cutter Days



1996

1997

USCG ENFORCEMENT REPORT

The table below provides a quick recap of Convention Line activity during the reporting period. See Enclosure 2 for a more detailed summary.

DATE	VESSEL	FLAG	LOCATION	DISPOSITION
03 JUN 97	SOYUZ-9	RU	1 NM IN US EEZ	PRESENTED RU BY DOS
03 JUN 97	OSTROV SAKHALIN	RU	1 NM IN US EEZ	PRESENTED RU BY DOS
04 JUN 97	TORA MARU NO 58	JA	1600 YDS IN US EEZ	PRESENTED JA BY DOS
06 JUN 97	CHEOG YANG HO	KS	3700 YDS IN US EEZ	PAID \$510K PENALTY
18 JUN 97	SURSKOYE	RU	4000 YDS IN US EEZ	CASE TO DOS
18 JUN 97	STARODUBSKOYE	RU	1500 YDS IN US EEZ	CASE TO DOS
20 JUN 97	SERGEEVKA	RU	2000 YDS IN US EEZ	PRESENTED RU BY DOS
27 JUN 97	TUNEK	PL	1150 YDS IN US EEZ	ISSUED EAR
29 JUN 97	UNK RADAR CONTACT	UNK	950 YDS IN US EEZ	INSUFFICIENT INFORMATION
14 AUG 97	CALL SIGN ULGY	UNK	10,000 YDS IN US EEZ	NONE
14 AUG 97	CHERNYAYEVO	RU	1200 YDS IN US EEZ	SEIZED; CASE PENDS
09 SEP 97	YOSHI MARU NO 38	JA	1200 YDS IN US EEZ	CASE WILL BE SENT TO DOS

12 TOTAL VLSL:

6 Russian - 2 Japanese - 1 South Korean - 1 Polish - 2 Unk radar contacts

HIGH SEAS DRIFTNET:

Coast Guard District Seventeen has used 20 cutter days and 45 C-130 hours patrolling the high threat areas of the North Pacific. The Coast Guard has also maintained coordination with Canadian and other enforcement representatives of the North Pacific Anadromous Fisheries Commission (NPAFC). Canadian aircraft completed their seasonal patrol efforts on 15 August. D17 will continue to monitor the area through October.

During the reporting period, two D17 flights into/near the Russian EEZ identified one vessel engaged in driftnet fishing and detected 5 radar contacts fitting the radar characteristics of possible driftnet vessels. Poor weather precluded the flights from identifying the radar contacts. The vessel that was visually identified was not well marked, it displayed only a few oriental characters followed by the number 99. The vessel and radar contacts were approximately 115 miles off the Russian coast.

Case Update:

On 26 June 1996, a Canadian P-3 detected the F/V Cao Yu 6025 (claimed PRC but refuted) actively retrieving a driftnet 1100 miles east of Tokyo. The Coast Guard Cutters Chase and Basswood intercepted after a six day chase. 120 tons of Albacore were found on board. Currently the vessel is in Guam with the Master in custody. A trail date has been scheduled for 23 September. The US District Attorney is seeking a cash penalty for the return of the vessel and is pursuing criminal charges against the Master for failing to stop for a Coast Guard boarding.

DIXON ENTRANCE:

The Coast Guard used 110 foot patrol boats from Ketchikan, Petersburg, Juneau, and Seward to deter Canadian vessels from fishing in undisputed US waters. A Coast Guard patrol presence was maintained from mid-June to late August in the heavily fished areas of Dixon Entrance. Two patrol boats were underway in the area during peak periods of commercial fishing activity. Air Station Sitka provided helicopter surveillance. Approximately 91 cutter days and 111 flight hours were used to monitor the area.

DIXON ENTRANCE cont:

Significant salmon gillnet, seine, and troll fisheries opened and closed on both sides of the US/CA border in Dixon Entrance without incident. Despite heavy fishing at times by both sides no major incursions were reported or detected.

SPORT FISHING IN THE DISPUTED AREA:

Recent actions between Canadian DFO enforcement vessels and US recreational vessels indicate there may be a change in DFO policy towards US Sportfishers. DFO regional authorities consider US sportfishing (including charter vessels) as "non-traditional" and therefore not authorized to fish in the Disputed Area. On two occasions this summer DFO vessels have warned US vessels to move north of the AB Line or be subject to seizure. Following these incidents a Coast Guard cutter was assigned full time to the area. The issue has been raised by the State Department who protested Canadian actions. There have been no subsequent incidents.

DONUT HOLE:

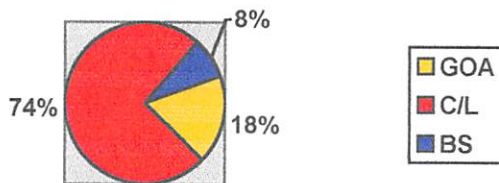
No foreign fishing vessel activity was detected in the area during the reporting period. Currently there are no vessels scheduled to conduct research in the area.

DOMESTIC FISHERIES

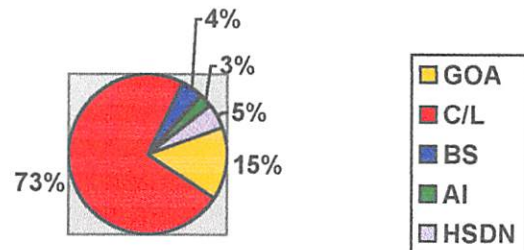
GROUND FISH:

For the reporting period, Coast Guard patrol efforts focused on monitoring the US/RU Convention Line, HSDN area and the Red King Crab Savings Area in the Bering Sea and IFQ Species in the GOA. The following charts show the break down of enforcement effort by area for cutter days and aircraft hours during the reporting period.

**HEC/MEC EMPLOYMENT
(233 days)**



**C-130 EMPLOYMENT
(938 hrs)**



PATROL STATISTICS:

A complete list of actual boardings and violations can be found in Enclosure 3.

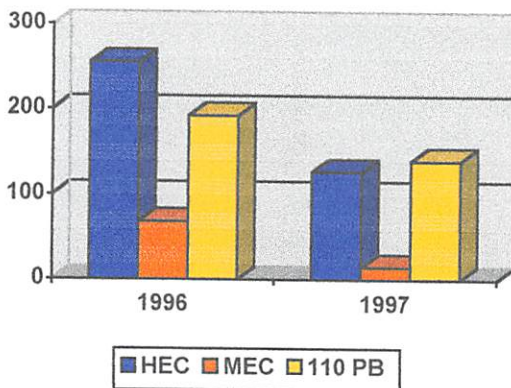
For the reporting period:

- 5 HEC's patrolled for 188 days
- 2 MEC's patrolled for 45 days
- 5 Patrol Boats patrolled for 140 days
- C-130's conducted 123 sorties for 938 hours
- HH60/65's flew 253 hours

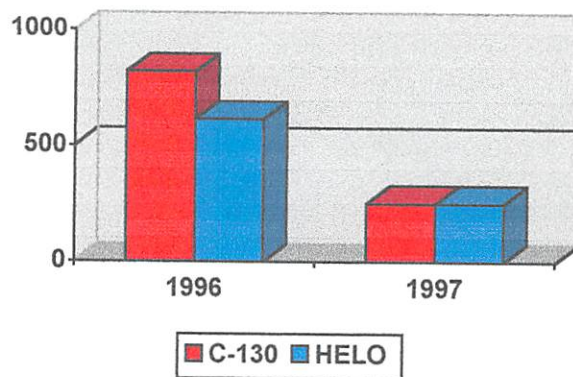
USCG ENFORCEMENT REPORT

The following charts show the total D17 domestic fisheries enforcement effort in patrol days and aircraft hrs for the period of 1 Jun - 31 Aug for 1996 and 1997.

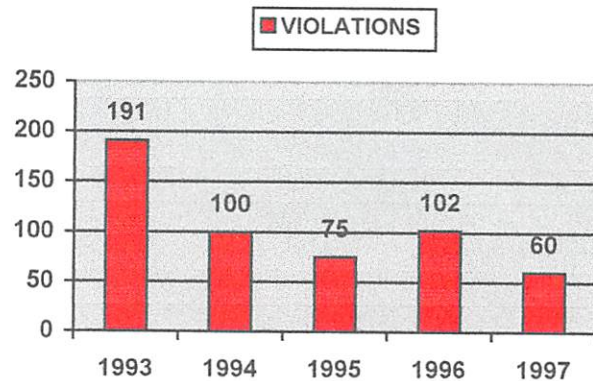
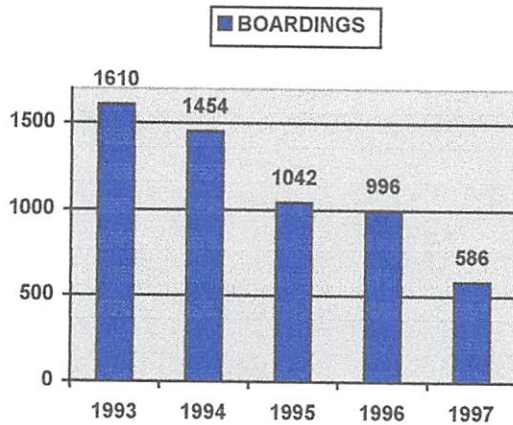
CUTTER DAYS



AIRCRAFT HOURS

*Historical Overview:*

The following chart show the boarding and violations trends over the last five years. The numbers for 1997 are the projected totals.



- F/V Boardings this period: 196
- F/V Boardings year to date (CY): 390
- F/V Boardings with fisheries violations this period: 16
- F/V Boardings with fisheries violations year to date (CY): 40
- Reporting period violation rate: 8%
- Year to date violation rate (CY): 10%

IFQ ENFORCEMENT:

Coast Guard HH60's and C-130 combined to provide over 410 flight hours (274 and 138 respectively) in the enforcement of IFQ. Patrol boats and HEC/MEC's added 87 cutters days to the enforcement effort. The Coast Guard and NMFS continue to work cooperatively as a team with local NMFS agents/FEO's to share sighting information and at sea boarding results that can be used to compare landing information. The Coast Guard has also teamed up with NMFS to assist their agents in providing a dockside presence during offloads. Coast Guard boarding teams checked 74 offloads in 11 ports.

SEABIRD AVOIDANCE:

Since April 1997, Coast Guard cutters have queried 67 Longline vessels on their use of Seabird Avoidance devices. Results listed below.

YES	BUOYS	TORI LINES	GROUND LINE	BIRD BAG	OTHER	NONE
61	23	16	10	4	8	6

SAFETY STATISTICS: 01 June – 31 August 1997

Lives saved: 22

Lives lost: 0

Vessels lost: 11

Case Summaries:

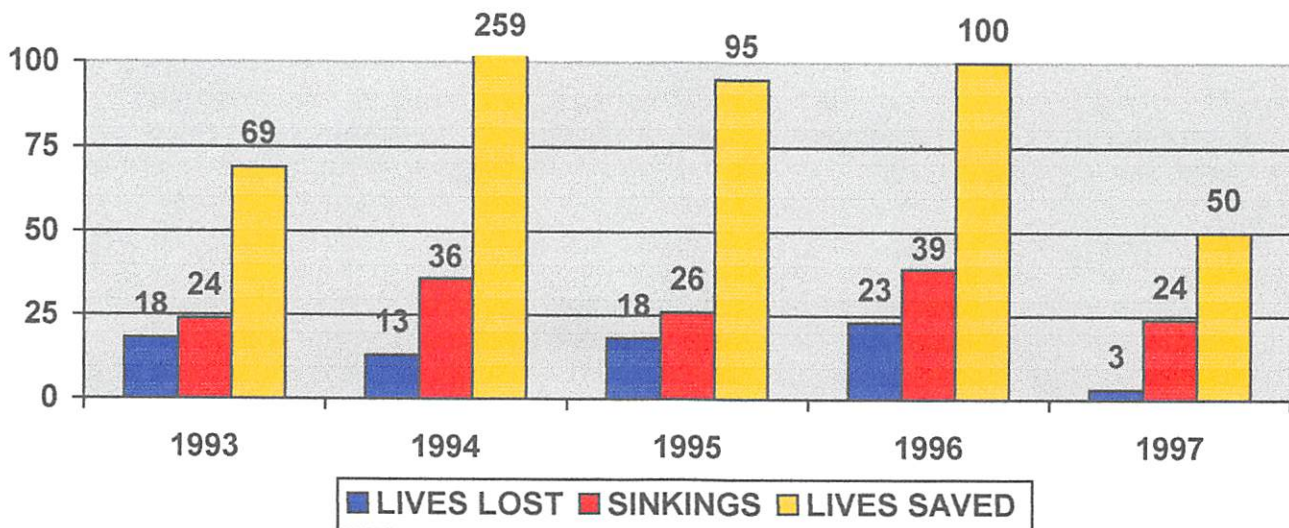
- 23 June 1997, F/V MARK CHRISTOPHER, Baranof Warm Springs: Vessel grounded on beach and sank after being pulled off. Vessel lost, 5 crew safe.
- 04 July 1997, F/V MORAL, Sugarloaf Island: Fire onboard. Vessel lost, 3 crew safe.
- 20 July 1997, F/V MISS MARI, Resurrection Bay: Vessel sank while under tow. Vessel lost, 1 crew safe.

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- 20 July 1997, F/V BABY BOAT, Tsivae River: Grounded in surf and brokeup while attempting to transit the river. Vessel lost, 1 crew safe.
- 20 July 1997, F/V GRAY TARM, Tsivae River: Grounded in surf and brokeup while attempting to transit the river. Vessel lost, 1 crew safe.
- 08 July 1997, F/V PASQUALLE, Yakutat: Vessel listing to starboard after gear inside the vessel shifted. Attempts to start pumps unsuccessful. Vessel capsized. Vessel lost, 1 crew safe.
- 08 August 1997, F/V BLUE FOX, Gore Point: Vessel faltered and sank. Vessel lost, 3 crew safe.
- 09 August 1997, F/V BLUE FJORD, Prince William Sound: After flooding tanks and starting recirculating pumps unusual list occurred, vessel sank. Vessel lost, 4 crew safe.
- 24 August 1997, F/V MYRTLE D, Elfin Cove: Vessel sank, no POB.
- 24 August 1997, F/V HAVOC, Ugashik: Vessel grounded and broke up. Vessel lost, no POB.
- 25 August 1997, F/V SOUTHWIND, Sand Point: Vessel grounded. Vessel lost, 2 crew safe.

Historical Overview:

SAFETY STATISTICS



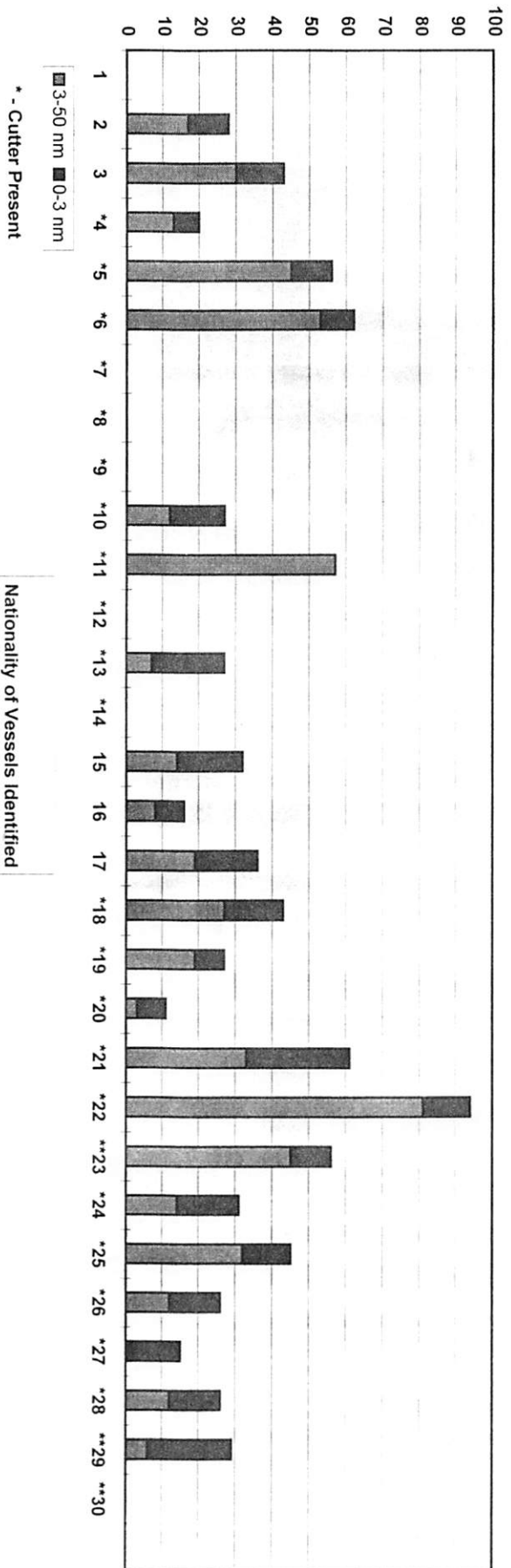
ADMINISTRATIVE NEWS:

In August, RADM Cross led a USCG delegation visit to Petropavlovsk Russia to meet with General Gristan and discuss mutual areas of interest including fisheries. The delegation met with the Governor and Vice Governor of Kamchatka, along with senior officials from Rhyvod, Special Marine Inspectors, and various Naval and Border guard flag officers. Both parties agreed to a schedule for the development of a joint operations manual and to pursuing an officer exchange program to allow for professional development. A Russian officer will ride USCG cutter. Similar exchanges have been done in the past for HSDN and Donut Hole exercises.

Coast Guard Headquarters is revalidating it's 1993 Fisheries Law Enforcement Study. Three industry reps involved in North Pacific fisheries, Mr. Michael Hyde, Mr. Al Burch, and Mr. Joe Kyle participated in the Washington D.C. meeting.

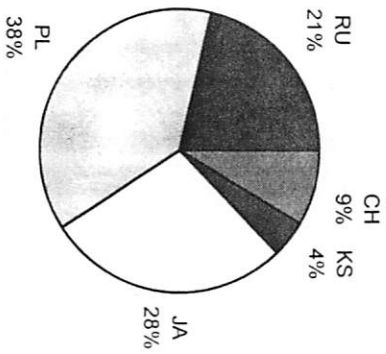
Coast Guard officers were included in the US delegation which met with Russian Officials in Washington D.C. July 20-23 to discuss US/RU Convention Line Status.

June Convention Line Sightings



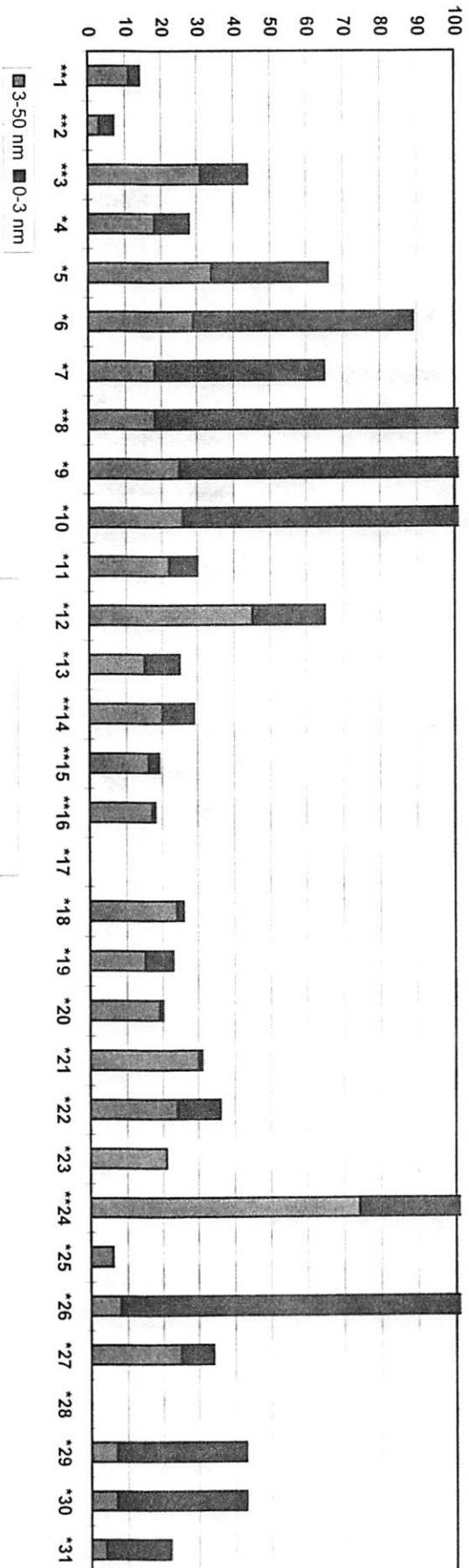
Nationality of Vessels Identified

June 1997



- CH
- KS
- JA
- PL
- RU

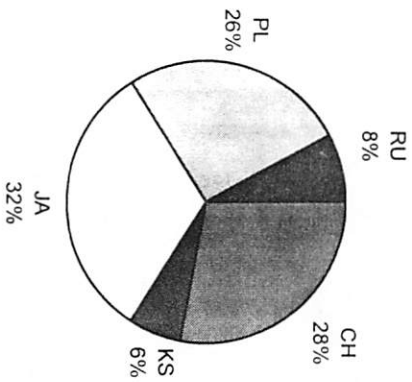
July Convention Line Sightings



* - Cutter Present

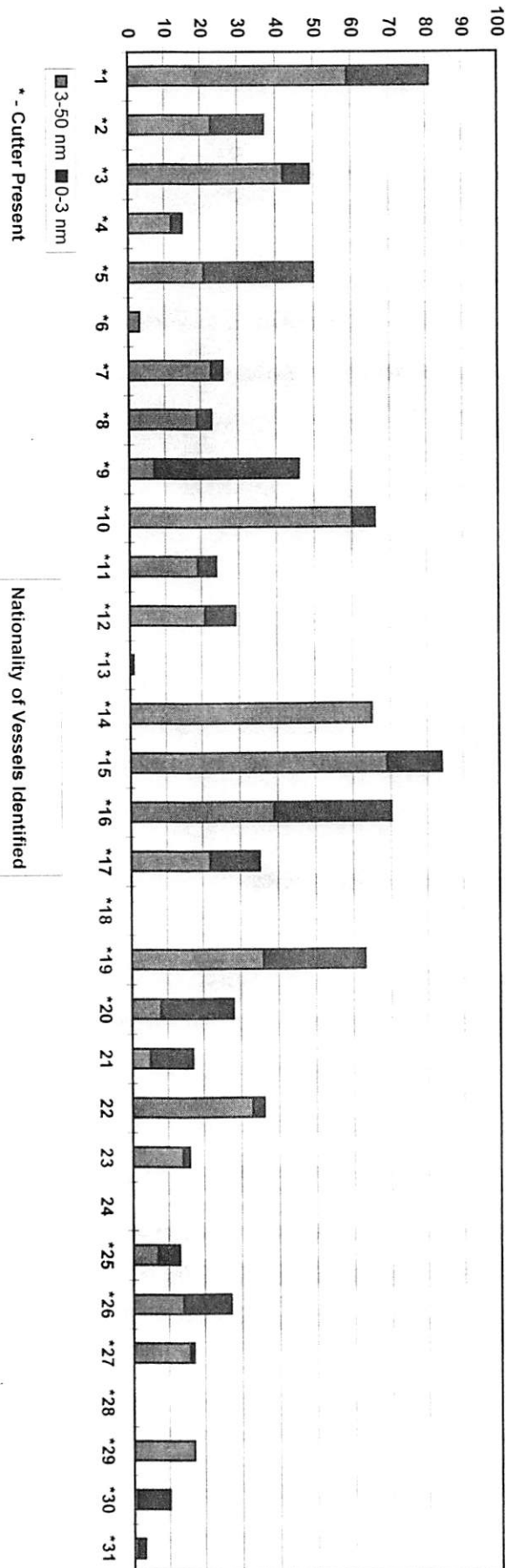
Nationality of Vessels Identified

July 1997

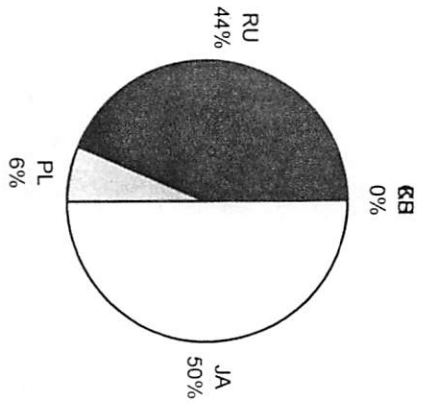


■ CH
 ■ KS
 □ JA
 □ PL
 ■ RU

August Convention Line Sightings



Nationality of Vessels Identified



- CH
- KS
- JA
- PL
- RU

IRCS	Name	Flag	Company	1996	1997
BOBE	FANG CHENG	CH	SHANGHAI OCEAN FISH CO		X
BIEL	KAI CHUANG	CH	SHANGHAI MARINE FISH	X	X
BIUY	KAI FA	CH	SHANGHAI DEEP SEA FISH	X	X
BIUX	KAI FENG	CH	SHANGHAI DEEP SEA FISH	X	X
	KAI TUO	CH	SHANGHI MARINE FISH		X
BOEO	LIAN HUA LING	CH	DALIAN OCEAN SHIP CO		X
BKUB	MING CHANG	CH	ZHOU SHAN MARINE FISH CO	X	X
BKUH	MING ZHU	CH	ZHOU SHAN MARINE FISH CO	X	X
BOEB	NAN GUAN LING	CH	DALIAN OCEAN SHIP CO	X	
8KHQ	ANYO MARU NO 8	JA		X	
JHGA	ANYOU MARU NO 1	JA		X	
JHGA	ANYOU MARU NO 1	JA			X
JBXX	DAIAN MARU NO 128	JA	OURA GYOGYO	X	X
JGUX	DAIKICHI MARU NO 5	JA	K.K. MARUYO GYOGYOBU	X	X
JDSC	DAITO MARU NO 68	JA	DAITO SUSAIN KK	X	X
7LHO	EBISU MARU NO 88	JA	MARUMOTO SUISAN KK	X	X
7LLV	EIKYU MARU NO 5	JA	HAMAYA SUISAN KK	X	X
7LJM	EIKYU MARU NO 6	JA	HAMAYA SUISAN KK	X	X
	EIKYU MARU NO 75	JA		X	
JFYW	EIKYUU MARU NO 75	JA	HAMAYA SUISAN KK	X	X
JKLY	FUKUHO MARU NO 78	JA			X
JGCX	FUKUYOSHI MARU NO65	JA	KATO GYOGYO KK	X	
JBLS	HAMAYOSHI MARU NO 63	JA		X	X
7LJW	HOKEN MARU NO 18	JA	YAMADA SUISAN KOGYO KK	X	
JDSG	KAIRYUU MARU NO 1	JA	KAIRYUMARU GYOGYO KK		X
JLLF	KAIYO MARU NO 38	JA	WAKKANAI KAIYO KK	X	
VBTT	KAIYOU MARU NO 18	JA	WAKKANAI KAIYO KK	X	X
JCBI	KAIYOU MARU NO 28	JA	WAKKANAI KAIYO KK	X	X
JMQK	KAIYOU MARU NO 58	JA	KAIYO SUISAN KK	X	
JFRR	KASHIMA MARU NO 8	JA	KASHIMA GYOGYO KK	X	X
JGCR	KOUSIN MARU NO 1	JA		X	
JMGT	KOYO NO 3	JA		X	X
JKNU	KYOWA MARU NO 1	JA	ONAHAMA GYOGYO KYODO-KUMIAI	X	X
7LRR	MANRYO MARU NO 52	JA	HONMA GYOGYO KK		X
JAPO	MITO MARU NO 82	JA	JUNZO SASAKI		X
JQUX	PACIFIC BREEZE	JA	WALLENISUS LINES	X	
JBGQ	RYOUM MARU NO 35	JA		X	X
8KHQ	RYOUN MARU NO 16	JA	TAKEBAYASHI GYOGYO KK		X
JFZE	RYUUHOU MARU NO 51	JA	MATSUBUN GYOGYO KK	X	X
8LWF	SHENEI MARU NO 63	JA	SHINTARO YOSHIDA	X	X
8KHQ	SYUNYO MARU NO 168	JA			X
JBXW	TAISEI MARU NO 21	JA	TAISEI GYOGYO KK	X	X
JKPA	TEISHOU MARU NO 68	JA	SHINICHIRO KANENARI	X	X
JBSO	TENYU MARU NO 57	JA	OGATA GYOGYO KK	X	
7LGH	TOMI MARU NO 58	JA	KANAI GYOGYO KK	X	X
7LNQ	TOMI MARU NO 87	JA	ASAHI GYOGYO KK	X	
7LHL	TORA MARU NO 58	JA	MATSUDA GYOGYO KK		X
JA0I	YAMASAM MARU NO 101	JA	NAMIMA GYOGYO KK	X	X
JMQT	YASHI MARU NO 38	JA		X	X
6LZV	CHUGYANG	KS			X
6NQW	DONG SAN	KS	DONGWON FISHING CO		X
6MGM	TAEYANG NO 21	KS	LO JE DONG	X	
MAU	WOOHEUNG	KS			X
DTBP	YOO YANG	KS			X
LKLA	FLANDER	NO			X

SQRJ	ACAMAR	PL	DALMOR	X	X
SQRG	ACRUX	PL	DALMOR	X	
SQHZ	ADMIRAL ARCISZEWSKI	PL	GRYF	X	X
SGRU	AIRIA	PL		X	
SQRK	ALPHARD	PL	DALMOR	X	X
SPHQ	ALTAIR	PL	DALMOR	X	
SQMO	AQUARIUS	PL	GRYF		X
SQRH	ATRIA	PL	DALMOR	X	X
SQIG	BOGAR	PL	GRYF	X	X
SQLY	CASSEOPIA	PL	DALMOR	X	
SNVP	FOKA	PL		X	
SQEL	GEMINI	PL	DALMOR		X
SQHY	HAJDUK	PL	GRYF	X	X
SNVX	HOMAR	PL	CYPOL SHIPPING LTD	X	X
SQGM	KOLIAS	PL	ODRA	X	X
SNVY	LANGUSTA	PL	ODRA	X	
SQKZ	MAZURY	PL	MARITIME REEFER TRANS LTD	X	
SQGZ	ORLEN	PL	ODRA	X	X
SQGX	OTOL	PL	ODRA		X
SQFA	REKIN	PL	GRYF	X	
SQEK	SIRIUS	PL	DALMOR	X	X
SQGS	TUNEK	PL	ODRA	X	X
SQGD	WROCZNIK	PL			X
UKTV	ADMIRAL USHAKOV	RU	MURMANSK SHIP CO	X	
UVYZ	ASKOLD	RU	NOVYY	X	
UVJB	BORIS SYROMYATNIKOV	RU	MURMANSKIY		X
UVMG	BORIS TROFIMENKO	RU	FESCO		X
UOQY	BOUTOVSK	RU		X	
UNAC	CHAPOCHNIKOVO	RU		X	
UBIO	DMITRY PASHCHANKO	RU	NAKHODKA ACTIVE MARINE		X
UIWZ	DOLOMIT	RU	NAKHODKA ACTIVE MARINE		X
UMTP	GEYA	RU	NAKHODKA ACTIVE MARINE	X	
UERZ	IARGAR	RU		X	
UFMY	IAROSLAV IOSSELIANI	RU		X	
UGPC	IRTYCHSK	RU	PETRO OCEAN FISH BASE	X	
UHJQ	IVAN SHANKOV	RU			X
UETH	KALKAN	RU			X
UQGE	KAPITAN MASLOVETS	RU	BAZA AKTIVNOGO MORRYBOLOVSTVA		X
UFOJ	KHERLUF BIDSTRUP	RU		X	
UGPA	KHOTINE	RU	PETRO OCEAN FISH BASE		X
UAZZ	KROPOTKIN	RU	SEVRYBKHOLODFLOT		X
UUXN	MRAMORNII	RU	NAKHODKA ACTIVE MARINE		X
UWKC	MYS DALNY	RU	DALRYBA	X	
UJGU	NOVOEILNIA	RU			X
UCPH	NOVOKIEVKA	RU			X
UJPH	NOVOKIEVKA	RU	NAKHODKA ACTIVE MARINE		X
UJIX	NOVORSK	RU	NAKHODKA ACTIVE MARINE	X	
UCVF	OSTROV SAKHALIN	RU			X
UCVG	PILENGA	RU			X
UFMY	POSEIDON	RU		X	
USCC	SACHA BORODOULINE	RU		X	
UKVK	SELENA	RU	NAKHODKA ACTIVE MARINE		X
EUKT	SERGEEVKA	RU	DALMORE PRODUKT		X
UBNO	SOKOLOVO	RU	PETRO OCEAN FISH BASE	X	
UEHF	SOLIDARNOST	RU	VLAD TRAWL AND REF		X
EWRX	SOYUZ NO 9	RU	PERVOYEMAYA		X

UYZI	STANOVLENIE	RU	VLAD TRAWL AND REF	X	
	STARODUBSKOYE	RU	DALMORE PRODUKT		X
UGSM	STIMUL	RU	VLAD TRAWL AND REF	X	X
EONS	SURSKOYE	RU	DALMORE PRODUKT		X
UFMY	TIBURON	RU		X	
ERTL	TUNGOR	RU	VLAD TRAWL AND REF	X	
KRCT	ALASKA OCEAN	US	ALASKA OCEAN SEAFOOD LTD	X	
WTQ589	ARCTIC STORM	US	ARCTIC STORM INC	X	

US/RU CONVENTION LINE ACTIVITY:

- On 03 June 1997, a Coast Guard C-130 detected two Russian fishing vessels (FFV SOYUZ-9 and FFV OSTROV SAKHALIN) fishing approximately one nautical mile inside the US EEZ. A Coast Guard cutter responded to the sighting, but both vessels had left the immediate area by the time the cutter arrived. Evidence gathered by the C-130 has been presented to the State Department by Russian authorities.
- On 04 June 1997, a Coast Guard HH65 Helicopter from the Coast Guard Cutter Sherman sighted the Japanese FFV TORA MARU NO. 58 fishing approximately 1600 yards inside the US EEZ. The vessel immediately began retrieving its net and crossed back into the Russian zone. Evidence gathered by the C-130 has been sent to the State Department for follow up with Japanese authorities.
- On 06 June 1997, while patrolling the US/RU Convention Line, the Coast Guard Cutter Sherman detected a vessel (FFV CHEOG YANG HO, ROK) approximately 3700 yards inside the US EEZ. The Sherman visually confirmed that the vessel was fishing with trawl gear and initiated hot pursuit. The Sherman boarded the FFV CHEOG YANG HO and noted that the vessel had been fishing since 05 June and contained 90 tons of gutted pollock. The FFV was seized on 07 June and escorted to Kodiak, AK for transfer to the US Marshal. Vessel was fined \$510K.
- On 18 June 1997, a Coast Guard C-130 detected two Russian fishing vessels (FFV SURSKOYE and FFV STARODUBSKOYE) fishing approximately 4000 and 1500 yards inside the US EEZ respectively. Vessels did not respond to Coast Guard orders to stop and were pursued by the Coast Guard Cutter Mellon to the limit of the Russian territorial sea. Evidence gathered by the C-130 and Mellon has been sent to the State Department for follow up with Russian authorities.

(Note: The above cases were verbally briefed to the NPFMC at the June meeting in Kodiak.)

- On 20 June 1997, the Coast Guard Cutter Mellon detected a Russian vessel (FFV SERGEEVKA) fishing approximately 2000 yards into the US EEZ. The vessel refused to stop and was pursued by the Coast Guard Cutter Mellon to the limit of the Russian territorial sea. Evidence gathered by the Mellon has been sent to the State Department for follow up with Russian authorities.

ENCLOSURE(2)

- On 27 June 1997, the Coast Guard Cutter Storis detected on radar the Polish vessel (FF/V TUNEK) approximately 1150 yards inside the US EEZ. Storis issued the vessel an Enforcement Action Report (EAR) for fishing illegally in US EEZ and failure to allow boarding team aboard.
- On 29 June 1997, the Coast Guard Cutter Storis detected a radar contact 950 yards inside the US EEZ. The contact entered the Russian EEZ and mingled with the rest of the fleet preventing visual identification.
- On 14 August 1997, a Coast Guard C-130 detected a Russian vessel (call sign ULGY) fishing approximately 10,000 yards inside the US EEZ. Evidence gathered by the C-130 has been sent to the State Department for follow up with Russian authorities.
- On 14 August 1997, while patrolling the US/RU Convention Line, the Coast Guard Cutter Munro detected a Russian vessel (FF/V CHERNYAYEVO) approximately 1200 yards inside the US EEZ. The helicopter from the Munro visually confirmed that the vessel had uncovered nets on deck and was trailing a net in the water. The Munro boarded the vessel and confirmed 1500 lbs of pollock, flatfish and small crabs were aboard. The FF/V was seized on 16 August and escorted to Kodiak, AK where it was transferred to the US Marshal and the case turned over to the US Attorney in Anchorage.
- On 09 September 1997, the Coast Guard Cutter Storis detected a Japanese vessel (FF/V YOSHI MARU NO 38) fishing 1200 yards inside the US EEZ. As Storis approached the vessel, it changed course and returned to the Russian EEZ to haul back. The vessel refused Coast Guard signals to stop and after hauling back the vessel commenced on a westerly course opening the distance from Storis. Evidence gathered by Storis will be sent to the State Department for follow up with Japanese authorities.

LEGEND

VESSEL TYPE

FJB JIG BOAT
FCH CHARTER BOAT
FFS TRAWL CATCHER PROCESSOR
FTS TRAWL CATCHER VESSEL
FLL LONGLINER
FGN GILLNETTER
FSS SEINE BOAT
FPB POT BOAT
FSC SCALLOP DREDGE
FSP SUPPORT/MOTHER SHIP
FTO TRAWL VSL OPERATING AS OTHER
FPL POT BOAT USING LL GEAR
FOO FISH BOAT OTHER

VIOLATION CODES

FV FISH VIOLATION
FW FISH WARNING
SS SUMMARY SETTLEMENT
FX FIX IT NOTICE
FS CFIVSA VIOLATION
BS BOATING SAFETY VIO
BI BOAT WHILE INTOX.
OO VSL TERMINATION
MM MARINE MAMMAL

FISHERY SPECIES CODE

0 UNSPECIFIED SALMON
101 SCALLOPS
110 PACIFIC COD
122 FLATHEAD SOLE
123 ROCK SOLE
200 HALIBUT
270 POLLOCK
410 SALMON, CHINOOK
420 SALMON, SOCKEYE
430 SALMON, COHO
440 SALMON, PINK
710 SABLEFISH
923 GOLD/BROWN KING CRAB

AREA

CORRESPOND TO NMFS
STATISTICAL AREAS

JUNE DATA

9/19/97

DATE BD	VESSEL NAME	VESSEL	FISHERY	AREA	UNIT	SHIP RPT VIOLATION
06/20/97	ADELYN L	FLL	110	630	ROANOKE I	
06/25/97	AJAX	FGN		0659	ANACAPA	
06/05/97	ALLISON MARIE	FLL	200	650	SWEETBRIE	
06/05/97	AMERICAN EAGLE	FTS	270	620	JARVIS	
06/04/97	ANNA J	FOO		650	SWEETBRIE	FW
06/26/97	BALLARD STATION	FGN		0659	NAUSHON	FS
06/04/97	BARBARA JEANNE	FLL	200	640	SWEETBRIE	BS
06/16/97	BLUE DOLPHIN	FPB	110	630	ROANOKE I	
06/18/97	BLUE MIST	FGN		0659	NAUSHON	
06/30/97	BLUE SKIES	FST			ANACAPA	
06/30/97	BRENDA K	FGN		0659	ANACAPA	
06/08/97	CARAVELLE	FTS	270	620	JARVIS	FX
06/20/97	CAROLE B	FSP		0659	NAUSHON	FS
06/30/97	CHACAL	FGN		0659	ANACAPA	
06/25/97	CLEAR LIGHT	FGN		0659	NAUSHON	FS
06/28/97	CLYDE	FLL	710	650	NASHON	
06/08/97	COLLIER BROTHERS	FTS	270	620	JARVIS	FX
06/05/97	COLUMBIA	FTS	270	620	JARVIS	
06/03/97	CONFIDENCE	FLL	710	640	SWEETBRIE	SS
06/18/97	CONQUISTADOR	FGN		0659	NAUSHON	
06/30/97	DEBORAH ANN	FGN		0659	ANACAPA	
06/17/97	DEFIANCE	FGN		0659	NAUSHON	
06/27/97	DESPERADO	FGN		0659	ANACAPA	
06/30/97	DEVONY LEIGH	FGN		0659	ANACAPA	
06/04/97	DINA MARTITA	FTS	270	620	JARVIS	
06/06/97	DONA LILIANA	FTS	270	620	JARVIS	
06/27/97	EDITH K	FGN		0659	ANACAPA	
06/04/97	EL CAZADOR	FLL	710	640	SWEETBRIE	FS
06/02/97	EXODUS	FTS	270	620	JARVIS	FS
06/13/97	EYE OPENER	FGN		650	LIBERTY	FS
06/18/97	FIESTA	FGN		0659	NAUSHON	
06/30/97	FOUR CEASONS	FGN		0659	ANACAPA	
06/20/97	FRESH START	FLL	200	650	LIBERTY	FS
06/08/97	GOLD RUSH	FTS	270	620	JARVIS	
06/20/97	GRAND REGENT	FTO		0659	NAUSHON	
06/08/97	HAZEL LORRAINE	FTS	270	620	JARVIS	
06/25/97	HELEN G	FGN		0659	NAUSHON	
06/23/97	HONKER	FLL	200	630	MUSTANG	FVFS
06/17/97	ISLAND DAWN	FGN		0659	NASHON	FS
06/04/97	ISLAND QUEEN	FLL	200	640	SWEETBRIE	
06/30/97	IZZY B	FGN		0659	ANACAPA	
06/30/97	JODIE LYNN	FGN		0659	ANACAPA	
06/25/97	JOKER	FGN		0659	NAUSHON	
06/30/97	JOMA	FGN		0659	ANACAPA	
06/30/97	KALEE NICOLE	FGN		0659	ANACAPA	
06/02/97	KAREN EVICH	FTS	270	620	JARVIS	
06/25/97	KATIE D	FGN		0659	NAUSHON	BS
06/16/97	KATIE J	FPB	110	630	ROANOKE I	
06/27/97	KOLA	FOO	100		NAUSHON	OO
06/25/97	KRISTIN ANN	FGN		0659	ANACAPA	FS
06/03/97	KRUZOF	FPL		0640	SWEETBRIE	
06/26/97	LAZARO	FGN		0659	NAUSHON	
06/24/97	LITTLE DOLPHIN	FGN		0659	NAUSHON	
06/17/97	LORLEI	FGN		0659	NASHON	
06/25/97	MAC AND WATER	FGN		0659	NAUSHON	
06/06/97	MARGARET LYN	FTS	270	630	JARVIS	FV
06/01/97	MARGUIRITE	FTS		610	JARVIS	
06/30/97	METEDECONK	FGN		0659	ANACAPA	
06/13/97	MIRAGE	FTO		650	LIBERTY	FSFS
06/30/97	MISTY	FGN		0659	ANACAPA	
06/07/97	NORCOASTER	FLL	710		SWEETBRIE	
06/17/97	NORTH PASS	FGN		0659	NAUSHON	FS

DATE BD	VESSEL NAME	VESSEL	FISHERY	AREA	UNIT	SHIP RPT VIOLATION
06/06/97	OCEAN HOPE 1	FTS	270	620	JARVIS	
06/30/97	OCEAN POINT	FGN	0	659	ANACAPA	
06/02/97	OCEAN STORM	FTS	270	620	JARVIS	
06/25/97	ODDIE	FGN	0	659	NAUSHON	FS
06/30/97	OVERCOMMER	FGN	0	659	ANACAPA	
06/16/97	PACIFIC STORM	FGN	0	659	NAUSHON	
06/18/97	PATIENCE	FGN	0	659	NAUSHON	
06/25/97	POINT LAVINIA	FGN	0	659	ANACAPA	
06/02/97	PRIMUS	FTS	270	620	JARVIS	
06/03/97	PROWLER	FLL	710	620	JARVIS	
06/25/97	REEL HUNTER	FGN	0	659	NAUSHON	
06/25/97	REVERIE	FGN	0	659	NAUSHON	FS
06/03/97	ROCKY B	FLL	710	640	SWEETBRIE	
06/24/97	RUSAK	FLL	200	630	MUSTANG	
06/17/97	SAND ISLAND	FSP	0	630	ROANOKE I	
06/06/97	SEA MAC	FTS	270	620	JARVIS	FVFS
06/16/97	SLAYER	FGN	0	659	NAUSHON	FS
06/25/97	STAR TRACK	FGN	0	659	ANACAPA	
06/17/97	SUNRISE	FGN	0	659	NAUSHON	
06/17/97	SUPERIOR	FOO	0	659	NAUSHON	
06/27/97	TAMMY K	FGN	0	659	ANACAPA	
06/13/97	TERRY ANN	FLL	200	630	JARVIS	FWBS
06/05/97	TRADEWIND	FLL	200	650	SWEETBRIE	
06/06/97	VIKING EXPLORER	FTS	270	620	JARVIS	
06/05/97	WESTERN SKIES	FLL	710	640	SWEETBRIE	FS
06/24/97	WHISPER	FGN	0	659	NAUSHON	
06/16/97	WINDFORCE 12	FGN	0	659	NAUSHON	

JULY DATA

9/19/97

DATE BD	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	UNIT	SHIP RPT VIOLATION
07/01/97	MEGAN	FTO		650	SWEETBRIER	
07/01/97	TRACI J	FTO		650	SWEETBRIER	
07/01/97	DANCING BEAR	FSS	200	640	SWEETBRIER	
07/02/97	PERSISTENCE	FGN		0659	ANACAPA	
07/06/97	KAPITAN KARTA	FLL	110	RS EEZ	STORIS	
07/07/97	OCEAN CHALLE	FLL	200	630	MELLON	
07/08/97	JENNY MARIE	FTO	410		NAUSHON	FS
07/10/97	DESHU	FLL	200	650	LIBERTY	
07/10/97	CHELSEA	FLL	710	640	ROANOKE ISLAN	
07/13/97	EXCELLER	FTS		0630	PLANETREE	
07/14/97	TIFFANIE	FSP		0659	ROANOKE IS	
07/14/97	WINDENTIDE	FGN		0659	ROANOKE IS	FV
07/15/97	JERSEY GIRL	FTO		0659	ANACAPA	BS
07/16/97	NORCOASTER	FLL	200	640	PLANETREE	
07/17/97	GRIZZLY	FLL	200	640	PLANETREE	
07/18/97	GOLDEN CHALIC	FLL	200	710610	STORIS	
07/18/97	CONSTELLATION	FTS		123523	RUSH	FV
07/19/97	JONNAE	FTO	430	640	NAUSHON	
07/19/97	MAR-JO	FLL	200	659	PLANETREE	
07/19/97	ENTERPRISE	FTS		122522	ACUSHNET	
07/21/97	CORAL	FLL	710	630	MUSTANG	
07/21/97	PATRICIA G	FSS		0659	NAUSHON	
07/21/97	JEANINE KATHL	FSS		0659	NAUSHON	
07/21/97	CAPE ST ELIAS	FSS		0659	NAUSHON	FS
07/21/97	ALEUTIAN ISLE	FLL	710	659	NAUSHON	
07/21/97	WAVE RYDER	FGN	420	659	ANACAPA	FS
07/21/97	PENNOCK	FGN	420	659	ANACAPA	
07/22/97	LAURA	FTS		123630	IRONWOOD	
07/23/97	BERGEN	FLL	200	630	MUSTANG	FS
07/23/97	STIMUL(rs)	FTP		521	RUSH	
07/24/97	MERCEDES	FLL	200	650	LIBERTY	FS
07/24/97	KELTON	FSH	101	650	LIBERTY	
07/24/97	YANKEE MAID	FSS		0659	NAUSHON	
07/24/97	ST JAMES	FTO		0659	NAUSHON	
07/24/97	CHIRIKOF	FSS		0659	NAUSHON	
07/24/97	RED BARON	FLL	710	200640	SWEETBRIER	
07/24/97	SEINE SKIFF	FOO		200640	SWEETBRIER	
07/25/97	SABLE	FLL	200	640	SWEETBRIER	
07/25/97	ISIS	FLL	200	650	LIBERTY	
07/27/97	DOLFIN	FGN	430	440650	LIBERTY	FS
07/27/97	HIGH VOLTAGE	FGN	430	440650	LIBERTY	FS
07/27/97	AQUARIUS	FGN	430	440650	LIBERTY	FS
07/27/97	STORMY K	FGN	430	440650	LIBERTY	FS
07/28/97	NASHA	FGN		420659	ANACAPA	
07/28/97	ROYAL FLUSH	FGN		420659	ANACAPA	FS
07/28/97	SUPERFLY	FGN		420659	ANACAPA	
07/28/97	PATTY K	FGN		420659	ANACAPA	
07/28/97	KOKOMO	FGN		420659	ANACAPA	
07/28/97	COLLEEN A	FGN		420659	ANACAPA	BS
07/28/97	MISS WENDY	FGN		420659	ANACAPA	BS
07/29/97	SONAR	FTO		0650	NAUSHON	
07/29/97	SILVER SEA	FTO		0650	NAUSHON	
07/31/97	SILVER LADY	FLL	200	630	IRONWOOD	
07/31/97	ALLSTAR	FLL	200	630	MUSTANG	FS
07/31/97	LADY ELIZABET	FGN	420	430650	LIBERTY	
07/31/97	CAPE	FGN	420	430650	LIBERTY	
07/31/97	BERGEN	FLL	200	630	IRONWOOD	

AUGUST BD DATA

9/19/97

DATE BD	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	UNIT	SHIP RPT VIOLATION
08/01/97	.3	0	200	710/630	IRONWOOD	
08/01/97	TAVA	FLL		200/640	LIBERTY	
08/01/97	DEBRA LYNN II	FLL		200/650	LIBERTY	
08/01/97	BERGEN	FLL		200/630	IRONWOOD	
08/02/97	VALETA H	FLL		200/640	FIREBUSH	
08/02/97	NORTHWYN	FLL		200/630	IRONWOOD	FX
08/03/97	TYNE	FTO		410/640	NAUSHON	
08/04/97	LOON	FTO		410/640	NAUSHON	
08/04/97	KINGFISH	FTO		410/640	NAUSHON	
08/04/97	NOTORIOUS	FPB		923/517	RUSH	FS
08/05/97	EMPRESS	FSS		410/659	NAUSHON	
08/06/97	ADAK VENTURE	FLL		200/640	ROANOKE IS	
08/06/97	CONSITTUTION	FLL		200/519	RUSH	
08/07/97	IMMIGRANT	FLL		200/610	RUSH	FS
08/07/97	PACIFIC	FLL		200/610	RUSH	
08/07/97	KAPITAN	FLL		200/640	ROANOKE IS	
08/10/97	GRANT	FLL		200 710/650	SWEETBRIER	
08/10/97	MINDALINA	FLL		200 710/650	SWEETBRIER	
08/10/97	AALESUND	FLL		710/650	PLANETREE	
08/10/97	NO-SEEUM	FLL		200/650	PLANETREE	FW
08/11/97	KOKOMO	FMR		200/650	PLANETREE	
08/11/97	ELIZABETH S	FMR		710/650	PLANETREE	FV FV
08/11/97	VICTORIA	FMR		200/650	PLANETREE	
08/12/97	SARA EILEEN	FOO		100/640	ANACAPA	BS
08/12/97	RELIABLE	FST		440/640	ANACAPA	
08/12/97	ADAK	FLL		200/650	PLANETREE	
08/13/97	SIKA	FLL		200	SWEETBRIER	
08/16/97	WILD GOOSE	FLL		200	MUSTANG	BS
08/17/07	BLUE BERRY	FLL		200/640	SWEETBRIER	
08/17/97	AVILLA ANN	FLL		710/650	PLANETREE	FW
08/17/97	HOLLIS C	FTO		200/650	PLANETREE	
08/17/97	NAKWASINA	FMR		200/650	PLANETREE	
08/17/97	ISLAND TRAPPER	FLL		200/650	PLANETREE	
08/18/97	ANGELIQUE	FLL		710/640	FIREBUSH	
08/18/97	WUDAHAD	FOO		200/640	SWEETBRIER	
08/18/97	EAGLE	FOO		200/640	SWEETBRIER	
08/18/97	MISS EMILY	FLL		200/640	SWEETBRIER	
08/18/97	BILLY MARIE	FLL		200/640	FIREBUSH	FV
08/18/97	COMMITMENT	FOO		200/640	SWEETBRIER	
08/19/97	TEMPEST	FSS		200/640	SWEETBRIER	
08/20/97	CEON	FSS		200/640	SWEETBRIER	
08/26/97	CAMANO	FOO		0/640	NAUSHON	
08/26/97	ANNE	FLL		200/630	MUSTANG	
08/27/97	VOYAGER	FTO		0/640	NAUSHON	
08/28/97	PURSUIT	FSC		630	ROANOKE IS	
08/28/97	COURTNEY NOR	FTS		610	STORIS	
08/28/97	OCEAN DAWN	FTS		610	STORIS	
08/28/97	ST DOMONIC	FPB		610	STORIS	
08/28/97	CHASINA	FSS		0/659	NAUSHON	
08/29/97	TIFFANY	FSS		0/640	NAUSHON	

**National Marine Fisheries Service
Alaska Enforcement Division**

**ENFORCEMENT REPORT
FOR THE PERIOD 6/14/97 THROUGH 9/18/97**

During the reporting period a total of 362 case investigations were opened. NMFS initiated 359 of these investigations.

Further action was also taken on 451 pending cases during the reporting period. Fifty-one investigations were closed as unfounded, 12 investigations were closed due to lack of evidence, 10 investigations were closed due to lack of Enforcement resources, and 12 investigations were dismissed for other reasons. Thirteen cases were referred to other Regions or other agencies. Twenty-eight cases were handled with written warnings and four cases were handled with Fix-it tickets. Ninety-two cases were handled with summary settlement payments totaling \$123,483 and forfeited proceeds of \$37,286. 136 cases were settled through voluntary abandonment of forfeited proceeds and property valued at \$109,756. A total of 64 cases were referred to NOAA General Counsel. General Counsel issued 22 NOVAs for a total of \$140,850 in penalties and settled seven cases for \$455,919 in penalties and \$97,804 in forfeited proceeds.

IFQ PROGRAM

As reported at the last Council meeting, AED tracks our boarding and inspection effort under the Halibut-Sablefish IFQ program. Attached to this report is a copy of the most recently updated boarding and inspection statistics (March thru August 1997). In that report you will note six categories of data we track with year end projections as well. "Number of IFQ vessel inspections" indicates we are still doing very well with our rotational assignment personnel. The 16% figure for Vessel inspection rate is down 2% from the last council meeting but still very close to the 20% figure we feel is necessary to have an adequate enforcement program. To achieve this boarding rate, law enforcement in other portions in the nation have been heavily impacted. Some permanent fix to this problem needs to be found and I believe a combination uniform officer and weighmaster program is the solution.

The long term outlook for the AED staffing remains grim. Five replacement officers have been selected and enter training in October of this year. We will once again race the clock to have new personnel trained for next spring's opening of the 1998 season. Five vacancies remain and I have been advised as of yesterday that another officer has resigned.

A reduced rotational supplementation program will likely be repeated next year with a longer term solution being some sort of combination dockside validation and uniformed officer program as in Canada.

GROUND FISH

As many of you maybe aware the Alaska Enforcement Division issued 70 summary settlement citations

regarding violations of three key Recordkeeping and Reporting (R&R) regulations.

This action was taken after the over harvesting of key fisheries as a result of poor R&R practices. Severe public criticism of the NMFS, during past council meetings, followed the aforementioned overharvesting. An indepth analysis of the number, types and frequency of R&R violations was undertaken by AED staff. Over the six years since R&R has been in place, multiple telephonic contacts have been made with most or all of those cited by members of the FMD. After careful discussion with NMFS Fisheries Management Division (FMD), and the Regional Administrator, only the three most important reporting violations were persued. Numerous counts were combined and reduced to a single summary settlement action. No case was persued unless one or more report(s) were at least one full day late. A full accounting of the number of violations regarding these three critical regulations was included in each summary settlement package. I have asked the case agent to accompany me to this council meeting and we will be available to meet with anyone interested in discussing the policy regarding these actions and/or the individual actions themselves. We will not discuss individual actions publicly.

One public meeting has already occurred regarding R&R practices and more are planned both at Fish Expo, here in Seattle this November and in conjunction with other council meetings.

MARINE MAMMALS AND ENDANGERED SPECIES

Over the past several years, numerous complaints have been received by the AED regarding research and public/private marine mammal interactions. The NMFS Protected Resources Management Division (PRMD) has worked, in conjunction with the AED and the United States Coast Guard (USCG), to provide public awareness meetings, posters, and MM watching guidelines to reduce potential harmful interactions with MMs/ES. Nonetheless, complaints have continued to be received by AED. Toward changing this problem the AED has begun a three pronged approach. First we have aquired the use of a small patrol vessel which has been used in the covert surviellance of human/marine mammal interactions within the Alaska region to substantiate some of these complaints. Documentation of these problems will continue through out this season and into next season. Secondly, we have requested, through the Regional Administrator, and received national approval to develop minimum approach regulations to humpback whales and hopfully, in the future, certian marine mammals (pinnapeds - seals and sealions). Third and lastly, we plan to extend our outreach and education program using publications, print audio and visual media. I will report more information on this issue in the comming meetings.

As many of you may know, the AED has received a complaint regarding Greenpeace's interaction with native whalers from St. Lawrence Island. I have assigned a senior special agent to conduct an investigation of this matter. IntevIEWS have been conducted and I anticipate completion of this case within the next 30 to 60 days.



UNITED STATES DEPARTMENT OF COMMERCE
NOAA / National Marine Fisheries Service
Alaska Enforcement Division
P.O. Box 21767
Juneau, Alaska 99802-1767

DATE: September 15, 1997

MEMORANDUM FOR: Stephen A. Meyer, SAC

THROUGH: Michael Gonzales, DSAC

FROM: John C. Kingeter, ASAC *JK*

SUBJECT: IFQ Enforcement Report
March 15 thru August 28, 1997

ATTACHMENTS:

- 1) 1997 IFQ Enforcement Statistics thru 8/28
- 2) 1997 FPO/SA Inspection Statistics thru 8/28
- 3) 1997 FPO/SA Case Numbers thru 8/28

Attached are three reports of IFQ Enforcement activity from March thru August.



1997 IFQ Enforcement Statistics
(For the period 3/15 to 8/28)
Alaska Region

bold print = 1997 data
regular print = past data

1)	a. Percentage of IFQ Season Complete (166 days÷240 days):	69%				
	b. Percent of IFQ Harvested:	<table border="0" style="margin-left: 20px;"> <tr> <td style="padding-right: 10px;">Halibut:</td> <td style="text-align: right;">69%</td> </tr> <tr> <td>Sablefish:</td> <td style="text-align: right;">78%</td> </tr> </table>	Halibut:	69%	Sablefish:	78%
Halibut:	69%					
Sablefish:	78%					
	c. Percent of CDQ Harvested:	<table border="0" style="margin-left: 20px;"> <tr> <td style="padding-right: 10px;">Halibut:</td> <td style="text-align: right;">73%</td> </tr> <tr> <td>Sablefish:</td> <td style="text-align: right;">54%</td> </tr> </table>	Halibut:	73%	Sablefish:	54%
Halibut:	73%					
Sablefish:	54%					
2)	a. 1997 Number of IFQ & CDQ Offloads:	8,003				
	b. 1997 Offloads as a percent of 96 Total (8,003÷9,009):	*89%				
	<i>* Compare this number to 1 a.</i>					
3)	a. 1997 Number of IFQ Processor Inspections:	32				
	b. 1996 Total Number of Processor Inspections:	39				
4)	a. 1997 Number of IFQ Vessel Inspections:	1,327				
	b. 1997 Vessel Inspection Rate by Offload (1,327÷8,003):	16%				
	c. 1997 Est. Tot. Inspections if rate continues (1,327 ÷0.69):	1,923				
	d. 1996 Total IFQ Vessel Inspections:	1,540				
	e. 1996 Total IFQ Vessel Inspection Rate (1,540÷9,009):	17%				
	f. 1995 Total IFQ Vessel Inspection:	2,262				
	g. 1995 Total IFQ Vessel Inspection Rate (2,262÷9,652):	23%				
5)	a. 1997 Number of IFQ Cases Initiated:	195				
	b. 1997 Estimated Total Cases if this rate continues (195÷0.69):	283				
	c. 1996 Total Number of IFQ Cases Initiated:	376				
	d. 1995 Total Number of IFQ Cases Initiated:	601				
6)	a. 1997 Number of Confiscations (thru 6/2):	114				
	b. 1997 Confiscation Rate (114÷8,003):	1.4%				
	c. 1996 Season Confiscation Rate (612÷9,009):	7%				
	d. 1995 Season Confiscation Rate (436÷9,652):	5%				

**U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Office of Law Enforcement**

**STRATEGIC PLAN IMPLEMENTATION
FOR FY97**

**ALASKA ENFORCEMENT
DIVISION**

GOALS AND OBJECTIVES

PROGRESS IN ITALICS

GOAL 1 - Strengthen Fisheries Management Program

1. Provide a coordinated process for developing, implementing and evaluating enforcement policy and procedure; and implementing, evaluating and upgrading the Enforcement Strategic Plan.
 - a. Alaska Enforcement Division (AED) Management Team will review, rewrite and add new material, as appropriate, to the Strategic Enforcement Framework with a final product completed by September 30, 1997.
 - b. Progress reports on the Alaska Strategic Plan Implementation objectives will be provided to F/EN on a biannual basis.
 - c. Redefine, distribute, and periodically review the Alaska Regional Supplements to the NOAA Enforcement Operations Manual.
2. Provide timely and useful enforcement review of fisheries management actions.
 - a. Develop and implement a system to provide the Regional Administrator (or designees) coordinated comments from F/EN4 and GCAK on proposed plans, amendments and regulations at the earliest possible stage of development.
3. Enhance the level of support to Councils, their advisory panels, and NMFS RAs.
 - a. SAC or DSAC attend Council meetings and serve on advisory panels for enforcement.
 - b. Implement a joint EN4/GCAK enforcement report for each Fishery Management Council meeting.
 - c. Continue regional EN4/GCAK priority meetings with RA on a quarterly basis.

4. Evaluate enforcement needs for ITQ systems.
 - a. Evaluate 2nd year of Halibut/Sablefish IFQ Program.
 - b. Evaluate state participation to decrease NMFS resources due to downsizing.
5. Improve enforcement personnel's understanding of stakeholders and other constituents' needs.
 - a. Ensure agent/officer participation in communicating to industry the content, intent and appropriate application of Alaska fisheries laws and regulations.
6. Evaluate the efficacy of the NMFS uniformed fisheries patrol officers in achieving dockside compliance.
 - a. Third year performance data reports are to be completed monthly.
 - b. Participate in review of IFQ program targeted for April 1997.
7. Investigate technologies and methods to improve compliance communications, e.g., vessel tracking systems and observers.
8. Enhance enforcement information management and collection. (Explore and implement data partnerships with state law enforcement agencies.)

GOAL 2 - Facilitate Prosecutions

1. Establish a close working partnership between the Office and GC for optimal effectiveness of the enforcement program.
 - a. Develop procedures to audit and evaluate case development and referrals. Schedule bi-weekly F/EN4-GCAK meetings to discuss and evaluate compliance, cases, priorities and ways to measure enforcement and prosecution successes.
 - b. Develop procedures to audit and evaluate case prosecution/resolution with GCAK.
 - c. Coordinate and assist GCAK with resolution to case referral backlog and jointly

develop guidelines to alleviate future handling of case work loads.

- d. F/EN4 and GCAK joint review of existing policy directives, AK NEOM supplements, and Case Guidelines for developing an updated regional manual.
 - e. F/EN4 and GCAK joint review of existing penalty schedules; review and refine in conjunction with new policies and procedures.
 - f. F/EN4 and GCAK joint development of procedures to review each fishery management plan for determining repeat offenders and reviewing statistical data to determine compliance ratios.
 - g. Continued liaison with U.S. Attorney's office in development of criminal case prosecution.
2. Improve processes to ensure priorities of the Office, RAs, SACs, and GC are reflected in setting prosecution priorities and penalties.
- a. SAC and Enforcement Attorney jointly hold quarterly meetings with RA, Coast Guard, and NMFS divisional managers to set priorities and establish policies.
 - b. Develop a voluntary compliance program for all Alaska fisheries management plans, and other applicable laws (ESA & MMPA).

GOAL 3 - Expand External Partnerships

1. Strengthen lines of communication and establish optimally useful enforcement data bases.
- a. International
 - 1. Canada
 - 2.. Russia
 - 3. Australia
 - 4. New Zealand
 - 5. Other Pacific Rim nations.
 - b. Domestic Agencies

1. U.S. Coast Guard - Develop plan for direct Coast Guard access to EMIS, permits and regulations.
 2. Establish operational effectiveness meetings focusing primarily on IFQ issues but include general groundfish, MMPA, ESA and other laws and regulations as appropriate.

SAC, DSAC, and other line enforcement personnel meet with USCG counterparts on a regular and reoccurring basis to maintain quality control on issues of common interest. SAC meets monthly, DSAC meets weekly, all meet quartly.
 2. Other Federal Agencies including U.S. Customs, U.S. Justice, U.S. Fish & Wildlife, etc.
 3. State of Alaska
2. Improve the utility of existing memoranda of understanding (MOUs) for coordination and interagency program support.
 - a. Review and improve existing cooperative enforcement agreements with states and Coast Guard.
 1. Report on scheduled regional meetings regarding operational issues.
 2. Seek new M.O.U. with State of Alaska.
 3. Continue M.O.U. process with U.S. Customs.
 - b. Explore funding options for states under cooperative enforcement agreements.
 3. Establish standards of excellence for participating agencies.
 - a. Develop a Coast Guard case review system.
 - b. Present cooperative unit of the year award to participating agencies with high qualitative performance.
 4. Enhance cooperative efforts among participating agencies involved with marine resource management.

GOAL 4 - Improve Internal Coordination and Team Support

1. Enhance regional awareness of fisheries enforcement.
 - a. Enhance the procedure to identify enforcement concerns on pending regulations prior to Council meeting discussions and actions in order to bring regional managers into concert with enforcement recommendations.
2. Improve communications overall with NOAA.
 - a. Enhance regional enforcement public relations.
 - b. Circulate weekly reports to all Alaska Enforcement offices.
3. Provide timely and accurate information in response to inquiries from Congress, the media, constituents and the general public.
 - a. Answer inquiries and complaints in a timely and accurate manner.
4. Participate as a full team member in national and regional NMFS planning efforts, policy making, and resource management efforts.
5. Improve the identity of the Office as the primary contact and source of information on enforcement-related issues.
 - a. Attend Regional Board meetings.

GOAL 5 - Improve Human Resources Management

1. Improve diversity in the NMFS enforcement workforce.
 - a. Continue to seek new avenues for the recruitment of diverse applicants.
 - b. Assigned personnel to University recruitment program.
2. Develop effective training programs for all employees.
 - a. Develop personal development plans for all F/EN4 employees.

- b. Refine and monitor progress on supervisory and management training for the regional management team.
- c. Continued development and refinement of regional training program for field, clerical, and supervisory personnel.
- d. Identify a new Regional Training Officer.
- e. Provide opportunities for all employees to receive training to improve their knowledge and skills.

GOAL 6 - Expand Outreach Programs

1. Enhance Congressional and constituent awareness of fisheries enforcement.
2. Improve stakeholders' and the general public's awareness of the role of enforcement in living marine resource management, and the consequences of poor compliance with regulations.
 - a. Participate in stakeholder meetings as opportunities develop.
 - b. Participate in stakeholder and public meetings developed by NOAA/NMFS.
 - c. Encourage public outreach through private organizations as opportunities develop.
3. Improve the understandability of regulations to users, especially fishermen.
 - a. Participate in Regulatory consolidation.
 - b. Establish regional telephone point of contact for regulatory interpretation and public contact.
 - c. Participate in multi-agency task force to reduce stakeholder record keeping responsibilities.
 - d. Assist Region and Protected Resources Division in reviewing marine mammal and endangered species guidelines and brochures for public dissemination.
4. Establish constituent network to help communicate enforcement information to users.

- a. Continue field agent participation at Council meetings and Council-sponsored functions.
- b. Establish plans to develop at least one town meeting with the industry, public entities and stakeholders on enforcement issues. Target date for completion is September 30, 1997.
- c. Develop divisional plan for city by city enforcement liaison meetings where NMFS is already established.

John VanAmerongen B-4

Greenpeace blockade demands action

BY JOHN VAN AMERONGEN
Special to The Times

IF it is the role of law to intercede between victim and perpetrator, the law has so far done a poor job managing the interaction between Greenpeace activists and the Seattle-based commercial fishing fleet.

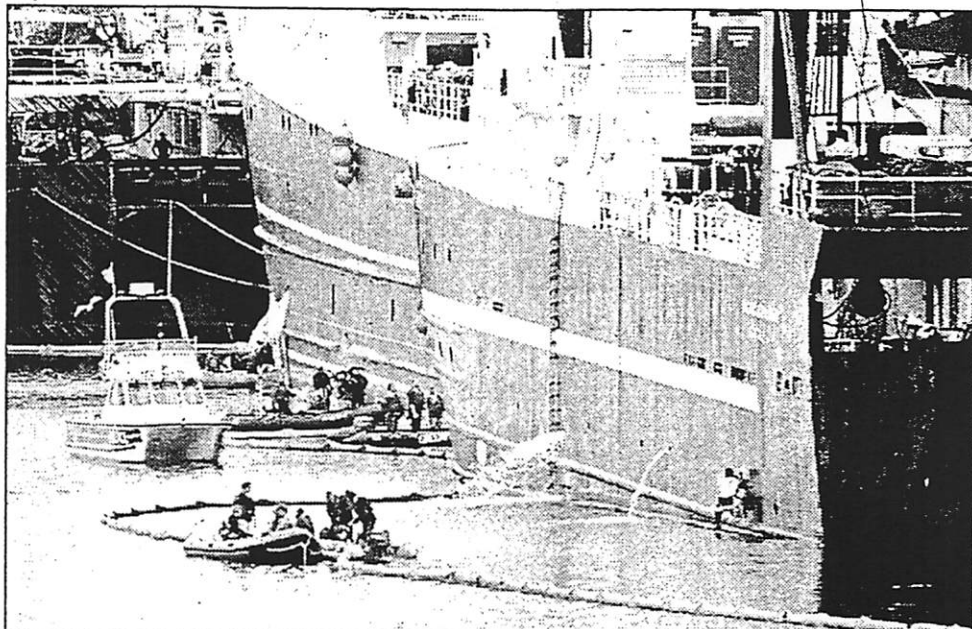
The 45-hour blockade and standoff on the Aurora Bridge is a clear example of what happens when local authorities ignore their responsibilities. The Aug. 16 bridge blockade is only the most recent in a string of illegal actions directed at the factory trawler segment of the fleet. One year ago, 11 Greenpeace activists were arrested at Pier 91 after shackling themselves to vessels and disabling one trawler by wrapping chain around its propeller. A similar event occurred in 1995.

Despite the arrests, local authorities have established their own history of dropping the ball when it comes to prosecution. The King County prosecutor's office reported last week that the county has not and will not prosecute the demonstrators who were arrested and charged following the 1996 event. So, where is the deterrent for Greenpeace activists? What is the message that law enforcement is sending to others who feel it's OK to disrupt highway traffic and to block commercial vessels from conducting their legal business in federal waters?

Greenpeace is already celebrating its blockade victory on the Internet. Their Aug. 18 Web message to the world quotes arrested climber Katie Flynn-Jambeck saying, "We've done more in the last two days and nights to stop overfishing in the North Pacific and protect the steller sea lion than the Fisheries Service has done in the last five years."

What irks commercial fishermen are not Ms. Flynn-Jambeck's ridiculous assertions about the North Pacific and the competence of federal fisheries managers. What disturbs us is the willingness of law-enforcement officials to concede wholly to Greenpeace's timetable for ending their Aurora Bridge blockade. What disturbs us more is the judicial system's poor track record of following through with criminal charges. The judicial message to Greenpeace so far has been weak, if not tacitly approving.

Where is the Coast Guard? The Coast



ASSOCIATED PRESS, 1996

Just a year ago, Greenpeace activists were arrested at Pier 91 after shackling themselves to the side of the factory trawler Pacific Explorer.

Guard is well aware that the vessels being illegally detained have crews of as many as 100 individuals who are dependent on access to a federally managed resource in order to make their livelihoods. The Coast Guard filed no charges last year and has yet to make a decision about charging those arrested by city police this month.

Both the frequency and duration of these illegal stunts are escalating. The summer Greenpeace action is now a calendar event, coinciding with departures for the B-season pollock fishery in the Bering Sea. Fortunately, no action has yet prevented a vessel from making it to the fishery on time. But lacking effective arrest, prosecution and punishment, what is to prevent Greenpeace from escalating its activities to the point that lawful access to the resource is actually denied?

How are the licensed officers of these vessels supposed to balance their obligations without Coast Guard help? Ships' masters and officers are obligated to their vessel owners. They are obligated to their crews. They also have obligations to the safety of their vessels, to their licenses and to the law. Their mission is to get their

vessels and their crews to the fishing grounds or risk bankruptcy in a very competitive and aggressive business climate.

Is the Coast Guard willing to leave the decision to break a blockade entirely up to the master of vessel under extreme financial pressure to carry out his mission? Or is the Coast Guard going to give that master some help?

Both the Coast Guard and the Seattle city attorney now have another opportunity and a clear responsibility to do their jobs. Both jurisdictions should exercise their authority to send the appropriate message to those who would block a federal waterway, disrupt traffic on one of the Seattle's most heavily traveled and most dangerous bridges, inconvenience thousands of citizens and cause the expenditure of thousands of dollars of public funds for private promotional gain.

To do less is only to invite further lawlessness and injury.

John van Amerongen is editor of the Alaska Fisherman's JOURNAL — a commercial fishing trade publication based in Ballard.

DOONESBURY/Garry Trudeau

<p>KIM, WHAT'S THE STORY ON LARS? HE HASN'T PRODUCED A THING</p>	<p>PATIENCE, MIKE — IMAGINING THE FI-</p>	<p>YEAH, ESPECIALLY OURS. WHERE'D YOU FIND THIS GUY, ANYWAY?</p>	<p>M.I.T. MEDIA LAB. LARS WAS ONE</p>	<p>THE MAN IS STONE BRILLIANT. HE PREDICTED THE FAILURE OF VIDEO-ON-DEMAND AND HANDWRITING RECOGNITION!</p>	<p>HE ONLY PREDICTS FAILURE?</p>	<p>ONLY? DOES A SEISMOLOGIST ONLY</p>
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GREENPEACE NEWS RELEASES

FACTORY TRAWLERS Chain Propellers of Fleet Impounded to Protect North Pacific

SEATTLE, August 16, 1996 -- Greenpeace activists have chained the propellers of factory trawlers in Seattle to prevent them from leaving port for fishing grounds off Alaska. Other Greenpeace activists have chained themselves to the boats themselves. This protest comes the day after Greenpeace launched its campaign to ban factory trawlers with the release of its report, "Sinking Fast: How Factory Trawlers are Destroying U.S. Fisheries and Marine Ecosystems".

The factory trawlers targeted by Greenpeace are docked at Pier 91 in Seattle. Greenpeace believes factory trawlers -- industrial-scale fishing vessels that are strip mining the oceans -- have no place in U.S. Fisheries and should be pulled off the water. With this protest, the activists are putting themselves between the factory trawlers and their efforts to continue the devastation.



© Greenpeace 1996
Greenpeace diver secures chains around propeller of factory fishing trawler.



© Greenpeace 1996
After chaining the ships' propellers, Greenpeace divers attached this underwater banner -- "Ban Factory Trawlers, Greenpeace" -- to the side of the ships.

SEATTLE, AUGUST 16, 1996 -- Greenpeace divers today chained the propellers of several factory trawlers docked at Pier 91 to prevent them from leaving for fishing grounds off Alaska. Swimming activists also chained themselves to the factory trawlers while draping banners comparing factory trawlers to strip mining and clear cutting.

"Factory trawlers are starving the North Pacific to death," said Greenpeace campaigner Fred Munson. "Marine mammals and seabirds -- the 'canaries in the coal mine' -- depend on these fish to survive." The protest comes one day after Greenpeace

launched its latest campaign with the release of its report, "Sinking Fast", which calls for a ban on factory trawlers in U.S. waters. Joining Greenpeace in this protest, are Alaskan fishermen Don Hall, Matt Donohoe and Mako Haggerty as well as Seattle fishermen Erling Skaar, Bruce Watson, Jonathan Manski.

In the last 30 years factory trawlers devastated the fisheries of the Grand Banks off of Newfoundland and Georges Bank off of New England. The US Congress responded by passing the Magnuson Fishery Conservation and Management Act of 1976 which forced the foreign factory trawler fleet out of American waters. Unfortunately, this directly encouraged the development of the current U.S. factory trawler fleet.

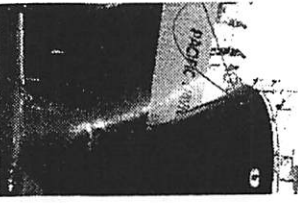
A "plate radio" station -- "KELP" at 102.9 FM -- is broadcasting from an unknown location reports about Greenpeace's action and factory trawler abuses. This broadcast can be heard in most parts of the city of Seattle.



© Tim Crosby/Greenpeace 1996
Greenpeace climber hangs from the side of an American Seafoods-owned factory fishing trawler with banner reading "Ban Factory Trawlers."



© Tim Crosby/Greenpeace 1996
For over nine hours, 12 Greenpeace protesters floated in the water as a "human chain," each hooked to a floating oil boom which prevented the factory trawler from leaving port. Some their heads were above water, others were submerged. A banner reading "Factory Trawlers: Sinking the Oceans, Greenpeace"



© Tim Crosby/Greenpeace 1996
The crew of the "Pacific Navigator" joins by American Seafoods in the protest. Attached to another American Seafoods-owned trawler berthed nearby.

FOR MORE INFORMATION REPORTERS MAY CONTACT:
Greenpeace Seattle (206) 632-4326

You may also wish to check out our [Biodiversity/Fisheries Campaign page](#).

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GREENPEACE

News Releases



GREENPEACE IMPOUNDS INDUSTRIAL FISHING VESSELS

Ships Held to Protect the North Pacific Food Chain

TACOMA, WA, January 14, 1997 -- Greenpeace activists today impounded Tyson factory trawlers together in Commencement Bay to prevent their leaving for fishing grounds off Alaska. Activists hung a banner reading, "Factory Trawlers: Breaking the Food Chain" from the side of one of the vessels. Other activists dressed as sea lions were anchored in the trawler's path nearby.



"Factory trawlers' industrial fishing is breaking the food chain in the North Pacific," said Greenpeace campaigner Dave Batker. "These vessels catch hundreds of thousands of tons of pollock in direct competition with declining populations of sea birds and marine mammals like the Steller sea lion."

Recent data from National Marine Fisheries Service scientists suggest that unless a large population of young pollock is detected next year, the allowable pollock catch will need to be cut as much as 40 percent. The pollock population has already declined by 50 percent since the mid-1980s.

Many species of pollock predators have declined since the 1970s when industrial fishing vessels came to Alaska. These include seabirds such as red and black-legged kittiwakes and common and thick-billed murres, as well as marine mammals like northern fur seals and Steller sea lions. The Aleutian Islands population of the Steller sea lion, is expected to soon be listed as an endangered species.

Greenpeace is calling for a national ban on factory trawlers by 2001 because of their intensive and destructive fishing practices.

Photo © Nancy Levine/Greenpeace 1997.

For more information about the Greenpeace campaign against factory trawlers, please see our on-line report, "Sinking Fast" which exposes the factory trawler industry's destruction of U.S. fisheries and marine ecosystems.

GREENPEACE DEMANDS BAN IN MIDST OF TRAWLER FLEET

BERING SEA, September 9, 1996 -- Over a dozen Greenpeace activists in four inflatable boats today brought the call for a ban on factory trawlers into the midst of the Bering Sea factory trawler fleet.

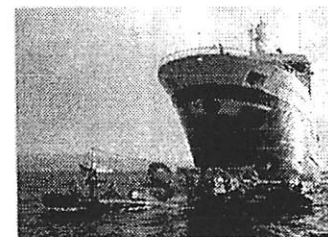
In August, Greenpeace launched a campaign to ban factory trawlers from U.S. fisheries. Today, 15 activists from the *M/V Greenpeace* began an on-going direct action among the factory trawlers by driving small, inflatable boats in front of the moving factory trawler Ocean Rover (owned by American Seafoods).

"We're here to end the pillaging of our oceans by factory trawlers," said Greenpeace's Dave Batker aboard the *M/V Greenpeace*. "These trawlers pass through an ocean ecosystem and tear out the heart of the food web."

Greenpeace's action begins days before the U.S. Senate is due to debate on the Magnuson Fishery Conservation and Management Act, the nation's primary fisheries law.

The activists preceded the action Sunday by urging factory trawlers, via marine radio, to cease their wasteful fishing. "It was a substantive discussion," Batker said. "But they are still fishing."

North Pacific marine mammals and birds, which depend on the fish caught by factory trawlers, are declining drastically. The Steller sea lion is being considered for endangered species status in the areas where factory trawlers have fished most heavily.



All photos © Robert Lissner/Greenpeace 1996

REPORTERS MAY CONTACT:

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Deborah Rephan, Greenpeace (202) 319-2492
Charlie Miller, Fenton Communications, (202) 745-0707

For more information about the Greenpeace campaign against factory trawlers, please see our new on-line report, "Sinking Fast" which exposes the factory trawler industry's destruction of U.S. fisheries and marine ecosystems.



**GREENPEACE ACTIVISTS STOP FACTORY TRAWLER!
Climbers Remain Suspended From Aurora Bridge Overnight**

Seattle, WA, August 17, 1997 -- Seven Greenpeace activists made good on their promise this morning to rappel down and block any factory trawler that would try to leave Lake Union. At 4:00 a.m., the American Seafoods factory trawler Elizabeth Ann attempted to run through the Greenpeace blockade. After the Greenpeace climbers went down to block the ship's passage, the Elizabeth Ann ran its bow right up to the blockade before reversing and returning to its dock. Both American Seafood's factory trawlers, the Elizabeth Ann and Katie Ann, now remain effectively trapped in Lake Union.

After nearly 24 hours suspended from the Aurora Bridge, the 7 Greenpeace climbers have vowed to stay as long as possible to stop these factory trawlers from leaving for the fishing grounds off Alaska. "These vessels catch hundreds of thousands of tons of pollock in direct competition with declining populations of sea birds and marine mammals like the Steller sea lion -- this cannot be allowed to continue," said Greenpeace campaigner Dave Barker.

The Steller sea lions were declared endangered under the Endangered Species Act in May, 1997. Scientists cite reduction in food availability due to fishing as the most likely cause of the decline. However, no reduction in fishing in Steller sea lion critical foraging habitat has been enacted to help them recover. The catch of pollock in Steller sea lion critical habitat has actually increased from 200,000 metric tons a year in the late 1970s, to over 800,000 metric tons a year in 1995.

Many sea bird and marine mammal species that depend on pollock for food have declined since the 1970s when industrial fishing vessels came to Alaska. These include seabirds such as red and black-legged kittiwakes and common and thick-billed murres, as well as marine mammals such as northern fur seals and harbor seals.

A bill recently passed the U.S. House of Representatives banning factory trawlers from the East Coast herring and mackerel fisheries because of their destructive potential. A companion bill was recently introduced in the U.S. Senate.

REPORTERS MAY CONTACT:
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Fred Munson, Fisheries Campaign, (206) 632-4326, ext. 116

Also see our USA Biodiversity Campaign page for more information and links to Greenpeace reports about fisheries.

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**GREENPEACE ACTIVISTS END BLOCKADE OF
FACTORY TRAWLERS
Climbers Begin Long Ascent After 45 Hours on the Aurora
Bridge**

Seattle, WA, August 18, 1997 -- Seven Greenpeace activists have decided that they stayed as long as they safely can on the Aurora Bridge in their bid to blockade factory trawlers in Lake Union. All the climbers agreed that their protest has been an unqualified success. After making good on their promise yesterday to rappel down and block any factory trawler that would try to leave the lake by successfully blocking the Elizabeth Ann, no other factory trawler has attempted to run the blockade.

"We've done more in the last two days and nights to stop overfishing in the North Pacific and protect the Steller sea lion than the Fisheries Service has done in the last 5 years," said Katie Flynn-Jambeck, one of the Greenpeace climbers.

"These vessels catch hundreds of thousands of tons of pollock in direct competition with declining populations of sea birds and marine mammals like the Steller sea lion -- this cannot be allowed to continue," said Greenpeace campaigner Dave Barker. "We will continue to take this campaign directly to the factory trawlers at the next meeting of the North Pacific Fishery Management Council," he added. The NPFMC is scheduled to meet here in Seattle beginning on September 22.

REPORTERS MAY CONTACT:
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