

U.S. Department
of Transportation

United States
Coast Guard



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16203
October 5, 1999

Richard Lauber
Chairman,
North Pacific Fishery Management Council
605 West 4th Ave., #306
Anchorage, AK 99501-2252

Dear Mr. Chairman,

Here is an interim report on the Coast Guard's IFQ Enforcement in Alaska for 1999 for your use and consideration in the Council's joint meeting with the IPHC:

1. IFQ enforcement remains an important law enforcement mission for the Coast Guard. For 1999 the Coast Guard's IFQ enforcement program consisted of at-sea boardings, dockside monitors and after hours surveillance. In general, the overall level of effort was similar to previous years, although this year we reduced dockside offload monitoring efforts but increased after hours surveillance. The table below provides a summary of our enforcement effort over the past several years:

Year	At-sea boardings	Dockside monitors	Shoreside surveillance
1997	153	152	N/A
1998	276	463	252
1999*	209	177	809

Note: Recording of dedicated time spent conducting shoreside surveillance did not begin until 1998. *1999 data is as of 10/1/99.

2. I've prepared and attached a table detailing the Coast Guard's IFQ monitoring effort by Port of Landing. Based upon previous requests and interest, the table reflects both the number of landings as well as the weight of those landings. The following procedures are used by the Coast Guard during dockside enforcement:

a. Dockside Monitoring: Full audit with compliance check. The entire offload was monitored from beginning to end. The boarding team verified weights of all offloaded catch.

b. Shoreside Surveillance: Surveillance by boarding personnel of potential offload sites, including processing plants, private docks and recreational marinas. The surveillance focussed on unreported landings and landings made by fishers without permits.

3. I've also included a table depicting the distribution of effort by Coast Guard unit. Of note for 1999 is the loss of the Cutter PLANETREE, which was decommissioned in the spring of 1999.

4. The following tables depict the violations detected at sea and shoreside. Similar information for 1997 and 1998 has been included for comparison. I've also attached a summary of significant cases for 1999.

At Sea Boardings			Shoreside Enforcement		
	Type	Number*		Type	Number*
1997	No VAR	5	1997	Overages greater than 10%	1
	Sea Lion incursions	2		Bycatch violation	1
	Permit not on board	1	1998	Logging violation	5
	Logging violations	1		Overages greater than 10%**	2
		Bycatch violation		2	
1998	No VAR*	16		Permit not onboard	1
	Permit not on board	4	1999	Overages greater than 10%	3
	Bycatch violation	4		No Prior Notice of Landing	2
	Logging violation	3		Logging violation	2
	Careful release	1		Retention of undersized	1
1999	Logging violation	9		Failure to separate by area	1
	Permit not on board	2	<p>*The total number and type of IFQ violations detected by off-load monitors needs to be compared with NMFS since these number do not reflect self-reported violations, nor violations referred to NMFS for further investigation.</p> <p>** The overages reported greater than 10% in 1998 were self-reported during offloads monitored by Coast Guard boarding personnel. The violation was automatically referred to NMFS for action.</p>		
	Bycatch violation	1			
	Observer coverage	1			
<p>*For 1999, the Coast Guard significantly changed its enforcement policy regarding Vessel Activity Reports.</p>					

5. Finally, as we've provided in the past, the following briefly describes what items Coast Guard personnel check during at sea and shoreside enforcement operations:

a. At sea:

- (1) Fishing is being conducted legally (e.g., in season, has IFQ Permit)
- (2) Cardholder is aboard
- (3) Cardholder has quota for the area being fished
- (4) Cardholder has quota share to cover catch
- (5) Seabird avoidance gear is being used
- (6) Bycatch standards are met
- (7) Careful release of undersized halibut and prohibited species
- (8) Size limits are not exceeded
- (9) Logs are properly maintained
- (10) Gear is properly marked

16203
October 5, 1999

b. Dockside:

- (1) Cardholder is on board
- (2) Hold inspected to ensure all halibut offloaded
- (3) Landed weight and area fished are properly reported
- (4) Cardholder has sufficient quota share to cover catch
- (5) Off loading operations is not being conducted outside of authorized landing windows

6. I'll be present at the meeting and would be pleased to answer any questions you, the Council, or the Commissioners may have.

Sincerely,

J. V. O'SHEA
Captain, U.S. Coast Guard
Chief, Planning and Policy Division
Seventeenth Coast Guard District
By direction of the District Commander

Encl: (1) IFQ Halibut Monitoring Effort by Port
(2) IFQ Sablefish Monitoring Effort by Port
(3) IFQ Enforcement Effort by Unit
(4) Summary of 1999 Major IFQ Cases

IFQ Monitoring Effort by Port

1999

Enclosure (1)

(As of 10/1/99)

IFQ Species	Port	Number Offloads Monitored	Total # IFQ Offloads	Percent Monitored (by number)	Total IFQ Weight Monitored	Total Weight Landed	Percent Monitored (by weight)	Surveillance Hours
200	ADAK		45			1,016,313		
200	AKUTAN		19			15,561		
200	ANGOON		18			20,027		
200	CHIGNIK		48			405,527		5
200	CORDOVA*	23	194	11.9%	129,306	1,398,047	9.2%	4
200	CRAIG	1	231	0.4%	1,076	371,429	0.3%	
200	DUTCH HARBOR	1	331	0.3%	12,441	4,833,141	0.3%	
200	GUSTAVUS	1	46	2.2%	893	50,243	1.8%	
200	HAINES		98			578,633		
200	HOMER*	5	791	0.6%	88,085	10,417,026	0.8%	84
200	HOONAH	23	420	5.5%	71,355	1,222,395	5.8%	20
200	HYDER		12			1,806		
200	JUNEAU*	4	507	0.8%	36,936	2,662,733	1.4%	195
200	KAKE		4			2,794		16
200	KENAI		49			189,431		148
200	KETCHIKAN*	9	176	5.1%	22,497	538,932	4.2%	22
200	KING COVE		76			997,419		
200	KODIAK*	15	757	2.0%	128,159	8,164,052	1.6%	143
200	METLAKATLA		8			19,741		
200	NINILCHIK		24			87,405		6
200	PELICAN		52			96,511		
200	PETERSBURG*	34	573	5.9%	240,552	2,078,437	11.6%	1
200	PORT ALEXANDER		68			75,574		
200	SAND POINT		86			705,484		8
200	SELDOVIA		12			2,273		19
200	SEWARD*	8	453	1.8%	248,557	6,395,992	3.9%	48
200	SITKA*	16	847	1.9%	87,421	2,544,050	3.4%	10
200	SKAGWAY		15			25,845		
200	ST GEORGE		10			9,191		
200	ST PAUL		128			276,983		
200	VALDEZ		35			151,536		6
200	WHITTIER		89			348,941		
200	WRANGELL	4	321	1.2%	6,242	1,131,371	0.6%	74
200	YAKUTAT	3	269	1.1%	13,040	1,234,148	1.1%	
200	OUTSIDE AK		94			2,469,240		
	HALIBUT TOTALS	147	6906	2.1%	1,086,560	50,538,171	2.1%	800

OCT 07 '99 09:01AM 907 463 2216 CG D17 (MPC)

P.4/7

IFQ Monitoring Effort by Port

IFQ Species	Port	Number Offloads Monitored	Total # IFQ Offloads	Percent Monitored (by number)	Total IFQ Weight Monitored	Total Weight Landed	Percent Monitored (by weight)
710	ADAK		22			162,849	
710	ATKA		2			1,420	
710	CHIGNIK		2			104,965	
710	CORDOVA*	1	50	2.0%	23,155	908,047	2.6%
710	CRAIG		12			79,424	
710	DUTCH HARBOR		130			2,290,935	
710	GUSTAVUS		2			1,109	
710	HAINES		10			25,878	
710	HOMER*		148			1,398,476	
710	HOONAH	5	100	5.0%	27,926	790,026	3.5%
710	JUNEAU*	2	103	1.9%	38,464	1,154,254	3.3%
710	KETCHIKAN*	1	25	4.0%	23,639	258,328	9.2%
710	KING COVE		23			499,189	
710	KLAWOCK		2			26,675	
710	KODIAK*	4	153	2.6%	67,206	2,240,881	3.0%
710	NINILCHIK		1			463	
710	PELICAN		9			67,961	
710	PETERSBURG*	1	48	2.1%	6,839	762,264	0.8%
710	PORT ALEXANDER		1			8,552	
710	SAND POINT		22			389,557	
710	SEWARD*	6	340	1.8%	67,302	6,018,768	1.1%
710	SITKA*	8	345	2.3%	97,931	2,932,442	3.3%
710	VALDEZ		2			10,188	
710	WRANGELL		8			6,993	
710	YAKUTAT	2	93	2.2%	2,779	1,240,465	0.2%
710	OUTSIDE AK		57	0.0%		1,975,574	0.0%
	SABLEFISH TOTALS (ALL	30	1710	1.8%	354,241	23,353,883	1.5%

*cutter/station home ports

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P.5/7

IFQ Enforcement Effort by Unit

UNIT	Location	1997		1998		Surveillance** Hours
		Boardings	Docksides	Boardings	Docksides	
FIREBUSH	Kodiak	3	30	12	22	27
IRONWOOD	Kodiak	4	11	6	36	17
PLANETREE	Ketchikan	15	6		7	
SEDGE	Homer		2		18	34
SWEETBRIER	Cordova	25	19	28	57	24
WOODRUSH	Sitka	5	28	22	52	4
ANACAPA	Petersburg	6	20	24	59	6
LIBERTY	Juneau	26	10	29	30	26
MUSTANG	Seward	10	2	4	34	
NAUSHON	Ketchikan	11	22	19	41	15
ROANOKE ISL.	Homer	21	4	23	17	20
STA JUNEAU	Juneau			9	85	42
STA KETCHIKAN	Ketchikan				5	
ACUSHNET				38		
STORIS		15		57		
CHASE						37
HAMILTON		1				
JARVIS		3				
MELLON		1				
MORGENTHAU		4				
RUSH		3				
SHERMAN				5		
TOTALS		153	152	276	463	252

Unit effort as of 10/1/99

UNIT	Location	1999		
		Boardings	Docksides	Surveillance
FIREBUSH	Kodiak	8	16	52
IRONWOOD	Kodiak	11	3	55
SEDGE	Homer	2	2	20
SWEETBRIER	Cordova	9	25	4
WOODRUSH	Sitka	6	30	10
ANACAPA	Petersburg	33	40	1
LIBERTY	Juneau	29	15	51
MUSTANG	Seward	22	15	58
NAUSHON	Ketchikan	20	23	119
ROANOKE ISL.	Homer	39	7	284
STA JUNEAU	Juneau		1	146
STA KETCHIKAN	Ketchikan			11
ACUSHNET		28		
MORGENTHAU		1		
STORIS		1		
TOTALS		209	177	809

1999 Major IFQ Cases

- 05 May CGC FIREBUSH and CGC IRONWOOD conducted a joint dockside monitor in Kodiak of longliners LUCKY ISLAND and VESTIGE. LUCKY ISLAND was issued a violation for failure to separate halibut by statistical area. VESTIGE was issued a summary settlement for a 240 % overage on pacific cod bycatch limit.
- 26 May CGC ROANOKE ISLAND conducted a dockside monitor of the longliner AMBASSADOR in Kodiak. AMBASSADOR was issued a violation for fishing over their allotted quota.
- 11 Jun CGC SWEETBRIER conducted a dockside monitor of longliner PARKS NO. 19, and issued a violation to the vessel for departing the dock prior to having its catch logged.
- 05 Aug CGC IRONWOOD detected the longliner KEMA SUE setting its gear less than 1 nm away from shore inside the Steller Sea Lion buffer zone at Chowiet Island. IRONWOOD issued a summary settlement to KEMA SUE for fishing inside the zone, and for failure to submit its fishing logs to NMFS on a quarterly basis.
- 25 Aug CGC ROANOKE ISLAND conducted a joint dockside monitor with NMFS of the longliner VETER and issued violations for an overage, and no logbooks onboard. In the process of monitoring this dockside, the ROANOKE boarding team noticed the longliner MAJIC MAIDEN tie up at the dock and start offloading well after the legal offload hours prescribed by federal regulation. MAJIC MAIDEN was issued violations for failure to submit a prior notice of landing to NMFS, no logbooks onboard, retention of 38 undersize halibut, and no Alaska Department of Fish and Game numbers. NMFS agents were notified, and MAJIC MAIDEN's catch was seized.
- 05 Sep CGC NAUSHON conducted a dockside monitor of the longliner O-SEE-O, and issued a violation for a 40% overage past their quota.
- 11 Sep CGC SWEETBRIER conducted a dockside monitor on the longliner VARAG in Cordova, issued a violation for a 60% overage and seized the amount of catch above their remaining balance.

**Interim 1999 Enforcement report to the
North Pacific Fisheries Management Council/
International Pacific Halibut Commission
joint meeting.**

**Stephen A. Meyer
Special Agent-in-Charge
NMFS Alaska Enforcement Division
October 1999**

Today, October 12, 1999, we have just over 30 days until the end of the 1999 Halibut/Sablefish Individual Fishing Quota (IFQ) season. This interim report is designed to give you the general idea of the season with little likelihood of significant change in the remaining month of fishing effort. Attached to this report are the seasonal statistics summarizing the National Marine Fisheries Service (NMFS) Alaska Enforcement Division's (AED) efforts in monitoring and enforcing the IFQ program. A review of these statistics brings home several important issues that merit careful attention. First, and perhaps most important, is that the AED continues to work closely with the United States Coast Guard (USCG) as partners in monitoring and enforcement of the IFQ program. Through the close coordination between our agencies we have been able to meet most of the goals of a good enforcement program. This close coordination has resulted in several outstanding case investigations which have lead to the detection, interdiction, and prosecution of illegal fishing efforts which may not have been resolved otherwise. The following are a few examples of the kinds of cases our joint efforts have detected:

F/V SKIFF NINE

- On September 22, 1999 Lloyd Collins was indicted in Federal Grand Jury on 4 counts of violating the Lacey Act (see attachment 1). The indictment charges that Mr. Collins, on two occasions in early 1999, caught, transported, and sold halibut taken during the closed season. The indictment further charges that on two occasions in 1998, Collins transported and sold halibut not recorded on state fish tickets or federal catch receipts. The combined value of the illegal halibut was over \$20,000. His vessel, the SKIFF NINE, was seized under the authority of an arrest warrant and NMFS is seeking forfeiture. Mr. Collins will appear before a federal magistrate on October 27 in Anchorage for his preliminary hearing.

Through close coordination, Collins and the Skiff Nine were detected returning to Homer after a fishing trip ostensibly for Pacific Cod but where Collins had kept a quantity of illegally retained halibut in an ongoing illegal enterprise. USCG personnel assisted in providing port watch operations which resulted in the seizure of his illegal catch.

F/V VETER

- In a joint case with the Coast Guard, the F/V VETER was cited for having 8,107 pounds of halibut on board with only 8 pounds of quota remaining. The entire load of halibut was seized and sold in Homer.

Close communications between AED and USCG personnel placed the F/V Veter on a look out for suspected illegal fishing activity. Personnel from the USCG Cutter Roanoke Island observed the F/V Veter fishing in the Homer area and boarded the vessel. The USCGC Roanoke Island escorted the vessel to Homer where AED personnel met the vessel and a joint seizure of the illegally caught halibut was effected.

F/V MAJIC MAIDEN

- At the same port, the same night the F/V Veter was escorted in, USCG personnel observed the MAJIC MAIDEN offloading halibut at about 3:00 am into a pickup truck and trailer. The vessel was boarded and it was determined that the skipper did not have an IPHC logbook, a Federal Fisheries Permit, or an ADF&G license. He had not requested a waiver to offload outside the 6am to 6pm window. The entire load was seized. The MAJIC MAIDEN had 2,700 pounds of IFQ halibut on board with 38 halibut being undersized.

This case is particularly gratifying in that USCG personnel were at the right place, at the right time, to find this illegal offload in the very early morning hours of August 25, 1999. AED personnel helped effect the seizure of the fish and in disposing of the short halibut in accordance with federal regulations and policies.

In addition to the aforementioned joint investigations, AED personnel also brought to justice the case of Orlando Bell and the F/V Lindy.

F/V LINDY

- This case required intensive investigation over a 2 year time period. Bell and his crew fished for and caught in excess of his 1997 Halibut IFQ quota. Upon delivery, Bell and his crew high graded the fish at the dock, selecting the prime large halibut for delivery, and dumped the remaining 2,300 pounds of fish into the harbor under the unloading crane. Bell has been indicted for his crime (see attachment 2) and faces a monetary penalty and potential jail time.

This is a sampling of some of the more significant cases recently investigated by AED and/or the USCG. Several other cases of the same magnitude or larger are currently under investigation by AED personnel. This is demonstrative of the increase in non-compliance predicted in the Matthews report (April, 1997) and by the author based upon study of mature IFQ type programs internationally. AED and USCG personnel will remain vigilant in detecting illegal activity and assessing and reporting on predicted trends in compliance/non-compliance relating to the IFQ program.

The second issue for consideration is dockside monitoring during the 1999 IFQ season. An all time low number of personnel in the AED during the majority of the season contributed to very low numbers of vessels boarded shoreside (see attachment 3). From January to June, 1999, AED had 2 Enforcement Officers (EOs)(Uniformed Law Enforcement personnel) in the field. One in Ketchikan and one in Homer. In June, five EO's graduated from training and reported to their field stations. They began training under our Field Training Officer (FTO) program. This

consists of three, two-week, sessions. The two experienced EO's each spent 6 weeks as FTO's, training the new hires. Agents and supervisors were also called upon to perform duties as FTO's. This training ended in late August. The FTO's were sometimes required to travel to the trainee's office to train them in their area. The trainees were sometimes required to travel away from their assigned ports to get a variety of experience.

The low boarding percentage of offloadings in the dockside deliveries under the IFQ system remains a concern. Attached to this report is a short paper written to examine the current shortfall in dockside monitoring. As reported in the past, low boardings may lead to an increase in illegal activities if those disposed to illegal activity perceive little to no risk of being caught in their illegal deeds. With staffing at a high level going into the 2000 IFQ season, I anticipate a turnaround in the decline in dockside monitorings and hopefully less concern with real and potential non-compliance.

The 1999 IFQ season marks the fifth season under the new program and AED intends to write a paper on performance, trends and issues regarding compliance with the program. We anticipate delivery of the study in the summer of 2000.

Overall compliance by industry members in ports with permanent AED and/or USCG presence, during daylight hours, with the majority of regulations, is at a high level. The vast majority of people are in compliance with the spirit and the regulations of the IFQ program. I would be remiss in my duties though if I did not report the increase in major illegal activity and our efforts to deter and detect it.

1999 IFQ Enforcement Summary

(For the period 3/15 to 10/1)

bold print = 1999 data , regular print = past years data

- 1)
 - a. Percentage of IFQ Season Complete (204 days ÷ 245 days): **83%**
 - b. Percent of IFQ Harvested: **Halibut: 86%, Sablefish: 85%**
 - c. Percent of CDQ Harvested: **Halibut: 86%**

- 2)
 - a. 1999 Number of IFQ/CDQ Offloads: **9,551**
 - b. 1999 Offloads as a percent of 1998 total (9,551÷9,238): **103%**

- 3)
 - a. 1999 Number of IFQ Processor Inspections: **1**
 - b. 1998 Total Number of Processor Inspections: 16
 - c. 1997 Total Number of Processor Inspections: 39
 - d. 1996 Total Number of Processor Inspections: 39

- 4)
 - a. 1999 Number of IFQ/CDQ Vessel Offload Audits: **263**
**The method for counting vessel offload audits changed significantly in 5/98. Multiply past year's reported rates (g, i, & k below) by 65% in order to compare to 1998 & 1999.*
 - b. 1999 Vessel Offload Audit Rate (263÷9,551): **2.8%**
 - c. 1999 Est. Audits if above rate continues (263÷0.83): **317**
 - d. 1998 Total IFQ/CDQ Vessel Offload Audits: 413
 - e. 1998 Total IFQ/CDQ Vessel Offload Audits: (413÷9,238): 5%
 - f. 1997 Total IFQ/CDQ Vessel Offload Audits: 1,561
 - g. 1997 Total IFQ/CDQ Vessel Offload Audits: (1,540÷10,895): 14% *(9%)
 - h. 1996 Total IFQ/CDQ Vessel Offload Audits: 1,540
 - i. 1996 Total IFQ/CDQ Vessel Offload Audits: (1,540÷9,009): 17% *(11%)
 - j. 1995 Total IFQ/CDQ Vessel Offload Audits: 2,262
 - k. 1995 Total IFQ/CDQ Vessel Offload Audits: (2,262÷9,652): 23% *(15%)

- 5)
 - a. 1999 Number of IFQ/CDQ Cases Initiated: **184**
 - b. 1999 Estimated Total Cases if this rate continues (184÷0.83): **222**
 - c. 1998 Total Number of IFQ/CDQ Cases Initiated: 186
 - d. 1997 Total Number of IFQ/CDQ Cases Initiated: 294
 - e. 1996 Total Number of IFQ/CDQ Cases Initiated: 376
 - f. 1995 Total Number of IFQ/CDQ Cases Initiated: 601

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|----|--|-------|
| 6) | a. 1999 Number of IFQ Confiscations: | 76 |
| | b. 1999 IFQ Confiscation Rate (76 ÷ 9,551): | 0.8 % |
| | c. 1998 Season Confiscation Rate (83÷9,238): | 0.9% |
| | d. 1997 Season Confiscation Rate (179÷10,895): | 2% |
| | e. 1996 Season Confiscation Rate (612÷9,009): | 7% |
| | f. 1995 Season Confiscation Rate (436÷9,652): | 5% |

- | | | |
|----|---------------------------------|----|
| 7) | a. 1999 Canada Offloads: | 9 |
| | b. 1998 Canada Offloads: | 24 |
| | c. 1997 Canada Offloads: | 11 |
| | d. 1996 Canada Offloads: | 51 |

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|----|-----------------------------------|-----|
| 8) | a. 1999 Lower 48 Offloads: | 113 |
| | b. 1998 Lower 48 Offloads: | 156 |
| | c. 1997 Lower 48 Offloads: | 136 |
| | d. 1996 Lower 48 Landings: | 147 |

IFQ/CDQ BOARDINGS AND INSPECTIONS

3/15 to 10/1/99

1) Number of NMFS Enforcement Boardings and Inspections By CODE:

<u>Code</u>	<u>NMFS</u>	<u>Description</u>
AA	238	Full audit with compliance check. The entire offload was monitored from beginning to end. Weights of all offloaded catch were verified by inspecting officer. Compliance inspection conducted.
AB	25	Full audit with no compliance check. The entire offload was monitored from beginning to end. Weights of all offloaded catch were verified by inspecting officer. Compliance inspection NOT conducted.
CV	23	Compliance inspection only with no offload event (Catcher Vessels only). Catch not offloaded. Catch/hold inspected. Presence or lack of catch confirmed. Amount of catch estimated and species identification confirmed.
CP	2	Compliance inspection only with no offload event (Catcher/Processors only). Catch not offloaded. Hold audit, product weight and species verified, and logbook reconciliation of catch on board was conducted.
CN	12	Compliance inspection only with no offload event. Catch/hold not inspected.
CO	101	Compliance inspection only during offload event. Catch/hold not inspected. Offload not monitored.
CT	15	Contact only with minimal or no compliance inspection and no offload event (examples: dockside visit, interview, etc.).
CC	5	COPPS (Community Oriented Policing and Problem Solving) activities.
SP	1	Shoreside processor or buying station inspection. Compliance check of processing activities, recordkeeping, or permit inspection.
SA	0	Audit of shoreside processor or other facility operations.

Total IFQ/CDQ Offloads by Port

From 03/15 thru 10/01/1999

Port	- Halibut -		Sablefish		---- Combined		----- Confis-		Totl Off-	
	Off-Load	Pounds	Off-Load	Pounds	Off-Load	Pounds	Sblfish Pounds	Hal Sab		
ADAK	33	761863	10	78030	12	254450	84819	1	0	55
AKUTAN	19	15561	0	0	0	0	0	0	0	19
ALITAK	54	644401	14	261969	11	177309	145430	0	0	79
ANGOON	18	20027	0	0	0	0	0	3	0	18
ASTORIA	1	60571	0	0	1	24947	530	0	0	2
ATKA	171	557351	2	1420	0	0	0	0	0	173
AUKE BAY	145	650991	5	18007	9	129446	10194	2	0	159
BELLEVUE	0	0	0	0	1	30729	640	0	0	1
BELLINGHAM	48	1549278	21	1079967	20	498342	358481	4	4	89
CHIGNIK	47	405041	1	54857	1	486	50108	1	0	49
CORDOVA	173	1065330	29	511908	21	332717	394139	2	1	223
CRAIG	225	359358	6	50992	6	12071	28432	1	0	237
DILLINGHAM	20	15207	0	0	0	0	0	0	0	20
DUTCH HARBOR	302	4802563	84	1678592	39	551649	612343	15	9	425
EGEGIK	12	14315	0	0	0	0	0	0	0	12
GUSTAVUS	44	46646	0	0	2	3597	1109	0	0	46
HAINES	91	473869	3	3611	7	104764	22267	1	0	101
HALIBUT COVE	7	1709	0	0	0	0	0	0	0	7
HOMER	690	8538180	57	857786	91	1877137	540690	8	4	838
HOONAH	371	1019589	49	386759	49	202746	403267	2	4	469
HYDER	12	1806	0	0	0	0	0	0	0	12
JUNEAU	282	1531981	47	719752	42	338913	406301	2	3	371
KAKE	4	2794	0	0	0	0	0	0	0	4
KENAI	17	66656	0	0	0	0	0	0	0	17
KENAI RIVER	32	122775	0	0	0	0	0	0	0	32
KETCHIKAN	163	486956	13	111777	12	51976	146551	1	2	188
KING COVE	66	938965	13	246723	10	58454	252466	1	0	89
KLAWOCK	0	0	2	26675	0	0	0	0	0	2
KODIAK	621	6369638	63	1197013	64	972704	636469	11	5	748
LA CONNER	1	3778	0	0	0	0	0	0	0	1
MEKORYUK	392	95882	0	0	0	0	0	0	0	392
METLAKATLA	8	19741	0	0	0	0	0	0	0	8
NAKNEK	13	12796	0	0	0	0	0	0	0	13
NINILCHIK	24	87405	1	463	0	0	0	0	0	25
NOME	47	36733	0	0	0	0	0	0	0	47
PELICAN	51	93861	8	56107	1	2650	11854	0	0	60
PETERSBURG	554	1870777	29	519652	19	207660	242612	8	0	602
PORT ALEXANDER	68	75574	1	8552	0	0	0	1	0	69
PORT ORCHARD	2	1865	0	0	0	0	0	0	0	2
PRINCE RUPERT	8	142375	0	0	1	23637	3773	0	0	9
SAND POINT	81	676168	17	299514	5	29316	90043	3	0	103
SAVOONGA	9	1694	0	0	0	0	0	0	0	9
SEATTLE	6	166268	10	528624	2	20505	3559	0	0	18
SELDOVIA	12	2273	0	0	0	0	0	0	0	12
SEWARD	322	3992952	209	4089429	130	2403040	1929339	6	4	661
SITKA	728	1863381	228	2201809	117	680669	730633	3	7	1073
SKAGWAY	15	25845	0	0	0	0	0	0	0	15
ST GEORGE	144	109889	0	0	0	0	0	0	0	144
ST PAUL	674	1189622	0	0	0	0	0	0	0	674
TEE HARBOR	27	11402	0	0	0	0	0	0	0	27
TOKSOOK BAY	580	71825	0	0	0	0	0	0	0	580
TUNUNAK	214	17591	0	0	0	0	0	0	0	214
VALDEZ	34	139536	1	4048	1	12000	6140	0	0	36
WARRENTON	2	15987	0	0	0	0	0	0	0	2
WHITTIER	89	348941	0	0	0	0	0	0	0	89
WRANGELL	315	1092342	2	3559	6	39029	3434	3	1	323
YAKUTAT	240	824386	62	939631	30	416884	321425	1	1	332
Totals	8328	43514310	987	*****	236	1831149	2177774	80	45	9551

3) Number of NMFS Boardings & Inspections By Port:

PORT	Inspection Code	Number
AUKE BAY	AA	2
BELLINGHAM	AA	29
	CO	15
	CV	4
CRAIG	AA	3
	CN	1
	CT	6
DUTCH HARBOR	AA	5
	CO	5
	CP	1
	CT	1
	CV	8
HOMER	AA	45
	AB	8
	CN	1
	CO	49
	CV	6
HOONAH	AA	1
JUNEAU	AA	15
	CO	5
	CT	1
	SP	1
KENAI	AA	1
	AB	2
	CO	1
KENAI RIVER	AA	1
	AB	1
	CO	1
KETCHIKAN	AA	70
	AB	6
	CC	3
	CN	10
	CO	1
	CT	2
	CV	3
KODIAK	AA	4
NINILCHIK	AA	3

3) (CONTINUED):

PORT	Inspection Code	Number
PETERSBURG	AA	20
	AB	2
	CC	2
	CO	4
	CV	2
SEWARD	AA	38
	AB	6
	CO	20
	CT	4
SITKA	AA	1
	CP	1
	CT	1

FILED

SEP 22 1999

UNITED STATES DISTRICT COURT
DISTRICT OF ALASKA

ROBERT C. BUNDY
United States Attorney

KEVIN FELDIS
Assistant U.S. Attorney

Federal Building & U.S. Courthouse
222 West Seventh Avenue, #9
Anchorage, Alaska 99507
(907) 271-5071

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF ALASKA

899-0135 CR

UNITED STATES OF AMERICA,
Plaintiff,

v.

LLOYD WAYNE COLLINS,
Defendant.

) Case No.
)
) COUNTS 1-4
) TRANSPORTATION AND
) SALE OF UNLAWFULLY
) TAKEN FISH
) Vio. 16 U.S.C. §§
) 3372(a)(1) and
) 3373(d)(1)(B)

INDICTMENT

THE GRAND JURY CHARGES:

Count 1

That between on or about January 17, 1999, and on
or about January 28, 1999, in the District of Alaska, the
defendant, LLOYD WAYNE COLLINS, did knowingly engage in
conduct involving the transportation and sale of fish with a

market value in excess of \$350.00, to wit: approximately 300 pounds of filleted halibut, knowing that said fish had been taken and transported in violation of the laws and regulations of the United States, specifically Title 16, § 773e(a)(5), and Title 50, Code of Federal Regulations, Section 300.62, in that the halibut was taken and retained during a closed season, all of which is in violation of Title 16, United States Code, Section 3372(a)(1) and 3373(d)(1)(B).

Count 2

That between on and about February 23, 1999, and on or about March 1, 1999, in the District of Alaska, the defendant, LLOYD WAYNE COLLINS, did knowingly engage in conduct involving the transportation and sale of fish with a market value in excess of \$350.00, to wit: approximately 1,017 pounds of filleted halibut, knowing that said fish had been taken and transported in violation of the laws and regulations of the United States, specifically Title 16, § 773e(a)(5), and Title 50, Code of Federal Regulations, Section 300.62, in that the halibut was taken and retained during a closed season, all of which is in violation of Title 16, United States Code, Section 3372(a)(1) and 3373(d)(1)(B).

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Count 3

That on or about April 28, 1998, in the District of Alaska, the defendant, LLOYD WAYNE COLLINS, did knowingly engage in conduct involving the transportation and sale of fish with a market value in excess of \$350.00, to wit: approximately 800 pounds of filleted halibut, knowing that said fish had been transported in violation of the laws and regulations of the United States, specifically Title 16, § 773e(a)(5), and Title 50, Code of Federal Regulations, Section 300.62, in that the halibut was not weighed or recorded on state fish tickets or federal catch receipts, all of which is in violation of Title 16, United States Code, Section 3372(a)(1) and 3373(d)(1)(B).

Count 4

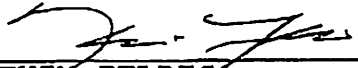
That on or about May 18, 1998, in the District of Alaska, the defendant, LLOYD WAYNE COLLINS, did knowingly engage in conduct involving the transportation and sale of fish with a market value in excess of \$350.00, to wit: approximately 1,800 pounds of filleted halibut, knowing that said fish had been transported in violation of the laws and regulations of the United States, specifically Title 16, § 773e(a)(5), and Title 50, Code of Federal Regulations, Section 300.62, in that the halibut was not weighed or recorded on state fish tickets or federal catch receipts, all of which is in violation of Title 16, United States Code, Section 3372(a)(1) and 3373(d)(1)(B).

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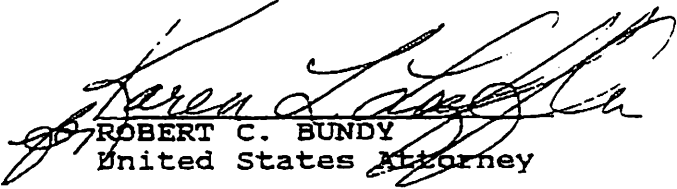
A TRUE BILL



GRAND JURY FOREPERSON



KEVIN FELDIS
Assistant U.S. Attorney



ROBERT C. BUNDY
United States Attorney

9/21/99

DATE



United States Attorney's Office
District of Alaska
222 West 7th Avenue, #9
Anchorage, Alaska 99513-7567

FOR IMMEDIATE RELEASE
Friday, September 24, 1999

Contact: Crandon Randell
Assistant U.S. Attorney
907-271-5071 / Fax: 271-2345

KENAI FISHERMAN INDICTED; BOAT SEIZED

Anchorage, Alaska – A federal grand jury has returned a four-count indictment against Kenai fisherman Lloyd W. Collins, master of the fishing vessel SKIFF NINE.

The indictment charges that Collins, on two occasions in early 1999, caught, transported, and sold halibut taken during the closed season. The indictment further alleges that Collins, on two occasions in 1998, transported and sold halibut not recorded on state fish tickets or federal catch receipts. The combined value of the illegally sold halibut was over \$20,000.

The fishing vessel SKIFF NINE was seized by the National Marine Fisheries Service following the filing of a complaint in federal district court.

The maximum penalty for each of these offenses is 5 years incarceration and a \$250,000 fine.

The case resulted from a joint investigation conducted by the National Marine Fisheries Service, the Alaska State Troopers - Division of Fish and Wildlife Protection, and the U. S. Coast Guard.

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CHARGES ARE MERELY ACCUSATIONS; AND DEFENDANTS ARE PRESUMED INNOCENT UNTIL PROVEN GUILTY AT TRIAL OR A PLEA OF GUILTY IS ACCEPTED BY THE COURT.

ROBERT C. BUNDY
United States Attorney

CRANDON RANDELL
Assistant U.S. Attorney
Federal Building & U.S. Courthouse
Room 253, 222 W. 7th Avenue, #9
Anchorage, Alaska 99513-7567

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF ALASKA

UNITED STATES OF AMERICA)
)
 Plaintiff,)
)
 v.)
)
 ORLANDO B. BELL,)
)
 Defendant.)

Case No. *99-012 (JWS)*
COUNT 1:
FALSE STATEMENTS
Vio. 18 U.S.C. § 1001

INDICTMENT

THE GRAND JURY CHARGES THAT:

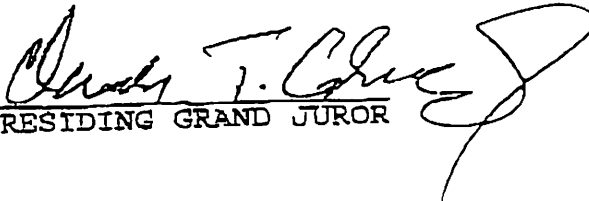
COUNT 1

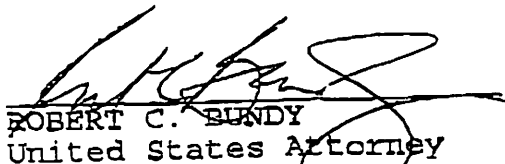
On or about April 30, 1997, at Sitka, in the District of Alaska, in a matter within the jurisdiction of the National Marine Fisheries Service, an agency of the United States, the defendant, ORLANDO B. BELL, did knowingly and willfully make and use material false writings and documents, to wit: a "Fish House Weight Ticket", an ALASKA DEPARTMENT OF FISH AND GAME "Fish Buying Ticket," and an

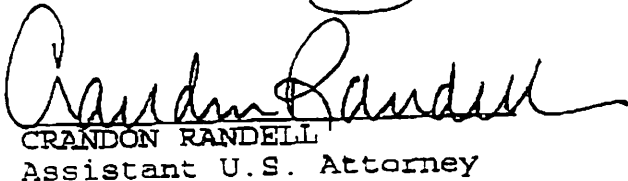
"IFQ Catch Receipt," all of which contained figures signifying delivery of halibut, and all of which, as ORLANDO B. BELL well knew, did not include approximately 2,300 lbs. of halibut which had been dumped overboard.

All of which is contrary to and in violation of Title 18, United States Code, Section 1001.

A TRUE BILL.


PRESIDING GRAND JUROR


ROBERT C. BUNDY
United States Attorney


CRANDON RANDELL
Assistant U.S. Attorney

DATED: 6.15.99