



5350
11 APR 96

NORTH PACIFIC FISHERIES MANAGEMENT COUNCIL

U.S. COAST GUARD ENFORCEMENT REPORT
12/1/95 - 3/31/96

1. ENFORCEMENT/SAFETY SUMMARY.

A. INTERNATIONAL FISHERIES.

1. US/RUSSIAN CONVENTION LINE. Coast Guard air and cutter patrols monitored foreign trawl activity along the US/RS Convention Line into early January, when fishing activity ceased. This is the latest we have noted this activity. In 1994 fishing had ceased by November; in 1993 by October. On 22 December the Russian Border Guard, in responding to a Coast Guard query, reported twenty eight vessels were fishing pollock in the region. Among them were 3 Russian, 12 Japanese, 1 Republic of Korea, and 12 Polish. All were reported to have Russian fishing inspectors onboard. Noting the status of U.S. and RS pollock stocks, we expect activity in the area will resume this summer. Monitoring foreign fishing activity and preventing incursions into the U.S. EEZ remains a top Coast Guard priority. In 1995 U.S. fishing vessels working in area 522 along the line, provided great assistance as a "neighborhood crime watch" during Pollock-B. We encourage continued reporting to the Coast Guard this year.

2. DONUT. No activity noted in 1996. All six parties (US, Japan, Russia, Poland, People's Republic of China, Republic of Korea) have ratified the Donut Convention. During the remainder of 1996 Coast Guard patrols will monitor any trawl fishing activity and use the boarding authority provided in the Convention.

3. HIGH SEAS DRIFTNETS. The Coast Guard has participated in preseason planning meetings with NMFS and Canadian representatives. The threat of activity in violation of the UN Moratorium on high seas driftnetting remains low. Based upon the one seizure of a stateless vessel in the Central Pacific last year, the threat, though low, has broadened geographically from traditional salmon into tuna areas. The Coast Guard plans to provide the same level of air and cutter surveillance as last year, while remaining responsive to reports of illegal activity. We will work cooperatively to exchange timely information with parties to the North Pacific Anadromous Fisheries Commission (Japan, Canada, Russia). Under a U.S.-China (PRC)

agreement the Coast Guard will have three PRC shipriders ride cutters this summer; this program proved very valuable in last year's one seizure. We encourage U.S. fishermen to continue to report possible driftnet activity to the Coast Guard or NMFS.

4. DIXON ENTRANCE. The Coast Guard has established dialogue with Canadian DFO/CG counterparts in preparation for the 1996 season. We will have a preseason joint meeting in late May to discuss projected openings, levels of fishing effort, patrol schedules, and in season points of contact for information exchange. This has been effective in previous years in maintaining a good work relationship among USCG, NMFS, and Canadian CG/DFO. With south/central BC commercial salmon closures, we anticipate heavy CA fishing effort along the northern border in Dixon Entrance and will schedule patrol boat and helicopter patrols consistent with the high threat.

B. DOMESTIC FISHERIES.

1. GROUND FISH. Coast Guard patrol efforts focused on monitoring major groundfish openings; Pollock and Pcod in the BS, Pollock and Pcod in the Central and Western GOA, and Atka Mackerel in the AI. Time and area closures received highest priority, with particular emphasis on the BS trawl closure area north of Unimak Island, for the protection of crab stocks, and the trawl closure area around the Pribilofs, for habitat protection. No closed area violations were noted. The majority of violations during the period were for substantive logkeeping errors. As has been done since 1994, Coast Guard cutters also carried Food and Drug Administration Inspectors during Pollock-A. We also worked closely with INS in Dutch Harbor in identifying undocumented aliens working in the fishing industry; compliance continues to be good as the number of undocumented aliens identified during boardings is less than the past two years.

2. IFQ HALIBUT/SABLEFISH. The 1995 Coast Guard Law Enforcement and Safety Summary, as reported to NMFS RAM and the IPHC, is attached. Last year we experienced some loss in planned cutter coverage in the IFQ fishery in order to respond to increased foreign fishing threats along the US/RS Convention Line. To help offset the same potential loss of cutter days this year, we have used the North Pacific Regional Fisheries Training Center to train our buoy tender crews to carry out IFQ enforcement in conjunction with their aids to navigation mission. To date in 1996 110' Patrol boats have provided the majority of coverage in the GOA and SEAK, with support from larger cutters in the Central and Western GOA. Throughout the year we will continue regional and local LE cooperation with NMFS Enforcement, while monitoring safety trends in this fishery.

3. BERING SEA CRAB. In the 1996 BS Opilio fishery, the Coast Guard had a minimum of two high endurance cutters with deployed helicopters in the BSAI. One of these was specifically tasked to remain centrally located with the crab fleet as a Search and Rescue resource.

C. SAFETY. In CY95 eighteen lives were lost in commercial fisheries off Alaska. To date in CY96 eleven lives have been lost. Nine were lost in two sinkings; seven on the PACESETTER at the start of the Bering Sea Opilio fishery and most recently two on the DESIREE C while in transit Kodiak to Old Harbor preparing for a herring fishery. Two others were man overboard incidents in the Bering Sea crab fisheries. Of particular note is that boardings of 256 F/V's this period resulted in no terminations of voyage due to major safety violations --- Hats' off to the industry for ensuring the most critical life saving equipment is onboard!

2. ADMINISTRATION.

A. DISTRICT 17 "STREAMLINES". The Coast Guard has realigned itself in Juneau in a move designed to sustain effective service to the public while reducing support staff. The district staff has combined its traditional law enforcement, search and rescue, marine safety, aids to navigation, and other programs into two major divisions (mp/mo). CCGD17(mp) will plan operations, while CCGD17(mo) executes operations. Dissolution of Coast Guard Group Ketchikan will also result in the District Office in Juneau assuming responsibility for management of Coast Guard operations in Southeast Alaska; the Coast Guard will retain its base in Ketchikan as an industrial and support facility. Key points of contact of interest to the fishing industry are:

CAPT Bill Anderson, CCGD17(mpo) (907) 463-2226
NPFMC, Fisheries Enforcement Planning and Policy

LCDR Walt Hunnings, CCGD17(moc) (907) 463-2284
Fisheries Regulatory Compliance

Sue Jorgensen, CCGD17(moc) (907) 463-2292
Fishing Vessel Safety

B. SUMMER PERSONNEL CHANGES. There will be three major changes in the Coast Guard Fisheries Enforcement Program. CAPT Vince O'Shea, Chief of Coast Guard Fisheries Law Enforcement in Washington DC, will relieve CAPT Bill Anderson in Juneau and assume duties as the District Commander's representative to the North Pacific Fisheries Management Council. Captain Anderson will attend the June meeting with Captain O'Shea assuming responsibilities for the September meeting. CDR Mark Thomas, currently Commanding Officer YOCONA in Kodiak, will relieve Captain O'Shea in Washington DC. LT

Pete Decola, completing a Master in Marine Affairs Program at the University of Rhode Island, will relieve LCDR Mike Cerne as Commanding Officer, North Pacific Regional Fisheries Training Center in Kodiak.

C. CGC YOCONA DECOMMISSIONING. YOCONA, homeported in Kodiak, is scheduled for decommissioning 1 June. The loss of cutter days is expected to be offset by a corresponding increase in cutter days from cutters homeported outside Alaska region.

3. PATROL STATISTICS- 01 DECEMBER - 31 MARCH

- a. 6 High Endurance Cutter (HEC) patrolled for 273 days.
- b. 5 Medium Endurance cutters (MEC) patrolled for 115 days.
- c. 5 Patrol boats patrolled for 81 days.
- d. C-130 aircraft conducted 134 long-range surveillance flights for 892 hours.
- e. HH60/65 aircraft conducted 252 surveillance flights for 421 hours.
- f. Foreign vessels:
 - 12 = Sightings
 - 0 = Boardings
 - 0 = Violations
- h. Domestic vessels:
 - 5459 = Sightings
 - 259 = Boardings
 - 32 = Violations (Fishery)

VESSELS BOARDED WITH NO FISHERY VIOLATIONS

ADVANCER	01/23/96
ADVENTURE	01/29/96
ALASKA MIST	02/20/96
ALASKA PIONEER	03/09/96
ALASKA RANGER	03/22/96
ALASKA SPIRIT	01/29/96
ALASKAN	03/04/96
ALASKAN LADY	01/19/96
ALASKAN ROSE	02/12/96
ALEUTIAN BELLE	01/20/96
ALEUTIAN FALCON	02/01/96
ALEUTIAN MARINER	01/29/96
ALEUTIAN ROVER	03/06/96
ALLIANCE	02/11/96
ALLIANCE	03/27/96
ALYNOK	01/25/96
ALYNOT	03/01/96
AMATULI	12/01/95
AMERICAN CHALLENGER	03/06/96
AMERICAN ENTERPRISE	02/11/96
AMERICAN NO 1	01/25/96
ANDRONICA	12/12/95
ANNETTE	01/30/96
ANTICIPATION	01/19/96
ARCTIC ENTERPRISE	02/09/96
ARCTIC I	02/11/96
ARCTIC III	02/11/96
ARCTIC SEA	01/29/96
ARCTIC STORM	03/26/96
ARCTIC VI	02/15/96
ARICA	01/25/96
ART	02/26/96
ARTIC IV	01/22/96
ASSURANCE	01/22/96
ATLANTICO	03/05/96
AURORA	03/21/96
AUTOMATIC	02/27/96
BARANOF	03/11/96
BEAGLE	01/25/96
BERGEN	03/27/96
BILLIKIN	01/24/96
BOUNTIFUL	01/19/96
BROWNS POINT	01/23/96
CAMERON	01/21/96
CAPE RELIANT	03/11/96
CARAVELLE	03/17/96
CASCADE	01/25/96
CELTIC	01/30/96
CHAMPION	01/30/96
CINDRIA GENE	02/02/96
CLAYMORE SEA	03/05/96
CLIPPER SURPRISE	03/06/96
COASTAL STAR	01/31/96
COLLIER BROTHERS	03/24/96
COMBINE	02/28/96
COMMODORE	03/17/96
CONSTELLATION 604998	02/16/96
CONSTELLATION 640364	02/26/96

COUGAR	01/25/96
COURAGEOUS	03/10/96
CURRENT	02/28/96
DANCING LIZZY	01/29/96
DARK STAR	03/04/96
DEBRA D	01/24/96
DECEPTION	01/29/96
DECISION	02/25/96
DEFENDER	01/21/96
DEFENDER	03/01/96
DENAE MARIE	03/18/96
DENNY M	03/19/96
DESTINY	01/29/96
DESTROYER	03/01/96
DUNAI	02/27/96
DUSK	01/31/96
DYNASTY	12/12/95
ELIZABETH F	03/28/96
ELIZABETH J	03/11/96
EXCALIBUR II	03/16/96
EXCELLENCE	01/30/96
EXCELLER	01/31/96
EXITO	01/20/96
FARWEST LEADER	01/24/96
FAVOR	02/27/96
FIREWEED	03/28/96
FORUM STAR	03/07/96
FRONTIER EXPLORER	03/06/96
FRONTIER MARINER	03/06/96
GALAXY	02/01/96
GRANDPAS TOY	03/24/96
GREEN HOPE	01/31/96
HAIDA SPIRIT	03/23/96
HARVESTER ENTERPRISE	02/27/96
HEATHER MARGENE	02/26/96
HESSAFJORD	01/17/96
HIGH SPIRIT	03/18/96
ICEBERG	01/25/96
ICY BAY	01/13/96
INSPECTOR	02/02/96
ISLAND MIST	01/19/96
JAMIE D	01/27/96
JUANDEPERE	03/20/96
KAMISHAK QUEEN	01/25/96
KAREN EVICH	01/22/96
KATIE J	03/19/96
KATIE-JEAN	01/13/96
KHANA	02/17/96
KISKA SEA	01/20/96
KODIAK QUEEN	01/30/96
KONA KAT	12/02/95
LADY ANGELINE	01/30/96
LAURA	01/21/96
LEGACY	03/14/96
LESLIE LEE	03/17/96
LIBERTY BAY	01/05/96
LIMIT	03/11/96
LIN J	01/24/96

VESSELS BOARDED WITH NO FISHERY VIOLATIONS

LINDA W	03/23/96
LISA MELINDA	03/04/96
LUCKY LADY	03/04/96
MALACHI	01/22/96
MAR DEL NORTE	02/01/96
MAR DEL SUD	01/24/96
MARATHON	01/31/96
MARAUDER	01/30/96
MARCY J	01/30/96
MARIA N	01/21/96
MARIAN YORK	03/26/96
MARSHLANDER	01/12/96
MICARTA K	01/23/96
MICHELE ANN	02/11/96
MIDNITE SUN	03/05/96
MILKY WAY	01/30/96
MISS DEBRI	03/22/96
MISTY BLUE	01/19/96
MITROFANIA	01/25/96
MOLNIA	03/14/96
MYSTERY BAY	01/29/96
NENEVIA	03/19/96
NIP 'N TUCK	01/30/96
NITE LITE	02/26/96
NORDIC STAR	03/28/96
NORSE MAID	01/22/96
NORSEMAN II	01/20/96
NORTHERN AURORA	03/09/96
NORTHERN DAWN	01/22/96
NORTHERN EAGLE	03/26/96
NORTHERN ENTERPRISE	12/11/95
NORTON SOUND	01/16/96
NORTON SOUND	01/16/96
NUVIVK	03/26/96
OCEAN ENTERPRISE	02/28/96
OCEAN PAVER	03/26/96
OCEAN PRIDE	02/01/96
OCEAN ROVER	03/06/96
OCEANIC	03/08/96
OKEAN	01/30/96
OMNISEA	02/01/96
PACIFIC ALLIANCE	03/18/96
PACIFIC ENTERPRISE	02/11/96
PACIFIC ENTERPRISE	03/13/96
PACIFIC EXPLORER	01/23/96
PACIFIC MAID	01/21/96
PACIFIC NAVIGATOR	03/06/96
PACIFIC RAM	02/01/96
PACIFIC SCOUT	01/23/96
PACIFIC STAR	02/01/96
PACIFIC VIKING	01/23/96
PARAGON	01/25/96
PARKS NO. 19	02/02/96
PATHFINDER	12/30/95
PATRICIA ANN	01/22/96
PERSERVERANCE	03/16/96
PERSISTENCE	03/04/96
POLAR STAR	03/18/96

PREDATOR	02/27/96
PRIMA REEFER	02/24/96
PROGRESS	02/19/96
PROWLER	03/08/96
QUEST	03/18/96
QUICK SILVER	03/26/96
RAINIER	01/25/96
REBECCA	03/11/96
REBECCA IRENE	03/19/96
ROGUE	01/19/96
ROSELLA	02/21/96
ROYAL ATLANTIC	02/29/96
RUFF N READY	01/23/96
RUSKAN	01/26/96
RUSTLER	03/28/96
SAGA SEA	02/18/96
SANDRA W	03/24/96
SAVAGE	12/12/95
SCANDIES ROSE	01/19/96
SEA DREAM	03/23/96
SEA KING	01/30/96
SEA MAC	01/30/96
SEA ROVER	01/29/96
SEA VENTURE	01/19/96
SEATTLE STAR	02/23/96
SEEKER	03/15/96
SHAWNA RAE	01/21/96
SHEARWATER	03/27/96
SHIN SAKURA	02/24/96
SIBERIAN SEA	01/19/96
SILVER DOLPHIN	01/29/96
SNUG HARBOR	03/21/96
SONYA S	01/31/96
SPICY LADY	03/17/96
ST PATRICK	03/02/96
STARWARD	03/17/96
STEADFAST	01/20/96
STORFJORD	12/01/95
TEMPEST	01/19/96
TENACITY	02/11/96
TENACITY	02/13/96
TERN	01/21/96
THANE	03/20/96
TRACKER	01/25/96
TRADE WIND	01/30/96
TRAVELER	03/24/96
TSIU	03/26/96
VAERDAL	01/25/96
VALOROUS	03/27/96
VIKING QUEEN	01/20/96
WESTERN VIKING	12/02/95
WESTWARD I	03/30/96
WINDJAMMER	03/15/96
ZAPAD	02/26/96

VESSELS BOARDED WITH FISHERY VIOLATIONS

C.E	23/MAR/96	STORIS
1. NO IFQ PERMIT ON BOARD.		
AIREDALE	01/DEC/95	STORIS
1. IMPROPER LOGKEEPING.		
ALASKA LEADER	01/DEC/95	HAMILTON
1. NOT CAREFULLY RELEASING HALIBUT.		
ALASKAN SHORES	01/DEC/95	HAMILTON
1. IMPROPER LOGKEEPING.		
AMERICAN STAR	03/MAR/96	MIDGETT
1. IMPROPER LOGKEEPING.		
2. NO ESTIMATED CATCH WEIGHT LOGGED PRIOR TO OFFLOAD.		
BLUE NORTH	13/JAN/96	JARVIS
1. NOT CAREFULLY RELEASING HALIBUT.		
2. FAILURE TO PROVIDE A SAFE BOARDING LADDER.		
ENDURANCE	21/MAR/96	RUSH
1. FAILURE TO LOG DISCARDS.		
FRONTIER SPIRIT	04/JAN/96	JARVIS
1. FAILURE TO LOG DISCARDS.		
INDEPENDENCE	30/JAN/96	JARVIS
1. FAILURE TO SUBMIT LOGS.		
KATHERINE	17/MAR/96	STORIS
1. FAILURE TO LOG DISCARDS.		
2. IMPROPER LOGKEEPING.		
MESSIAH	29/MAR/96	MIDGETT
1. FAILURE TO PROVIDE A SAFE BOARDING LADDER.		
2. IMPROPER LOGKEEPING.		
NORDIC FURY	08/MAR/96	MIDGETT
1. IMPROPER LOGKEEPING.		
NORTHERN GLACIER	30/MAR/96	MIDGETT
1. FAILURE TO SUBMIT VESSEL ACTIVITY REPORT.		
NORTHERN HAWK	19/MAR/96	RUSH
PRESORTING CATCH PRIOR TO OBSERVER SAMPLING.		
... FAILURE TO LOG DISCARDS.		
3. IMPROPER LOGKEEPING.		

VESSELS BOARDED WITH FISHERY VIOLATIONS

NORTHERN VICTOR	10/FEB/96	SHERMAN
1. IMPROPER LOGKEEPING.		
OCEAN PHOENIX	18/MAR/96	RUSH
1. RETENTION OF BYCATCH IN EXCESS OF DSF.		
2. IMPROPER LOGKEEPING.		
PACIFIC CHALLENGER	14/FEB/96	RUSH
1. FAILURE TO PROVIDE A SAFE BOARDING LADDER.		
PACIFIC MARINER	02/DEC/95	STORIS
1. MISSING LOG PAGES.		
PROSPERITY	28/FEB/96	RUSH
1. RETENTION OF BYCATCH IN EXCESS DFS.		
2. FAILURE TO LOG PROHIBS.		
3. IMPROPER LOGKEEPING.		
SEA FISHER	17/FEB/96	YOCONA
1. NO MORATORIUM PERMIT ON-BOARD.		
STARBOUND	28/MAR/96	RUSH
1. IMPROPER LOGKEEPING.		
TOPAZ	10/MAR/96	MIDGETT
1. IMPROPER LOGKEEPING.		
UNIMAK ENTERPRISE	24/JAN/96	JARVIS
1. IMPROPER LOGKEEPING.		
WALTER N	10/MAR/96	MIDGETT
1. IMPROPER LOGKEEPING.		
YARDARM KNOT	01/FEB/96	JARVIS
1. IMPROPER LOGKEEPING.		
VIKING EXPLORER	31/MAR/96	MIDGETT
1. IMPROPER LOGKEEPING.		

U.S. Department
of Transportation

United States
Coast Guard



Commander
Seventeenth Coast Guard
District

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Phone: (907) 463-2284

16240
April 3, 1996

Mr. Philip J. Smith
Chief, Restricted Access Management Division
Alaska Region, NMFS
709 W. 9th Street, Room 420 D
Juneau, AK 99802-21668

Dear Mr. Smith,

Thank you for the opportunity to provide this information for the "joint" report on this first year of Individual Fishing Quotas (IFQ). My staff has compiled statistics on safety issues and "at sea" law enforcement issues. This information is consistent with the information provided to the International Pacific Halibut Commission (IPHC) during its 1996 Annual meeting. We trust this information will be helpful in compiling the overview for the North Pacific Fisheries Management Council (NPFMC) April meeting.

Search and Rescue (SAR) cases, directly related to the Halibut/Sablefish IFQ fishery, were less than SAR cases from previous "derby" years. Data are provided comparing 1992 - 1994 derby years to the 1995 IFQ season. Although this shows a trend to a safer fishery, we must caution against drawing conclusions from such a short period. The drop in cases, when correlated to statements we have gathered from fishermen during boardings indicate that fishermen have been choosing periods of good weather to fish. This seems to confirm that the IFQ system provides a framework where each fisherman has the greatest possible control over safety issues. It allows consideration for such variables as market conditions, the size of vessel, experience of crews and forecast weather when planning fishing trips. We will continue to collect and monitor safety data during the 1996 IFQ season.

Our "at sea" enforcement of the IFQ regulations was viewed as standard. Statistics showing the number of sightings and boardings are attached. They show an expected distribution across geographic areas. As expected, the Gulf of Alaska saw the highest concentration of longliner activity. This is where we concentrated our patrol activity to maximize compliance boardings. In doing this we worked closely with the National Marine Fisheries Enforcement office in Juneau, AK. This involved exchanges of information and coordination at all levels of enforcement throughout Alaska.

We look forward to our continued work with you and your staff. If you have any questions concerning data in the attachments please feel free to contact LCDR Walt Hunnings (907) 463-2284.

A handwritten signature in cursive script, appearing to read "W. H. Anderson".
W. H. ANDERSON

SEARCH AND RESCUE STATISTICS

YEAR	TIME	NUMBER OF SAR CASES
1992	08-09 JUN	7
	07-09 SEP	13
	05-07 OCT	3
		TOTAL 23
1993	10 -11 JUN	15
	08 -10 SEP	11
		TOTAL 26
1994	06 -07 JUN	14
	12 -14 SEP	19
		TOTAL 33
1995	15 MAR - 15 NOV	15
		TOTAL 15

1995 IFQ SEASON

———— SAFETY TRENDS ————

SINKINGS	04
MEDICAL EVACUATION	05
MEDICAL ADVICE	03
MAN OVERBOARD	01
GROUNDINGS	01
MECHANICAL PROBLEMS	01

1995 IFQ SEASON

AREA	IFQ BOARDINGS	IFQ SIGHTINGS
SEAK	108	531
GOA	166	1299
BERING SEA	33	649
ALEUTIAN ISLANDS	8	27
TOTAL	315	2506