

# 17<sup>th</sup> COAST GUARD DISTRICT ENFORCEMENT REPORT



**01 APR 00 - 31 MAY 00**

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*Report Available At:*

*NPFMC Web Site: <http://www.fakr.noaa.gov/npfmc/reports.htm>  
USCG D17 Web Site: [www.uscg.mil/d17/uscgd17.html](http://www.uscg.mil/d17/uscgd17.html)*

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## **List of Abbreviations**

COD - Certificate of Documentation	HH65/60 – CG helicopter
COTP - Captain of the Port	M/B – US/Russian Maritime Boundary
CFVS – Commercial Fishing Vessel Safety	PIW - Person In Water
FBS - Federal Border Service	PML - Personal Marker Light
FF/V – Foreign Fishing Vessel	POB - Person On Board
GOA – Gulf of Alaska	PRC – People’s Republic of China
HC-130 – USCG Fixed-Wing Aircraft	SAR – Search and Rescue
HEC/MEC – High/Medium Endurance Cutters	
HSDN – High Seas Drift Net	

## I. High Seas Drift Net Enforcement

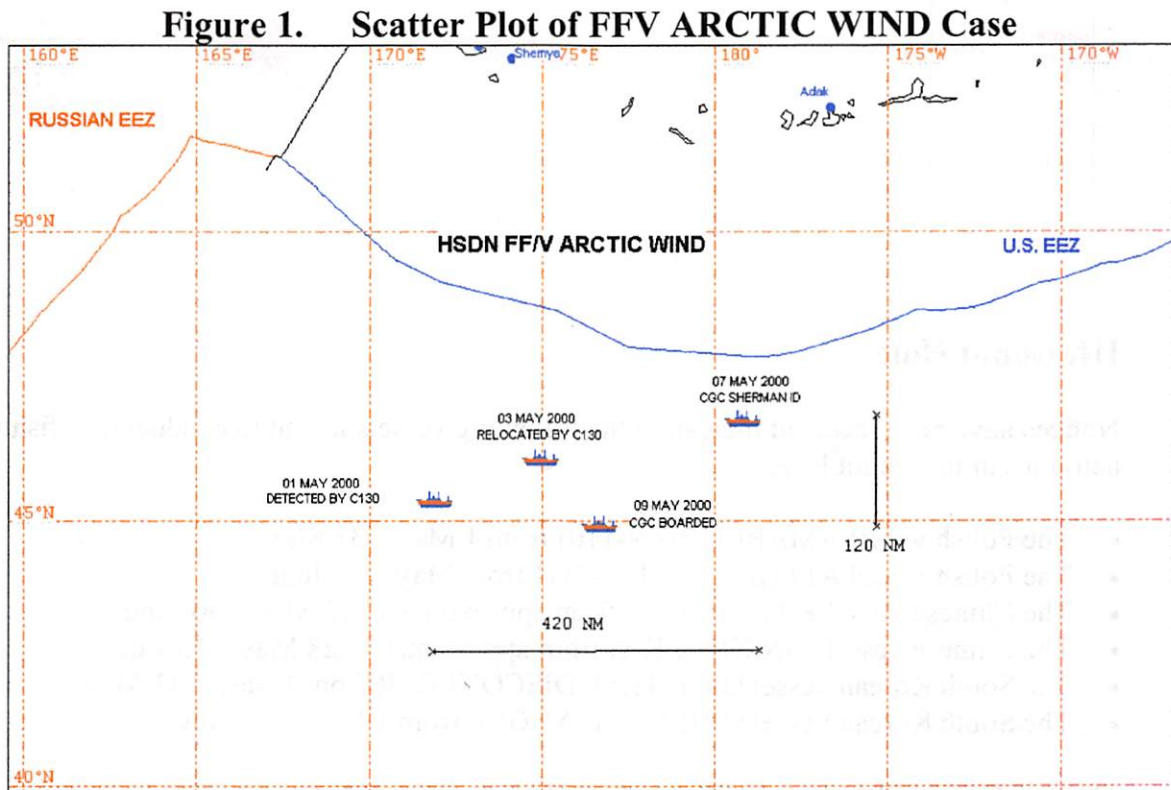
Operation Northern Watch, CGD17's HSDN enforcement plan, started on 15 March, and will continue through October as activity indicates. CG aircraft continue surveillance of the HSDN high threat area in accordance with the NPAFC plan developed in Tokyo in March. The plan includes response procedures for both the US and RS side, collocation of US and CA intelligence staffs in Juneau, and coordination of surface and air patrol schedules by CA, US, RS, and JA.

- Coast Guard C-130's flew 12 sorties totaling 86.6 hours (5 sorties in Apr, 7 sorties in May)
- Canadian DND CP-140 flew 125.4 hours in May.
- Coast Guard HEC patrolled the threat area for 9 days

So far this year, one vessel has been detected engaged in HSDN fishing:

- FFV ARCTIC WIND detected 1 May, 620 miles south of Attu.
- Honduras flag, Korean company, Russian crew.
- Honduras gave USCG permission to board/enforce U.S. law.
- CG authorized warning and disabling fire.
- Vessel stopped when CG uncovered guns.
- 1 MT salmon onboard and 8 nautical miles of net recovered with 700 salmon.
- Samples sent to NMFS Auke Bay Lab for analysis.
- Vessel seized, crew repatriated, enroute Seward, AK.

See Appendix A for more details on the FFV ARCTIC WIND case.



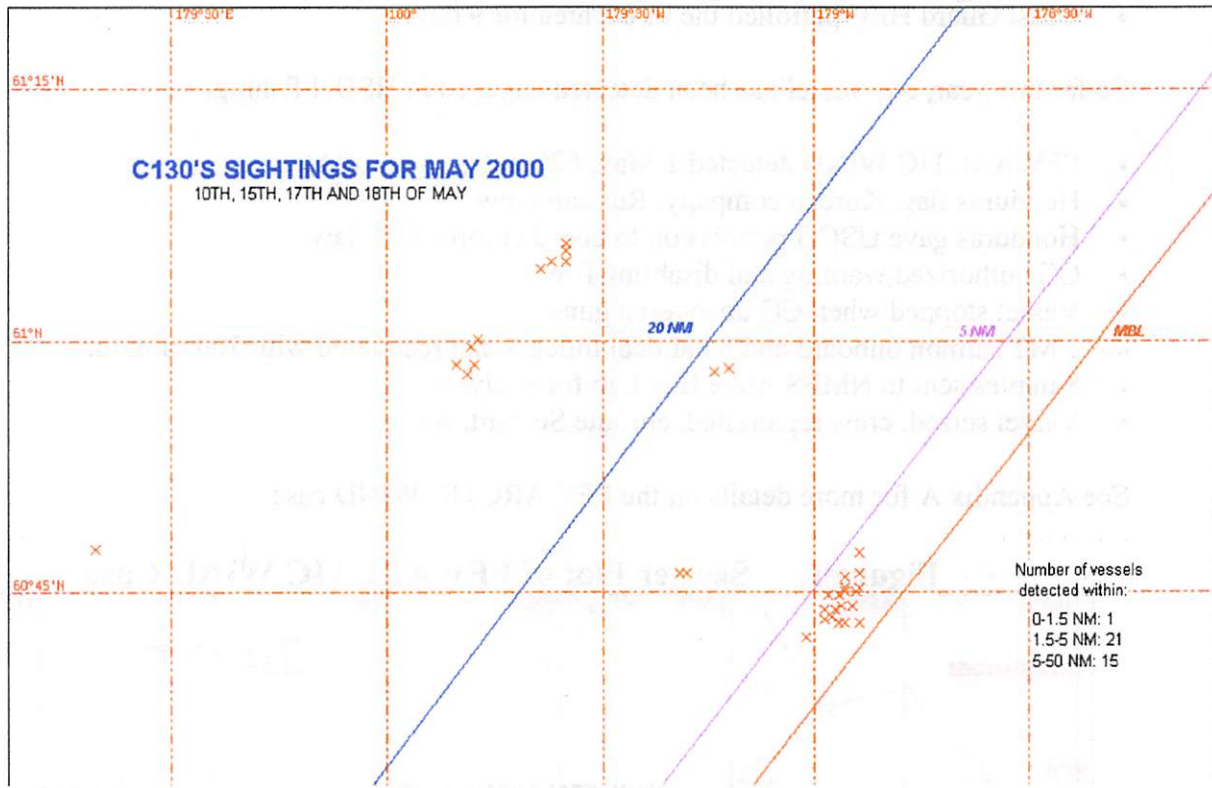


## II. US/Russian Maritime Boundary Enforcement

The first foreign fishing vessel activity detected on the maritime boundary was on 10 May when a CG C-130 detected 9 vessels operating within 5NMs of the MBL. This was also the peak activity for the period. In 1999 activity peaked one week earlier when 20 vessels were detected within 50NM.

- Coast Guard C-130's flew 4 sorties totaling 34 hours in May

**Figure 2. May 2000 M/B Scatter Plot of Aircraft Sightings**



## III. Donut Hole

Notices have been received indicating the following vessels intend to conduct trial fishing activities in the Donut Hole:

- The Polish vessel AMAREL (SZN-110) from 1 May – 31 May.
- The Polish vessel ALPHARD (GDY-311) from May – 15 June.
- The Chinese vessel KAICHUANG from approximately 15 May – 30 June.
- The Chinese vessel XIN XING HAI from approximately 28 May – 15 July.
- The South Korean vessel ORIENTAL DISCOVERER from 1 May – 31 May.
- The South Korean vessel ORIENTAL ANGEL from 1 May – 31 May.

The TAMGU MARU NO. 1 (KS) conducted research 10 February – 7 April, and was monitored by D17. No boarding was conducted.

A USCG cutter and helo encountered the vessels ORIENTAL DISCOVERER and ORIENTAL ANGEL within the Convention Area in May. Radio comms with both vessels indicated that ORIENTAL DISCOVERER had been in the Area only one day (18 May), and was unable to fish due to a broken main winch. They did not have an observer onboard. The ORIENTAL ANGEL fished the Area 10 – 19 May, retained no product, and had a Russian “Inspector” onboard.

On 21 May a USCG cutter sighted and boarded the KAI CHUANG (CH) in the Donut Hole. The vessel was searching for fish and had not set nets. No fish product was onboard. KAI CHUANG had the appropriate VMS and a Chinese fisheries observer onboard.

#### **IV. IFQ At-Sea/Dockside Enforcement**

Between 01 April – 31 May D17 units:

- Conducted 85 IFQ boardings and issued 3 violations
- Monitored 49 dockside offloads and issued 2 violations.
- 294 hours shoreside port and roadstead surveillance.

In general, the fishing effort is consistent with previous years. Though the pounds landed through 31 May have decreased 8% over last year, the number of landings have increased by 12%, up to 2968 through June 2. The number of observed at-sea and dockside violations have decreased from 6 at-sea and 3 dockside violations last year.

Coast Guard enforcement efforts have remained about the same as last year with an increased focus on shoreside port and roadstead surveillance. While boardings and dockside monitors both decreased about 25%, down from 110 IFQ boardings and 67 dockside monitors in 1999, shoreside surveillance increased 62% from 111 hrs in 1999.

#### **V. Miscellaneous Admin**

In late April, RADM Barrett led a CGD17 delegation to Petropavlovsk-Kamchatsky to meet with LTGEN Vladislav Prokhoda, Chief of the Northeast Region Directorate of the Russian Federal Border Service, and his staff.

The purpose of the visit was to reaffirm commitment by both sides to enforce the law along the maritime boundary line; to coordinate their plans for cooperative activities; and to learn more about the capabilities and procedures of the RS Federal Border Service.

The commanders signed a plan for Joint Patrolling of the North Pacific Ocean and the Central Bering Sea. They also discussed enforcement strategies for use along the US-RS Maritime Boundary, establishment of a shiprider program and training curriculum for Russian fisheries enforcement officials at the North Pacific Regional Fisheries Training Center in Kodiak.

This visit was a follow up to discussions held last September in Alaska, between the Coast Guard and the Border Guards.

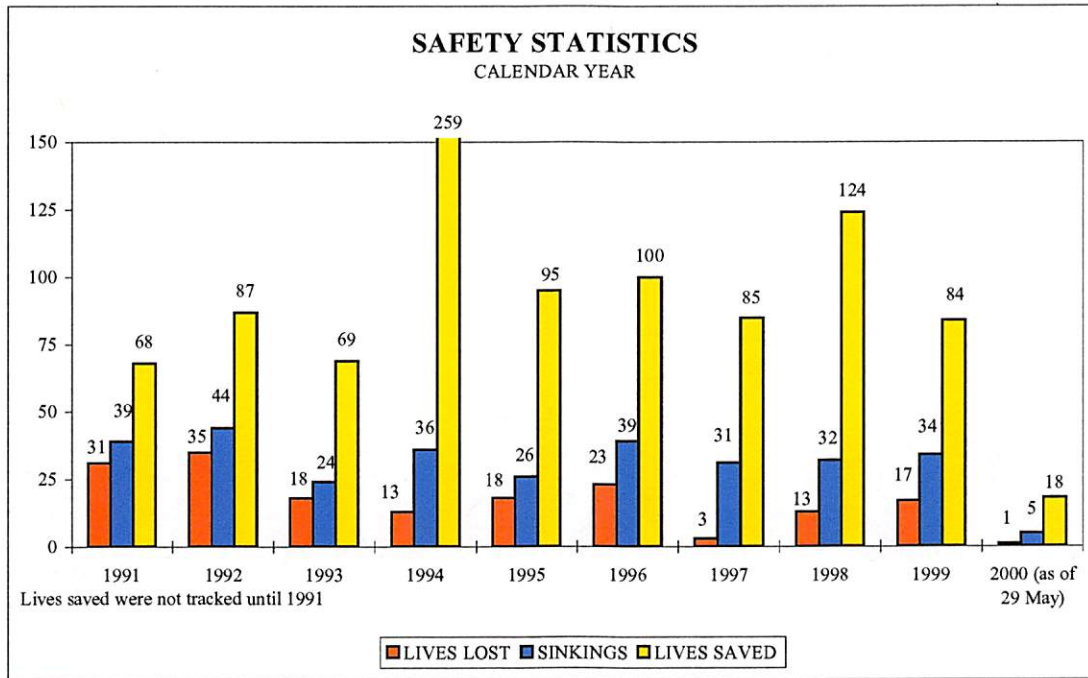
## VI. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases

Table 1. CGD17 CFVS/Search and Rescue Case Summary						
Date	Vessel	Type	POB	Death	Vsl Loss	Cause
4/15/00	BAD HABBIT	Seiner	1	0	N	Lost steering 1.5 nm offshore near Sitkalidak - rudder possibly hit submerged object. CGC ACUSHNET responded, towed vsl to Kodiak
4/20/00	DESTINY	Crabber	5	0	Y	Took on water in Shelikof Strait, about 5 nm from Uyak Bay. All 5 POB donned immersion suits and abandoned ship into their liferaft. F/V POLAR STAR recovered all 5 survivors.
4/26/00	RAVEN	Longliner	5	0	N	CGC ACUSHNET terminated voyage - insufficient flares, expired liferaft and hydrostatic release inspection.
4/29/00	AVONA	Longliner	3	0	N	CGC NAUSHON terminated voyage - missing two immersion suits.
5/3/00	SANDRA LOUISE	Longliner	5	0	N	CGC LIBERTY terminated voyage - no fire extinguishers and liferaft, expired COD, and COD not o/
5/5/00	VAGABUNDA	Longliner	2	0	N	CGC ANACAPA terminated voyage - expired liferaft and hydrostatic release inspection, insufficient firefighting equipment.
5/5/00	KITTI H	Longliner	2	0	N	Vsl took on water 23 nm S of Kodiak. C-130, dropped pump to vsl, HH60 launched, dropped two more pumps, stood by until flooding was controlled. F/V KEETA towed vsl to Pasagshak Bay.
5/6/00	LADY JO	Longliner	3	0	N	CGC LIBERTY terminated voyage - no fire extinguishers onboard.
5/23/00	CAPE SPENCER	Longliner	5	0	N	CGC MUSTANG terminated voyage - insufficient liferaft capacity.
5/29/00	SEA MISER	Gillnetter	1	1	N	Fisher presumed to have fallen overboard while pulling in gillnet.



### Figure 3. Historical Overview of CFVS Statistics

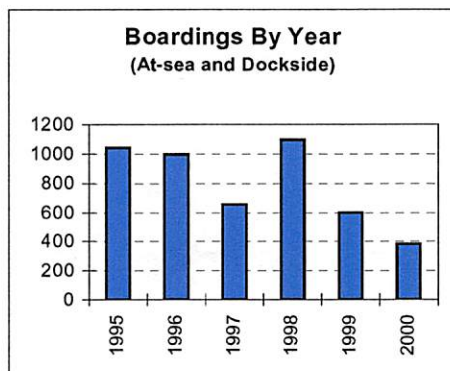
\*There was 1 life lost, 2 lives saved, and 1 vessel lost during this reporting period (As of 29 May 00). Lives saved reflect direct CG participation in the SAR case.



### VII. CGD17 Boarding Statistics

The amount of boardings and dockside monitors conducted this year is comparable to the same reporting period last year.

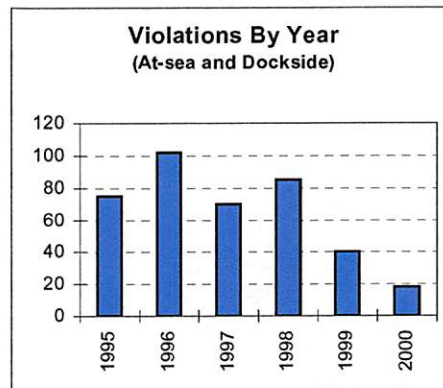
Figure 4. Boardings By Year



APR 1999- MAY 1999

F/V Boardings (at sea): 139  
 IFQ Monitors (dockside): 67  
 Boarding/monitor w/fisheries vio's: 10  
 Violation Rate: 7.2%

Figure 5. Violations By Year



APR 2000 - MAY 2000

F/V Boardings (at sea): 178  
 IFQ Monitors (dockside): 49  
 Boarding/monitor w/fisheries vio's: 6  
 Violation Rate: 2.6%

## *Appendix A*

# High Seas Drift Net Major Cases

### **FFV ARCTIC WIND**

Nationality: Honduras

Homeport: San Lorenzo, Honduras

Owner: Sirius Fisheries, Pusan Korea

Description: 200 foot, white hull, white superstructure

On 01 May 2000, a Coast Guard C-130 from Kodiak detected a suspicious vessel approximately 620 miles south of Attu. Low cloud cover prevented identification of the vessel however RADAR showed what appeared to be a 4 NM net in the vicinity of the vessel. The USCGC Sherman was diverted from the Bering Sea to investigate.

On 03 May, a Coast Guard C-130 relocated the vessel and three nets ranging in length between 3.76 KM and 6.27 KM. All identifying features of the vessel had been painted over and the vessel was not flying a flag.

On 07 May, the USCGC Sherman arrived on scene and identified the vessel as the FFV Arctic Wind, from Honduras, based on markings on life rings and life rafts. The vessel did not acknowledge the cutter's radio calls, maneuvered evasively and fled the area.

On 09 May, the USCGC Sherman received permission to use warning and disabling fire to stop the vessel. When this information was passed to the FFV Arctic Wind the vessel stopped to allow a Coast Guard boarding team aboard. Coast Guard personnel found approximately one metric ton of salmon aboard.

On 10 May, the USCGC Sherman directed the FFV Arctic Wind to recover eight nautical miles of ARCTIC WIND's abandoned driftnet. Approximately 700 salmon, 64 seabirds and 1 porpoise were recovered with the nets.

On 11 May, based on permission of the Honduran Government, the vessel was seized by the U.S. Coast Guard for violations of U.S. Law. The vessel was escorted to Adak where the master and crew were repatriated. Samples of the catch have been flown to NMFS Auke Bay Lab for analysis to determine river of origin. The vessel is being moved by NMFS to Seward AK.

### **FFV MORSKOY DRAKON, FFV KAPITAN ROLYZING, FFV PARAMUSHER-1**

In addition to patrolling the high threat drift net area on the high seas, Canadian CP-140's and Coast Guard C-130's have been patrolling the eastern edge of the Russian EEZ to detect vessels that may be using this area as a staging area for access to the high seas. On 23 May, a Canadian CP-140 passed sighting information for 11 vessels inside the Russian EEZ to the Russian Federal Border Service. The Federal Border Service has indicated that these 11 vessels were fishing illegally in an area that is closed to salmon fishing. Three vessels, FFV MORSKOY DRAKON, FFV KAPITAN ROLYZING and FFV PARAMUSHER-1 were seized and escorted to Petropavlovsk-Kamchatsky by FBS Vessels DZERZHINSKY and PAGELLA.



## Appendix B

# Boardings Without Violations

Vessel Name	Date	Vessel Type	Species	Area
ALASKA RANGER	4/24/0	Trawl, Catcher Vessel	Yellowfin sole	513
ALASKA SPIRIT	5/11/0	Longliner	Halibut/Sablefish	3B/C
ALASKA SPIRIT	5/21/0	Trawl, Catcher Vessel	Yellowfin sole	
ALASKAN LADY	4/30/0	Longliner	Halibut	3A
ALRITA	4/28/0	Longliner	Halibut/Sablefish	2C
AMANDA DAWN	5/12/0	Seiner	Pacific herring	STAT
ARCHANGEL	4/20/0	Longliner	Halibut	2C
ARCTIC STORM	5/20/0	Shrimp Boat	No Product/No Fishery	STAT
ARIEL	5/13/0	Longliner	Halibut	2C
ARLICE	5/25/0	Longliner	Halibut	2C
BAD HABIT	4/15/0	Jig Boat	Pacific cod	630
BALAENA	4/19/0	Support/Mothership	Pacific herring	STAT
BERGEN	5/13/0	Longliner	Halibut/Sablefish	3B/C
BIMINI	4/28/0	Multi-rigged	Halibut	2C
BOLD PACIFIC	5/20/0	Longliner	Halibut	3B
BORN AGAIN	5/ 2/00	Troller	No Product/No Fishery	659
BOULDER BAY	5/13/0	Seiner	Pacific herring	STAT
BOUNTIFUL	4/28/0	Pot Boat	Pacific cod	630
CAPE FALCON	4/17/0	Longliner	Halibut	3B
CAPE FALCON	5/12/0	Longliner	Halibut	3B
CARIBOU	4/24/0	Troller	No Product/No Fishery	659
CAROLE II	4/27/0	Longliner	Halibut	2A
CLIPPER EPIC	5/26/0	Longliner	Sablefish	550
CLIPPER SUREPRISE	5/26/0	Longliner	Sablefish	523
CURRENT	4/20/0	Longliner	Halibut	3B
DARK STAR	5/ 1/00	Longliner	Halibut	3A
DAYSPRING	5/13/0	Longliner	Halibut	2C
DEE DONNA J	4/19/0	Jig Boat	Pacific cod	STAT
DEFENDER	4/25/0	Trawl, Catcher Vessel	Pacific cod	509
DORATHY JEAN	4/28/0	Longliner	Halibut	2C

Vessel Name	Date	Vessel Type	Species	Area
ECLIPSE	5/11/0	Longliner	Halibut/Sablefish	3B/C
ELIZABETH F	4/18/0	Longliner	Halibut	3A
ENTERPRISE	4/25/0	Trawl, Catcher Vessel	Pacific cod	509
ENTERPRISE	5/20/0	Longliner	Halibut	3A/3B
EVAN A	5/16/0	Multi-rigged	Halibut	2C
EVERNING STAR	5/29/0	Longliner	Pacific cod	610
EXPATRIATE	5/23/0	Longliner	Halibut	3A
FASCINATION	4/24/0	Longliner	Halibut/Sablefish	2C
GRACE ANN	5/ 2/00	Longliner	Halibut	3A
HEATHER RAYNE	4/27/0	Longliner	Halibut	2C
ICY MIST	4/18/0	Longliner	Halibut	3A
ILIAMA BAY	5/13/0	Seiner	Pacific herring	STAT
INUA	5/16/0	Longliner	Halibut/Sablefish	3A
JUDY B	4/22/0	Longliner	Sablefish	4A
KAI CHUANG	5/21/0	Trawl, Catcher Vessel	No Product/No Fishery	523
KALISTE	4/29/0	Longliner	No Product/No Fishery	2C
KARIEL	5/ 2/00	Longliner	Halibut/Sablefish	3A/C
KATIE JEAN	5/19/0	Longliner	No Product/No Fishery	
KATLA	5/ 3/00	Longliner	Halibut	3A
KELTIE	4/28/0	Longliner	Halibut	2C
KISKA SEA	5/26/0	Longliner	Halibut	4D
KIVIOK	5/ 3/00	Longliner	Halibut	2C
KJEVOLJA	5/20/0	Longliner	Greenland turbot	BS
KRISTIANA	4/ 9/00	Longliner	Halibut/Sablefish	2C
KRUZOF	5/16/0	Longliner	Greenland turbot	
LADONNA RAE	4/27/0	Troller	No Product/No Fishery	STAT
LAURIER	4/27/0	Longliner	Halibut	2A
LIVELY JANE	5/23/0	Longliner	Halibut	3A
MARTINA	5/17/0	Longliner	Halibut	3A
MASONIC	5/12/0	Longliner	Halibut/Sablefish	3B/C
MEMORIES	5/ 2/00	Longliner	Halibut/Sablefish	3A/C
MICHELLE	4/ 9/00	Longliner	Halibut	2C
MICKEY H	5/12/0	Seiner	Pacific herring	STAT
MISS SONJA	4/27/0	Longliner	Halibut	2A
MONICA JEAN	5/12/0	Support/Mothership	Pacific herring	STAT
NIGHT HAWK	5/12/0	Support/Mothership	Pacific herring	STAT

Vessel Name	Date	Vessel Type	Species	Area
NORTH CAPE	4/18/0	Longliner	No Product/No Fishery	2C
NORTH CAPE	5/21/0	Longliner	Greenland turbot	523
NORTHERN AURORA	5/21/0	Longliner	Greenland turbot	523
NORTHERN EXPLORER	5/22/0	Longliner	No Product/No Fishery	STAT
O SEE O	5/13/0	Longliner	Halibut	2C
PEGGY JO	4/14/0	Trawl, Catcher Vessel	Rock sole	630
PILLAR BAY	5/ 5/00	Longliner	Halibut/Sablefish	3A
POLARIS	5/13/0	Longliner	Halibut/Sablefish	3B/C
PRIMUS	5/ 2/00	Longliner	Halibut	3A/C
PROUD MARY	5/18/0	Longliner	Halibut	2C
PROVIDENCE	5/24/0	Longliner	Halibut	2C
PROWLER	5/18/0	Longliner	Greenland turbot	BS
QUEST	5/ 4/00	Longliner	Halibut	3A
RECOVERY	5/12/0	Seiner	Pacific herring	STAT
RITA B	5/18/0	Pot Boat	Pacific cod	
ROSE LEE	5/16/0	Longliner	Halibut/Sablefish	2C/SE
RUFF 'N' READY	4/27/0	Longliner	No Product/No Fishery	
SANDRA ANN	5/12/0	Longliner	Halibut	2C
SEA SPRAY	5/ 6/00	Longliner	Halibut	3B
SEAVALLEY II	5/ 4/00	Longliner	Halibut	2A
SHIRLEY	5/13/0	Longliner	Halibut/Sablefish	2C
SILVER CLOUD	5/19/0	Other fishing vessel	No Product/No Fishery	
SPICY LADY	5/ 2/00	Longliner	Halibut/Sablefish	3A/C
ST JOHN II	4/ 9/00	Longliner	Halibut/Sablefish	2C
ST. JOHN II	5/19/0	Longliner	Halibut/Sablefish	3B/W
SUN RUNNER	4/16/0	Longliner	Sablefish/Halibut	3B/C
SUNDEE LYNN	5/17/0	Troller	No Product/No Fishery	
SUNRISE	4/18/0	Longliner	Halibut	2C
TANI RAE	5/ 4/00	Longliner	Halibut	3A
TONY MARIE	4/15/0	Longliner	Halibut/Sablefish	SE
TOPAZ	4/14/0	Trawl, Catcher Vessel	No Product/No Fishery	630
TOWEGO	5/13/0	Longliner	Halibut	2C
TRAILBLAZER	4/27/0	Longliner	No Product/No Fishery	
US LIBERATOR	4/28/0	Longliner	Pacific cod	513
VAERDAL	4/ 9/00	Trawl, Catcher Vessel	Rex sole	
VAGABOND QUEEN	5/17/0	Longliner	Halibut	2C

Vessel Name	Date	Vessel Type	Species	Area
VAGABUNDA	5/ 3/00	Longliner	Halibut	2C
WENDY ANNE	4/26/0	Longliner	Pacific cod	STAT
WESTWARD I	5/19/0	Trawl, Catcher Vessel	No Product/No Fishery	
WHITE CAP II	4/ 1/00	Longliner	Sablefish	2C
ZENITH	4/12/0	Longliner	Pacific cod	517



## Appendix C

# Boardings With Violations

Vessel Name	Date	Vessel Type	Species	Area	Violation	Violation Notes
ALASKA JURIS	4/24/00	Trawl, Catcher Vessel	Yellowfin sole	513	CFVSA Warning	NO LOAD LINE CERTIFICATE
ALICIA	5/12/00	Gillnetter	Pacific herring	STATE	CFVSA Violation	NO PML ON IMMERSION SUIT, LIFE RING NOT READILY ACCESSIBLE
BERING PROWLER	5/19/00	Longliner	Sablefish	518	Overage Violation	IFQ OVERAGE OF APPROX 5000 LBS.
BLUE NORTH	5/26/00	Longliner	Sablefish	531	Fisheries Regs Summary Settlement	IFQ PERMIT AND IFQ CARD NOT O/B
BLUE PACIFIC	5/23/00	Longliner	Sablefish	523	Fisheries Regs Summary Settlement	IFQ PERMIT AND IFQ CARD NOT O/B
BOBBI DEE	5/12/00	Seiner	Pacific herring	STATE	CFVSA Violation	NO FCC SSL OR GARBAGE PLACARD O/B, NO PML ON IMMERSION SUITS. FLARES EXPIRED.
BRIDGETTE ANNE	4/15/00	Longliner	Halibut	2C	CFVSA Violation	NO LIFE RING & INSUFFICIENT IMMERSION SUITS
C RAINES	5/12/00	Seiner	Pacific herring	STATE	CFVSA Violation	MSD SET TO DISCHARGE OVERBOARD.
CONSTELLATION	4/24/00	Trawl, Catcher Vessel	Pacific cod	509	CFVSA Warning	NO PML ON IMMERSION SUIT, DRY ROT ON LIFE RINGS
DARL	5/12/00	Gillnetter	Pacific herring	STATE	CFVSA Violation	NO PML ON IMMERSION SUITS, NO FCC SSL O/B, FLARES EXPIRED, NO DOCUMENTATION NUMBER ONBOARD
DONA MARTITA	5/12/00	Support/Mothership	Pacific herring	STATE	CFVSA Warning	NO MARKINGS ON LIFE RING, 1 OF 3 EPIRBs EXPIRED.
EL CAPITAN 4	5/13/00	Charter Boat	No Product/No Fishery		CFVSA Violation	NO THROWABLE PFD ONBOARD, NO POLLUTION AND GARBAGE PLACARD POSTED
GARNETT C	5/17/00	Multi-rigged	Sablefish	SE	CFVSA Warning	NO LOAD LINE CERTIFICATE O/B, NO WASTE MGMT. PLAN
JALEO	5/12/00	Longliner	Halibut	2C	CFVSA Violation	SURVIVAL SUITS UNSERVICEABLE - PROVIDED LOANER SUIT
KARINE BRIT	5/ 4/00	Pot Boat	Pacific cod	STATE	CFVSA Warning	EXPIRED COD

Vessel Name	Date	Vessel Type	Species	Area	Violation	Violation Notes
KUSTATAN	5/12/00	Pot Boat	Pacific herring	STATE	CFVSA Violation	EPIRB NOT MOUNTED PROPERLY, SURVIVAL CRAFT SERVICE EXPIRED, DOCUMENT NUMBER UNREADABLE.
LADORA	4/28/00	Longliner	Halibut	2C	CFVSA Violation	EXPIRED FLARES
LADY JO	5/ 6/00	Longliner	Halibut/Sablefish	2C	CFVSA Violation	VOYAGE TERMINATED - NO FIRE EXTINGUISHERS
LOWBOY	5/12/00	Support/Mothership	Pacific herring	STATE	CFVSA Warning	NO WASTE MANAGEMENT PLAN, INSUFFICIENT LIFE RINGS
MARTHA MARIE	5/13/00	Seiner	Pacific herring	STATE	CFVSA Warning	NO FCC SSL ONBOARD
MELANIE SUE	4/ 1/00	Pot Boat	Pacific cod	N/A	CFVSA Warning	INSUFFICIENT FIRE EXTINGUISHERS
MORNING LIGHT	5/13/00	Seiner	Pacific herring	STATE	CFVSA Violation	EPIRB REGISTRATION EXPIRED, LIFE RING NOT SERVICABLE.
MYSTERY GIRL	5/12/00	Seiner	Pacific herring	STATE	CFVSA Warning	EXPIRED COD
NICHOLAS MICHAEL	5/12/00	Seiner	Pacific herring	STATE	CFVSA Warning	5 PMLS EXPIRED, EPIRB HYDRO RELEASE EXPIRED, LIFE RING UNSERVICEABLE.
NORTH CAPE	5/21/00	Longliner	Greenland Turbot	531	Fix-it Ticket	FAILURE OT SUBMIT LOGS QUARTERLY.
NORTHERN DAWN	4/ 1/00	Pot Boat	Pacific cod	N/A	CFVSA Warning	NO FCC LICENSE
NORTON SOUND	4/24/00	Longliner	Pacific cod	509	CFVSA Warning	ENGINE ROOM HAZARDS & LIFE RINGS IN POOR REPAIR
OCEAN PROWLER	5/25/00	Longliner	Pacific cod/Sablefish	531	Fix-it Ticket	IFQ CARD NOT ONBOARD.
PACIFIC PACKER	5/12/00	Support/Mothership	Pacific herring	STATE	CFVSA Warning	NO DOCUMENT NUMBER, NO LIFE RING LINE.
PRIORITY	4/28/00	Shrimp Boat	No Product/No Fishery		CFVSA Violation	INSUFFICIENT IMMERSION SUITS
ROSE LYNN	5/16/00	Longliner	Halibut	2C	CFVSA Warning	INOPERABLE SURVIVAL SUIT STROBE LIGHTS
ROULETTE	4/27/00	Longliner	Halibut	2C	CFVSA Violation	BUOYANT APPARATUS NOT ANNUALLY SERVICED, UNSERVICEABLE LIFE RING BUOY, NO SAFETY DRILLS

<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>	<b>Violation</b>	<b>Violation Notes</b>
RUBICON	5/13/00	Seiner	Pacific herring	STATE	CFVSA Violation	SURVIVAL CRAFT SERVICE EXPIRED, LIFE RING UNSERVICABLE, FLARES EXPIRED, INSUFFICIENT FIRE EXTINGUISHERS
SANDRA LOUISE	5/ 3/00	Longliner	Halibut	3A	CFVSA Violation	VOYAGE TERMINATED - EXPIRED FLARES, NO SURVIVAL CRAFT, NO WORKING FIRE EXTINGUISHERS, NO/EXPIRED COD
SEA ANGEL	5/ 2/00	Longliner	Halibut/Sablefish	3A/CG	CFVSA Warning	UNSERVICEABLE LIFE RING
SEA FISHER	4/24/00	Trawl, Catcher Vessel	Yellowfin sole	513	Fix-it Ticket	NO LICENSE LIMITATION PERMIT O/B
STACI JO	5/17/00	Multi-rigged	Halibut	3A	CFVSA Warning	NO EMERGENCY INSTRUCTIONS POSTED O/B. NO SAFETY ORIENTATION/DRILLS FOR NEW CREWMEMBER.
TERI LYNN	5/12/00	Support/Mothership	Pacific herring	STATE	CFVSA Violation	NO PML ON IMMERSION SUITS. NO FCC SSL O/B. SURVIVAL CRAFT SERVICE, SURVIVAL CRAFT RELEASE, EPIRB RELEASE, AND ALL FLARES EXPIRED
WESTERN DAWN	5/12/00	Seiner	Pacific herring	STATE	CFVSA Violation	NO FCC SSL, NO CERT OF DOCUMENTATION O/B, NO PML ON IMMERSION SUITS.

## *Appendix D*

# Dockside IFQ Offloads

<b>Date</b>	<b>Vessel</b>	<b>Species</b>	<b>Violation</b>	<b>Violation Notes</b>
4/1/00	SAGACIOUS	Halibut		
4/4/00	SUNRISE	Sablefish		
4/4/00	ERIKA ANN	Sablefish		
4/4/00	ERIKA ANN	Halibut		
4/6/00	RISKY BUSINESS	Sablefish		
4/6/00	RISKY BUSINESS	Halibut		
4/12/00	KISKA	Halibut		
4/13/00	CHERYLA	Sablefish		
4/13/00	TRACY J	Sablefish		
4/13/00	TRACY J	Halibut		
4/13/00	CHERYLA	Halibut		
4/15/00	MATILDA BAY	Halibut		
4/17/00	KATIE J	Sablefish		
4/18/00	OCEAN CAPE	Halibut		
4/18/00	FORTUNE	Sablefish		
4/18/00	FORTUNE	Halibut		
4/20/00	HUNTER	Halibut		
4/22/00	EVENING BREEZE	Halibut		
4/24/00	PACIFIC CLOUD	Halibut	Fisheries Regs Violation	REQUIRED-INFO LOGGED 12 HOURS LATE
4/25/00	KAYLEIGH ANN	Sablefish		
4/26/00	LONE FISHERMAN	Sablefish		
4/26/00	ALEUTIAN SPIRIT	Halibut		
4/28/00	GALATEA	Sablefish		
4/28/00	GALATEA	Halibut		
4/28/00	DUNDAS	Sablefish		
4/28/00	DUNDAS	Halibut		
5/3/00	RAVEN SPIRIT	Halibut	Fix-it Ticket	NO IFQ PERMITS ON BOARD. CORRECTED ON THE SPOT
5/4/00	TANIA DEE	Halibut		
5/4/00	TALIA	Sablefish		
5/4/00	TANIA DEE	Sablefish		
5/6/00	TERN	Halibut		



<b>Date</b>	<b>Vessel</b>	<b>Species</b>	<b>Violation</b>	<b>Violation Notes</b>
5/6/00	ANGELINA H	Halibut		
5/6/00	TRAILBLAZER	Halibut		
5/6/00	TRAILBLAZER	Halibut		
5/8/00	CHERYLL-A	Sablefish		
5/8/00	CHERYLL-A	Halibut		
5/11/00	ARCHANGEL	Halibut		
5/11/00	ARCHANGEL	Sablefish		
5/12/00	SEA ANGEL	Halibut		
5/12/00	SEA ANGEL	Sablefish		
5/12/00	RHONDA RENEE	Halibut		
5/20/00	GULF MAIDEN	Halibut		
5/20/00	GULF MAIDEN	Sablefish		

## 2000 NOAA IFQ Enforcement Summary

(For the period 3/15 to 5/26)

**bold print = 2000 data , regular print = past data**

- 1)
  - a. **Percentage of IFQ Season Complete (73 days÷245 days):** **30%**
  - b. **Percent of IFQ Harvested: Halibut: 35%, Sablefish: 47%**
  - c. **Percent of CDQ Halibut Harvested: 0%**
  
- 2)
  - a. **2000 Number of IFQ/CDQ Offloads so far:** **2,542**
  - b. **2000 Offloads as a percent of 1999 total (2,542÷10,661):** **24%**
  
- 3)
  - a. **2000 Number of IFQ Processor Inspections so far:** **0**
  - b. 1999 Total Number of Processor Inspections: 1
  - c. 1998 Total Number of Processor Inspections: 16
  - d. 1997 Total Number of Processor Inspections: 39
  - e. 1996 Total Number of Processor Inspections: 39
  
- 4)
  - a. **2000 Number of IFQ/CDQ Offload Inspections\* so far:** **190**
  - b. **2000 Offload Inspection Rate (190÷2,542):** **7.5%**
  - c. **2000 Est. Total Inspections if rate continues (190÷0.3):** **633**
  - d. 1999 Total IFQ/CDQ Offload Inspections: 339
  - e. 1999 Total IFQ/CDQ Offload Inspection Rate (331÷10,661): 3%
  - f. 1998 Total IFQ/CDQ Offload Inspections: 413
  - g. 1998 Total IFQ/CDQ Offload Inspection Rate (413÷9,238): 5%
  - h. 1997 Total IFQ/CDQ Offload Inspections: 1,561
  - i. 1997 Total IFQ/CDQ Offload Inspection Rate (1,540÷10,895): 14% **\*\*( 9%)**
  - j. 1996 Total IFQ/CDQ Offload Inspections: 1,540
  - k. 1996 Total IFQ/CDQ Offload Inspection Rate (1,540÷9,009): 17% **\*\*(11%)**
  - l. 1995 Total IFQ/CDQ Offload Inspection: 2,262
  - m. 1995 Total IFQ/CDQ Offload Inspection Rate (2,262÷9,652): 23% **\*\*(15%)**
  
- 5)
  - a. **2000 Number of IFQ/CDQ Cases Initiated so far:** **92**
  - b. **2000 Estimated Total Cases if this rate continues (92÷0.30):** **307**
  - c. 1999 Total Number of IFQ/CDQ Cases Initiated: 224
  - d. 1998 Total Number of IFQ/CDQ Cases Initiated: 186
  - e. 1997 Total Number of IFQ/CDQ Cases Initiated: 294
  - f. 1996 Total Number of IFQ/CDQ Cases Initiated: 376
  - g. 1995 Total Number of IFQ/CDQ Cases Initiated: 601

- |    |   |   |  |
|----|---|---|--|
| 6) | <b>a. 2000 Number of Confiscations:</b><br><b>b. 2000 Confiscation Rate ( 13 ÷ 2,542):</b><br>c. 1999 Season Confiscation Rate (95 ÷ 10,661):<br>d. 1998 Season Confiscation Rate (83 ÷ 9,238)<br>e. 1997 Season Confiscation Rate (179 ÷ 10,895)<br>f. 1996 Season Confiscation Rate (612 ÷ 9,009):<br>g. 1995 Season Confiscation Rate (436 ÷ 9,652): | 13<br><b>0.5 %</b><br>0.9 %<br>0.9%<br>2%<br>7%<br>5% |  |
| 7) | <b>a. 2000 Canada Offloads: 0</b><br>b. 1999 Canada Offloads: 14<br>c. 1998 Canada Offloads: 24<br>d. 1997 Canada Offloads: 11<br>e. 1996 Canada Offloads: 51   | 8)  | <b>a. 2000 Lower 48 Offloads: 15</b><br>b. 1999 Lower 48 Offloads: 142<br>c. 1998 Lower 48 Offloads: 156<br>d. 1997 Lower 48 Offloads: 136<br>e. 1996 Lower 48 Landings: 147 |
- 9) **Transshipment Authorizations Issued: 17** (all in Dutch Harbor).

\* **"OFFLOAD INSPECTIONS"** are defined in the IFQ BOARDINGS & INSPECTIONS REPORT as inspections coded "AA" & "AB". These are full IFQ audits where the entire offload was monitored from beginning to end. Weights of all offloaded catch were verified by the inspecting officer. They do not include the variety of other types of law enforcement inspections conducted by NOAA Enforcement that are coded CV, CP, CN, CO, CT, CC, SP, or SA.

\*\* The method for counting inspections change significantly in 5/98 . Multiply 1995, 1996, & 1997 rates (4h-m) by 65% in order to compare to 1998,1999, & 2000. Extrapolated rates are shown in parenthesis.

## IFQ/CDQ BOARDINGS AND INSPECTIONS 1/1/2000 to 5/26/2000

1) Number of NMFS Boardings and Inspections By Code:

Inspection Code	Number	Description
-----		
AA	170	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	20	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	7	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	1	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	1	Compliance inspection only with no offload event. Catch/hold not inspected.
CO	40	Compliance inspection only during offload event. Catch/hold not inspected. Offload not monitored.
CT	10	Contact only with minimal or no compliance inspection and no offload event (examples: dockside visit, interview, etc.).
CC	1	COPPS (Community Oriented Policing and Problem Solving) activities.
SP	0	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.
<hr/>		
<b>Total</b>	<b>250</b>	



2) Number of NOAA Enforcement Boardings and Inspections By Port and Code:

PORT	Inspection Code	Number
-----		
AUKE BAY	AA	3
	AB	1
	CT	1
BELLINGHAM	AA	9
	CO	1
CRAIG	AA	2
DUTCH HARBOR	CP	1
HOMER	AA	27
	AB	3
	CO	11
	CT	1
	CV	3
HOONAH	AA	3
JUNEAU	AA	13
	AB	7
	CO	6
	CT	1
	CV	2
KENAI	CN	1
	CV	1
KETCHIKAN	AA	1
METLAKATLA	AA	1
PETERSBURG	AA	25
	AB	4
	CO	1
SEWARD	AA	75
	AB	5
	CO	13
	CT	6
SITKA	AA	9
	CC	1
	CO	8
	CT	1
WHITTIER	AA	1
YAKUTAT	AA	1
	CV	1

**NUMBER OF 2000 IFQ/CDQ CASES**  
**Date of Violation Between 1/1/2000 and 5/26/2000**

<u>1) IFOCDO Cases (All) - Confiscation and Non-confiscation:</u>	92
<u>2) IFO Confiscation Cases Only (Subset of #1 Above):</u>	13

**ENFORCEMENT REPORT  
FOR THE PERIOD 4/7/2000 THROUGH 5/31/00**

National Marine Fisheries Service  
Alaska Enforcement Division

During the reporting period, NMFS and the Coast Guard opened a total of 141 cases. NMFS initiated 137 of these investigations.

Further action was taken on 153 pending cases during the reporting period. Thirty-eight investigations were closed as unfounded, nine investigations were closed due to lack of evidence, five investigations were closed due to lack of Enforcement resources, and eight investigations were dismissed for other reasons. Six cases were referred to other Regions or other agencies. Eight cases were handled with written warnings or Fix-it tickets. Thirteen cases were handled with payment of summary settlement payments totaling \$11,458. Seven cases were settled through voluntary abandonment of forfeited proceeds or property valued at \$1,478. Nineteen cases were referred to NOAA General Counsel. General Counsel issued NOVAs in 20 cases for a total of \$33,202 in penalties and also settled 20 cases for approximately \$64,819 in penalties and \$922 in forfeited proceeds.

**Seized Vessel En route to Seward**

The FFV Arctic Wind, seized for illegal driftnet fishing in the North Pacific in early May, has been transported to Dutch Harbor, AK. and will be further transported to Seward for secure storage and to await ultimate disposition. The United States is seeking an in rem forfeiture action against the vessel through a legal process initiated by the United States Attorney's Office for the District of Alaska in conjunction with attorneys from the NOAA Office for General Council in Alaska. The 177 foot Arctic Wind is similar in design to the FFV Ying Fa that was seized in the same general area last year for illegal driftnet activities. The FFV Arctic Wind is in much better condition than the Ying Fa and, if forfeited to the U.S. Government, would likely bring in more at a Marshal's sale than did the Ying Fa. Several factors influencing a possible higher sale price are condition of the vessel and location. Prospective buyers could more easily view the vessel in Seward and it is a better maintained vessel in all aspects of engineering, refrigeration, holds, sleeping quarters, galley, and overall condition. The legal process regarding the vessel may take sometime to resolve (months) and there is no guarantee that it will be forfeited to the government. The vessel could be bonded out by the owners or the case could settle prior to any legal action or trial.

The salmon from aboard the vessel are being analyzed by scientists at the Alaska Fisheries

Science Center facility in Auke Bay, Alaska for proper identification of species and probable country of origin. This scientific process is expected to take several weeks with results ultimately made public when the entire test lot has been completed.

The entire seizure and transportation operation of the vessel has been made possible by a very strong collaborative effort among federal and state agencies both within Alaska and from the lower 48 states. These entities include personnel from the U.S. Coast Guard, the U.S. Immigration and Naturalization Service, the U.S. Customs Service, the U.S. Air Force, the U.S. Navy, Port of Adak, Port of Dutch Harbor, Harbor master of Dutch Harbor, U.S. Attorney's Office, District of Alaska, NOAA Office of General Counsel, NOAA Corp, State Of Alaska Division of Fish and Wildlife Protection, and several parts of the N.M.F.S. In Alaska and the lower 48 states.

### **Beluga Watch 2000**

Beginning in late April, personnel from the AED have been involved in outreach and monitoring efforts regarding the depleted stock of beluga whales in Cook Inlet (CI belugas). Personnel from primarily Anchorage and other Alaska duty stations have worked hard with personnel from other divisions of the NMFS and state and local entities to get word out regarding the depleted status of CI belugas. AED is committed to working with various user groups to protect and conserve this population of living marine resources. Outreach efforts have included media contacts, public contacts in the CI area including schools, vessel launching facilities, aerial and surface transportation services, former harvesters, and the public in general. The outreach efforts have asked people to be aware of the whales presence and to avoid disturbing them. The native hunters and the Cook Inlet Marine Mammal Commission have been supportive of efforts to restore the beluga population and have refrained from traditional takings in support of population restoration.

### **IFQ Program**

Included in the back of this report is the first enforcement report of 2000 regarding the IFQ program. With higher staffing AED personnel have been able to monitor more offloadings as compared to the past couple of years at the same place in the season. We are currently at the 7.5% boarding level and we may get to 8 to 10% level by the end of the year.

A halibut fisherman has agreed to test VMS equipment in area 4 with the objective of eliminating check in/check out requirements in the future. The trials have gone well so far and we are working with the IPHC staff and the fisherman to define the parameters of how we would recommend a policy or regulatory change be made.

The F/V NINE is scheduled to go to public auction on 6/13/00. The vessel was forfeited for violations of the Lacey Act. A news release and web page for the sale of the NINE is available at <http://internal/general/fvnine/vessel.htm> and has already generated calls. A scheduled public inspection period is set for 6/12/00.

### Stellar Sea Lions

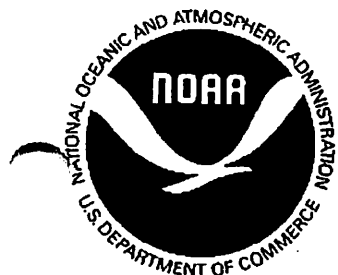
A criminal trial began in Juneau on June 5<sup>th</sup> for a case involving the shooting of Stellar Sea Lions in Southeast Alaska. Mr. Ralph Boyington is alleged to have shot several Stellar Sea Lions while commercial fishing in the area of the Stikine River. Trial results will be reported to the Council upon completion of the hearings.

### Community Oriented Policing and Problem Solving (COPPS)

Officer Mike Killary attended the Little Norway Festival in Petersburg, Alaska which covered Friday thru Sunday. He had the opportunity to meet many local fishermen and citizens to explain and promote NMFS enforcement philosophy and what our agency does. These were very informal, spontaneous group discussions that developed while he was doing patrols in the local harbors in the downtown area. As a result of this exposure, he had one of the busiest weeks at the office with people dropping in to ask questions and discuss fishery management techniques and marine mammal interaction.

Elizabeth Manning, Anchorage Daily News Reporter, accompanied Officer Moore and USF&W SA Merton Cox on a float plane- beluga patrol of the Upper Cook Limit. No violations were found. However, the flight provided useful information to the marine mammal biologist on the sightings of 20 beluga whales and 100 harbor seals.

Over Memorial Day weekend, Kodiak ASAC Ken Hansen responded to a report of a mature Grey whale washed up on a remote beach and, with the assistance of Univ. of Alaska marine mammal biologists, determined that the death was not due to foul play. ASAC Hansen was aware of the local high school's and university's long-standing desire to obtain a complete whale skeleton for public education and display purposes and contacted them. Over the next 5 days, he collaborated with them on coordinating among numerous agencies, community groups, educational institutions, landowners and individuals, as well as obtaining the necessary permits and authorizations. On June 1, with donated earthmoving equipment and expertise, the participants met on the beach and transformed what would have become a smelly, bear-attracting nuisance into a community-backed project. The 40-foot whale was slightly relocated (a story in itself), and buried under 10 feet of earth and sand, where it will decompose. In 5 to 6 years, it is expected the bones will be recovered, forming the centerpiece of a high school, university and community project. The skeleton will be cleaned, re-articulated and displayed in the community. The project was a huge hit with the community, and showcased an example of overcoming bureaucratic "red tape" to get a worthwhile project done. Local newspapers and film crews covered the story, and we expect Anchorage TV and newspapers will feature coverage in the next couple days.



National Marine Fisheries Service

Alaska Region

# NEWS RELEASE

AGENDA B-4  
JUNE 2000  
Supplemental

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Alaska Region, P.O. Box 21668, Juneau, Alaska 99802-1668

CONTACT: Carol Tocco

(907) 586-7032

Susan Auer, General Counsel

(907) 586-7414

E-mail: [Carol.Tocco@noaa.gov](mailto:Carol.Tocco@noaa.gov) or [Susan.Auer@noaa.gov](mailto:Susan.Auer@noaa.gov)

NMFS 00-09-AKR

FOR IMMEDIATE RELEASE

Date: June 1, 2000

## **\$30,000 PENALTY FOR FAILURE TO CARRY A NMFS OBSERVER**

The National Oceanic and Atmospheric Administration's (NOAA) Office of General Counsel in Juneau announces that on May 16, 2000, Jubilee Fisheries, Inc, entered into a settlement agreement with NOAA to resolve violations of National Marine Fisheries Service (NMFS) certified observer coverage requirements for its vessel, the VAERDAL. Pursuant to the settlement agreement, Jubilee Fisheries admits to the charged violation and accepts a penalty of \$30,000.

The violations were discovered on February 14, 1999, as a result of a routine boarding of the F/V VAERDAL by the United States Coast Guard Cutter MELLON. The F/V VAERDAL had been fishing for groundfish for 11 days in the Red King Crab Savings Sub-Area without having a NMFS-certified observer on board. According to NMFS' regulation, any catcher/processor or catcher vessel fishing for groundfish in the Red King Crab Savings Area is required to carry an observer during 100 percent of its fishing days. The case was referred to the NOAA Office of General Counsel for prosecution. According to NMFS Special Agent Kevin Heck, "A vessel owner's or operator's failure to comply with observer requirements undermines the government's ability to effectively manage the federal fisheries in Alaska. This penalty reflects the significance attributed to these types of violations."

The NMFS-certified groundfish observers play a vital role in providing real time data to NMFS for

effective conservation and management of Alaska's federal fishery resources. NMFS, also referred to as NOAA Fisheries, is an agency of the Commerce Department's National Oceanic and Atmospheric Administration. The agency conducts scientific research and provides services and products to support fisheries management, fisheries development, trade and industry assistance, enforcement, and protected species and habitat conservation programs.

###

U.S. Department  
of Transportation  
United States  
Coast Guard



Commander  
United States Coast Guard  
Thirteenth Coast Guard District

915 Second Ave.  
Seattle, WA 98174-1067  
Staff Symbol: (m)  
Phone: (206) 220-7217  
FAX: (206) 220-7225

16711  
May 10, 2000

To Members of the Commercial Fishing Industry,

In an effort to improve commercial fishing vessel safety, the U.S. Coast Guard will hold a Commercial Fishing Vessel Safety (CFVS) Regional Listening Session in Seattle on June 13, 2000. At the session, personnel from USCG Headquarters will present a CFVS Action Plan and discuss safety issues affecting the commercial fishing industry. The purpose of the listening session is to solicit input and comments from fishermen on the Action Plan. Members of your association are strongly encouraged to attend to present their thoughts and ideas to the Coast Guard. The session will be held between 9:00 AM and Noon at the following address:

National Oceanic and Atmospheric Association  
Building 9 Auditorium  
7600 Sand Point Way N.E.  
Seattle, Washington 98115

A key segment of the Coast Guard's Action Plan is to seek Congressional authority to change what are now *voluntary* dockside fishing vessel safety examinations and make the exams *mandatory*. Additionally, the Coast Guard proposes to *require* official training certification for fishing vessel captains and crews. The plan also seeks to remove a statutory distinction between vessels operating seaward of the Boundary Line, and those operating shoreward of the Boundary Line. Under this provision, vessels shoreward of the Boundary Line would be *required* to have, along with other items, first aid kits, bilge pumps, general alarms, VHF radios, and to conduct safety drill/emergency training. A summary of the Action Plan is provided as enclosure (1) and is available on the Internet at <http://www.uscg.mil/hq/g-m/advisory/cfivac/kodiak.pdf>.

The Coast Guard will take comments to consider changes and/or improvements to CFVS regulations. Specifically, the Coast Guard is interested in receiving input regarding:

- What are the most critical safety issues facing fishermen in Washington, Oregon, & Alaska?
- What would improve the current Coast Guard fishing vessel safety program?
- What level of training should be considered for a training-based certification program and who should be certified?
- How can the Coast Guard improve its communications with the fishing industry?
- How can the fishing industry improve its safety record without regulatory changes?

Enclosures (2) and (3) are surveys developed by Coast Guard Headquarters and the North Pacific Fishing Vessel Owners Association, respectively, to assist in describing safety concerns in the



Pacific Northwest and Alaska. If you are unable to attend this listening session, you may submit the completed surveys or any other written comments to:

*The Docket Management Facility (USCG-2000-6942)  
U.S. Department of Transportation  
Room PL-401  
400 Seventh Street, S.W.  
Washington, DC 20590-0001*

If you have any questions regarding the regional listening session, or would like more information, please contact Lieutenant Chris Woodley, the 13<sup>th</sup> District Fishing Vessel Safety Coordinator, at (206) 220-7217 or send an email to [cwoodley@pacnorwest.uscg.mil](mailto:cwoodley@pacnorwest.uscg.mil).

Sincerely,

J. E. VEENTJER  
Captain, U.S. Coast Guard  
Chief, Marine Safety Division  
By direction of the Thirteenth District Commander

Encl: (1) Summary of the Coast Guard Fishing Vessel Safety Action Plan  
(2) Coast Guard Commercial Fishing Vessel Action Plan Survey  
(3) North Pacific Fishing Vessel Owners Association Survey

## **Proposed Fishing Vessel Safety Action Plan**

1. **Enforcement of Required Emergency Preparedness Drills:** Emergency drills are required but not always conducted. The proposed action plan would require fishermen to log emergency training and drills.
2. **Complete the Regulatory Project on Stability and Watertight Integrity:** There is an ongoing regulatory project which would apply new stability and watertight integrity standards to *new fishing vessels less than 79 feet in length*.
3. **Improve Casualty Investigations and Analysis:** This would be an internal Coast Guard change which would improve review and analysis fishing vessel casualties to identify primary causes and factors.
4. **Improve Communications:** The Coast Guard would improve communications by publishing "lessons learned" and "best practices." Coast Guard is developing a national fishing vessel safety newsletter and a fishing vessel safety Web Page to achieve this goal.
5. **Coordinate Fishery Management with Safety:** Fishery management decisions such as timing and location of fishing seasons, season length, vessel size limitations, and types of fishery management regimes can potentially impact the safety of fishery operations. District Fishing Vessel Safety Coordinators will attend Fishery Management Council meetings and provide advice on management decisions that might affect the safety of fishermen.
6. **Mandatory Fishing Vessel Safety Examinations:** The Coast Guard proposes to draft and submit a legislative proposal to Congress to change what are now *voluntary* dockside examinations and make them into *mandatory* dockside examinations.
7. **Mandatory Training Based Certificate Program:** The Coast Guard proposes to draft and submit a legislative proposal to Congress which would require mandatory training and certification of vessel operators and crew. This is not a proposal to license commercial fishermen.
8. **Substitute Territorial Sea Baseline for Boundary Line:** The Coast Guard proposes to submit a legislative proposal to Congress which would remove a statutory distinction between vessels which operate beyond the boundary line, and those operating shoreward of the boundary line. Under this proposed change, vessels shoreward of the Boundary Line would be required to have first aid kits, bilge pumps, anchors, VHF radios, and to conduct safety drill/ emergency training.



## Commercial Fishing Vessel Safety Action Plan Survey

This survey is based on the Coast Guard's Commercial Fishing Vessel Safety Action Plan, which is designed to improve safety in the commercial fishing industry. Your comments will be used to help us improve our Action Plan. If you did not attend a listening session where our Action Plan was presented, please visit our web site at [www.uscg.mil/hq/g-m/advisory/cfivac/fishexpo99.pdf](http://www.uscg.mil/hq/g-m/advisory/cfivac/fishexpo99.pdf) or contact your local fishing vessel safety examiner for more information.

1. What is your homeport? (City/state)
2. Are you familiar with the Action Plan? YES / NO
3. Who are you? If you are a fisherman, please indicate vessel type and what you normally catch.
  - a. Fisherman (captain)    b. Fisherman (crew)    c. Insurance Agent    d. Other (explain)

<u>Vessel Type</u>		<u>Catch</u>	
a. Pots/ Traps	e. Seine	a. Shrimp	e. Lobster
b. Gill nets	f. Longline	b. Crab	f. Clam
c. Dive	g. Other (explain)	c. Rockfish	g. Other (explain)
d. Trawl		d. Salmon	

4. What are the most critical safety issues affecting your operation?
5. In what ways could the Coast Guard better communicate with you?
  - a. Computer / web pages
  - b. Newsletters
  - c. Local forum/town hall meetings
  - d. Walking the docks
  - e. Fishing industry associations
  - f. Other (explain)
6. How can safety in the fishing industry be improved, either with or without further regulation?
7. What type of safety training should fishermen be well versed in to improve their survivability? (Circle all that apply)
  - a. Abandoning ship
  - b. Firefighting
  - c. Man overboard & recovery
  - d. Launching survival craft
  - e. Damage control (flooding)
  - f. Donning immersion suits
  - g. Activating general alarm
  - h. Making radio distress call
  - i. Other (explain)
8. If safety equipment is required to be carried for vessels operating seaward of the territorial sea baseline, vice the current reference (boundary line), would this improve the level of safety? Comments?

*If additional space is needed, please use the back of this survey*

**Mail Or Fax Survey to: (202) 267-0506  
Commandant (G-MOC-3), 2100 Second St SW, Washington DC 20593**

## NORTH PACIFIC FISHING VESSEL OWNER ASSOCIATION SUPPLEMENTAL SURVEY

This survey is designed to complement the Coast Guard Long Term Action Plan Survey by obtaining additional information to reflect the regional concerns of fisheries in the Pacific Northwest and Alaska. Please complete this survey in conjunction with the Coast Guard Long Term Action Plan Survey. Thank You

1. Vessel Length: \_\_\_\_\_ Crew Size: \_\_\_\_\_
2. Vessel Type: Catcher Vessel Only                      Processing Vessel Only  
   Catcher-Processor                      Fish Tender
3. Where do you primarily operate your vessel? Please provide the state and waterbody.
4. What are the three most critical safety issues affecting your operations/fishery?  
Please rank your answers from 1-3. **"1" being the most critical, "3" being the least critical.**

___ Hull condition, watertight integrity, stability	___ Area of Operations (Distance from shore)
___ Operator / Crew Competency (safety training, etc)	___ Lack of Adequate Survival Equipment
___ Deck Safety (haul backs, pot launching, etc.)	___ Processing Deck Safety
___ Fishery Management (open access vs. quota based)	___ Other (Please explain below)

Other:

4. Would you support mandatory five-year refresher safety & emergency drill training for all fishing vessel crew and operators? Yes    No
  
5. The Long Term Action Plan recommends removing the distinction between vessels operating seaward of the Boundary Line, and those operating shoreward of the Boundary Line. Under this provision, vessels shoreward of the Boundary Line would be required to have first aid kits, bilge pumps, general alarms, VHF radio, and conduct safety & emergency drill training.
 

Would this improve safety for this segment of the fishing fleet? Yes    No

Would you support this provision? Yes    No
  
7. Can safety in the fishing industry be improved without further regulation? Yes    No

Please explain your answer.

*If additional room is needed, please use the other side of this form.*