
RESEARCH

Seizures of foreign vessels by
USCGC CITRUS (WLB-300) and
USCGC CONFIDENCE (WMEC-619)
in fisheries enforcement
while under the command of my dad,
CAPT James Terrence “Terry” Montonye, USCG (ret)

By CDR John Terrence Montonye, USN (ret)



Photo from USCGC Citrus (WLB-300) Veterans FB Page



Photo courtesy of James and Marie Montonye

Purpose

- This research is compiled in support of developing a future article.
- It is also submitted to the Coast Guard Historian for purposes of updating command histories of the USCGC CITRUS (WLB 300) and the USCGC CONFIDENCE (WMEC 619). Specifically, to:
 - Reflect ***CITRUS's seizure of the Russian trawler F/V VODOLAZ*** during the Cold War.
 - Reflect CONFIDENCE's leading success and aggressive reputation conducting fisheries law enforcement activities in the Alaska area during the period of my father's command from July 1976 to July 1978. Of special note were ***CONFIDENCE's four seizures of foreign trawlers during that period, including the first seizure made off the U.S. West Coast under the 200 nautical mile Fisheries Conservation and Management Act*** (1976 national legislation enacted in March of 1977 that helped lead the way to the establishment of 200 nautical mile Exclusive Economic Zones now prescribed to all coastal states by international law).
 - Supporting evidence is provided in the following slides.

List of Seizures and Supporting Research

- **USCGC CITRUS (WLB 300)**
 - [F/V VODOLAZ \(Russia; 18 Sep 1971\)\(Slides 4-12\)](#)
- **USCGC CONFIDENCE (WMEC 619)**
 - F/V TOMI MARU No. 85 (Japan; 25 August 1976) (Slides 13-18)
 - F/V KWANG MYONG No. 21 (ROK; 03 Sep 1976) (Slides 19-24)
 - [F/V HIGHLY 301 \(Taiwan; 02 Sep 1977\) \(Slides 25-34\)](#)
 - F/V SACHI MARU (Japan; 23 Feb 1978) (Slides 35-40)
- **Other Supporting Research**
 - Change of Command Brochure (Slides 41-43)
 - [Coast Guard Unit Commendation \(CONFIDENCE\) \(Slides 44-45\)](#)
 - [Recollections/Interviews \(Slides 46-72\)](#)
 - 200 Nautical Mile Legislation (Slides 73-78)
 - National Marine Fisheries Service Reports 1976-78 (Slides 79-94)
- **Other Supporting Research (continued)**
 - Marine Fisheries Reviews 1976-1978 (Slides 95-101)
 - Proceedings Articles (Slides 102-109)
 - Kodiak Daily Mirror Articles (Slides 110-114)
 - Fairbanks Daily News Miner (Slides 115-117)
 - Congressional Records (Slides 118-123)
 - [USCGC CONFIDENCE ALPAT Report from 5 July 1977 to 31 December 1977 \(Slides 124-137\)](#)
 - [Alaska Seas and Coasts Article \(Admiral Hayes interview\) \(Slides 138-142\)](#)
 - Navy Times Articles (Slides 143-144)
 - Jarvis Award (Slides 145-146)
 - Personal Letter from my Mother to my Aunt (Slides 147-150)
 - Other (Slides 151-160)

CITRUS seizes

F/V VODOLAZ

(Russia)

18 SEP 1971

“Daddy’s bringing home a
Russian!”

p. 79

Soviet Trawler Seized

JUNEAU, Alaska, Sept. 18 (Reuters)—The United States Coast Guard seized a Soviet fishing trawler today 30 miles northeast of the Aleutian Islands. The trawler was reported to have been fishing inside United States territorial waters.

CITRUS, VODOLAZ

Kodiak Daily Mirror, 20
Sep 71

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Kodiak, Alaska—15c

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on Page 5)

JUNEAU (AP) — The Coast Guard says it seized a Russian fishing vessel 30 miles northeast of Dutch Harbor, for allegedly violating the 12-mile limit.

The Coast Guard cutter CITRUS is escorting the 187-foot Russian trawler to Kodiak, Alaska.

KODIAK — According to P.O. Albright of the C.G. rescue, the boat is part of a Russian fleet that has been fishing in the Dutch Harbor region. The boat, called the VODOLAZ is a commercial side trawler, and is reported to have a load of flounder on board. The vessel was boarded without incident.

The CITRUS is expected to arrive in Kodiak around 6 p.m. Monday (today).

The Coast Guard says the Russian vessel was first sighted Thursday by the RESOLUTION, a ship of the Alaska Department of Fish and Game. The report was submitted to the Coast Guard which dispatched the CITRUS to seize the vessel.

A boarding party consist-

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...Yup! That's right! By eating
...spaghetti at the Captain's
...Keg on Wednesday, patrons
...will be aiding the battle
...against cancer — because

Ken Forster, owner of the
Captain's Keg, located up-
stairs in the Berg Building,
is donating all profits from
all food sales on Wednesday
to the Kodiak Chapter of the
American Cancer Society.

fabulously reasonable price
too: \$2.25 for adults; \$1.75
for ages 12 to 15 and one cent
per pound body weight for
children under 12. Now how
can you beat that!

Seize Soviet Ship In Alaska Waters; Towing to Kodiak

BULLETIN —

**U.S. ATTORNEY HASN'T
GOT STATE DEPT. WORD**

ANCHORAGE (AP) — The U.S. Attorney for Alaska today declined to say what federal action will be taken against a Russian fishing vessel seized Saturday in the Aleutian Islands.

U.S. Attorney G. Kent Edwards said he could not comment on the case until he had conferred by telephone with unnamed government officials in Washington, D.C. later today.

ing of one officer and five crewmen from the CITRUS is aboard the Petropavlovsk, Kamchatko-based trawler skippered by Master Viacheslav Diachenko. Her communist agency is identified as the "Collective Farm of the October Revolution." She has 1800 kilograms of flounder aboard. She will be docked under custody at the

fuel pier aboard the naval base. The case is to be turned over to the U.S. attorney for legal disposition.

Unknown Person Torches Boat to Tune of \$5,000

Friday night at 8:17, a fire was reported on the vessel SANTANNA, which was dry docked at Whitney-Fidalgo Fisheries.

Three units of the Kodiak Volunteer Fire Department responded, and the blaze was extinguished shortly thereafter.

Fire Chief Magnusen stated this morning that it is believed the fire was the result of a lit match or cigarette, left by an unknown person who had decided to stay the night in the boat.

Magnusen estimated damages to be in the neighborhood of \$5,000.

GROCERIES ARE BEING BROUGHT HERE BY GIANT AIRCRAFT

KODIAK AIR FREIGHTER—
"A challenge met — a confidence kept," so said Jerry MacDonald of MacDonald's Market. With obligations to those Kodiak housewives and fishermen customers who have learned to depend on

CITRUS, VODOLAZ

Kodiak Daily Mirror
(date of article not
known; estimated 21 or
22 September 1971)

Note: Seized on a Saturday.
Treaty to fish inside 12 nm
expired three days earlier.

Holding Soviet Trawler Until \$50,000 Fine Paid

KODIAK (AP) — Until a \$50,000 fine is paid the Coast Guard says it will hold a Soviet fishing boat in Kodiak. The boat was seized Saturday and charged with violating the United

States' 12-mile fishing limit. The skipper of the Soviet vessel was fined a total of \$50,000 yesterday by a federal judge in Anchorage. The captain settled a civil com-

plaint out of court and was fined \$30,000. He pleaded no contest on a criminal complaint and was fined another \$20,000. The money is supposed to be paid today by the Soviet

embassy in Washington, D.C. During the court hearing yesterday the Soviet captain said he thought he was fishing in legal waters off Alaska. U.S. Attorney General Kent Edwards said the ship

was in an area that had been covered by a U.S.-Russian treaty, but the treaty expired Sept. 15th. That was four days before the ship was arrested.



by Ed Naughton

HOLDING—The Soviet commercial side trawler VOLOZ is now moored out at the Kodiak Naval Station where it is being held in custody

until a \$50,000 fine levied against her skipper yesterday in federal court in Anchorage — is paid. The 87-foot vessel is shown moored with the Coast Guard Cutter CITRUS, which took her into

custody and brought her into port under direction of a boarding crew placed aboard her. She was reported to have approximately 3,600 pounds of flounder aboard when she was apprehended in

violation of Alaskan fishing grounds and U.S. territorial waters about 30 miles northeast of Dutch Harbor (Unalaska). She is operated by the communist agency commune named, "Collective

Farm of the October Revolution" in Petropavlovsk, Siberia. Her master is Captain Viacheslav Diachenko. She will not be released until her fine is paid. (Official U.S. Navy Photo).

CITRUS, VODOLAZ

Fairbanks Daily News Miner

Fairbanks Daily News Miner
22nd Annual Progress Edition, 1972

Anchorage Daily Times, Wednesday, February 9, 1972

Cutter 'Citrus' Arrives For Conference

The U.S. Coast Guard cutter Citrus, a 180-foot buoy tender which seized a Russian fishing vessel last September, will dock at the port of Anchorage Feb. 16 to 19 during the 16th annual Western Sectional Conference of the Navy League of the United States.

Presently homeported in Kodiak, the ship was commissioned in 1942 and participated in military operations in the Aleutians during World War II.

At the end of the war, she

was moved to Ketchikan where she stayed until 1964 when she was assigned to Kodiak.

Her primary mission now is navigational aids from Kodiak to Unimak Island at the end of the Alaska Peninsula. In addition to ensuring that all navigational aids are functioning properly, she participates in law enforcement and search and rescue missions.

She is manned by 47 enlisted personnel and six officers.

Her power plant consists of two Cooper Bessemer diesel engines capable of delivering 1,000 horsepower to her single shaft. She has a 12-foot draft and icebreaking capabilities.

Commanding officer of the Citrus is Lt. Cmdr. J.T. Montonye, a native of Michigan who graduated from the U.S. Coast Guard Academy in 1959.

From 1962 to 1963, he was aboard the cutter Northwind and made the last Bering Sea patrol in 1963 delivering medical and dental assistance

to remote Alaskan seacoast communities.

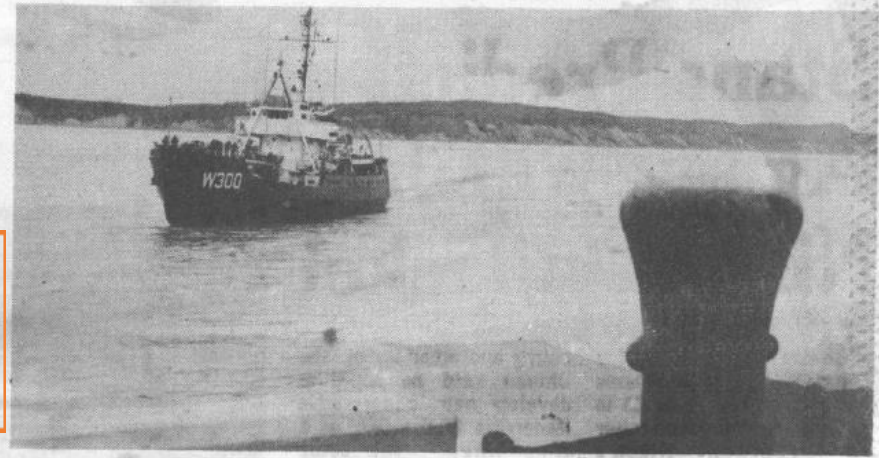
He returned to school from 1964 to 1966, getting a masters degree in optics and electrical engineering from the University of Rochester. From 1967 to 1970, he was assigned to the office of Research and Development Aids to Navigation in Coast Guard

headquarters in Washington, D.C.

Montonye became commander of the Citrus in July of 1971.

On Sept. 18, 1971, the Citrus was involved with the seizure of the Vodolaz, a Russian vessel apprehended for illegal fishing north of Akutan Island in the Bering Sea. This seizure resulted in a \$50,000 fine.

Following her visit to Anchorage, Citrus will return to Kodiak.



Coast Guard Cutter Returns

CITRUS, VODOLAZ

Note: Photo appears to be from CITRUS's previous visit.

Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in	Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in
Mar. 2, 1967	SRTM 8-413	U.S.S.R.	Alaska	\$5,000	Territorial sea.	Aug. 20, 1970	Kiyo Maru No. 18	Japan	Alaska	\$45,000	CFZ.
Mar. 22, 1967	SRTM 8-457	do	do	10,000	CFZ.	Sept. 17, 1970	Clipper II	Canada	do	5,000	Territorial sea.
July 16, 1967	Tenyo Maru No. 3	Japan	do	5,000	Territorial sea.	Sept. 27, 1970	Kyoyo Maru	Japan	do	50,000	CFZ.
Aug. 3, 1967	SRTM 8-457	U.S.S.R.	do	20,000	CFZ.	Feb. 10, 1971	SRTM 8484	U.S.S.R.	do	50,000	CFZ.
June 3, 1969	Zempo Maru	Japan	do	5,500	CFZ.	Feb. 24, 1971	Lambda 54				
Do	Koai Maru	do	do	3,500	CFZ.		Lambda 102	Cuba	Florida	25,000	CFZ.
Sept. 22, 1969	Matsuei Maru	do	do	10,000	CFZ.		Lambda 91				
May 3, 1970	2 long-liners	Canada	do	5,000	Territorial sea.		Sondero 25				
June 27, 1970	Akehono Maru	Japan	do	30,000	CFZ.	July-August 1971	3 trawlers	Canada	Washington	1,500	Territorial sea.
July 2, 1970	Conrad	West Germany.	Massachusetts.	20,000	CFZ.	July 9, 1971	All Star	do	Alaska	3,000	Do.
Aug. 18, 1970	Kaki Maru	Japan	Alaska	35,000	CFZ.	Aug. 18, 1971	Vodolaz	U.S.S.R.	do	50,000	CFZ.
						Nov. 6, 1971	Ryusho Maru No. 5	Japan	do	115,000	CFZ.

Note: The wrong month (August vice September) is reflected here in the Congressional record for the seizure date of VODOLAZ. September 18 is the confirmed date via several other sources including the New York Times, Anchorage Daily Times and the Kodiak Daily Mirror. All are consistent either by date (18 SEP 1971) or by day (Saturday). 18 SEP 1971 was a Saturday, whereas 18 August 1971 was a Wednesday.

Crew Recollections

CITRUS, VODOLAZ

<  **USCGC Citrus (WLB-300) Veterans**
Conlee Cox · Dec 2, 2013 · 📷

Citrus caught Russian trawler Voldalez fishing in U.S. water Oct 1971. We counted all fish in Kodiak and Russian Govt got fined I believe 1/2 million for doing this. Ship didn't want to get boarded so permission from President Nixon to put one thru the bow finally they came around and got boarded.



Seen by 7 people



Conlee Cox
Author

The Russian cook on board almost stabbed the boarding officer and was stopped by the Russian Capt so things were a little tense when they first got on board. We stood Shore patrol watch when we got back to base and had Marine guards next to Russian ship when we got into port with machine guns.

9y Like



Laurance Franks
I remember this event well. Me, Ensign J.G. Bolm and two other shipmates were the boarding party and we, the (Voldalez), followed Citrus back to Kodiak. There was ZERO sanitation on that tub and dumpster grade food (Dried Fish Head Soup) filthy toilets, no soap or showers for 3-4 days and most of us got 'DYSENTERY' for that. Yes they came Very close to getting a 3" round in the hull because they actually faked a RAM towards Citrus. Thankfully our gun crew was disciplined enough to be calm. Awe great memories.

1y Like



Conlee Cox
Author

Laurance I was on the helm they did this action against our ship. I remember coming super close to hitting them. The Capt wanted me on the helm he told me i was one of the better helmsman he said. Quite a experience for sure.. I remember trading stuff like playboy for russian stuff when we were in port.

31w Like



Conlee Cox
Author

John I remember your dad he invited me and another seaman over to visit his family I was on the Citrus may of 71 to Nov of 72. I thought your dad was a great Capt and really nice to us enlisted guys I was 19 when I came aboard.

1d Love



Note: Judging from the Kodiak Daily Mirror article which contains a picture of VODOLAZ, I can't be sure if the vessel in the picture here is VODOLAZ or another Russian trawler.

----- Forwarded Message -----
From: Terry Montonye ·
To: John Montonye ·
Sent: Sunday, September 5, 2021 at 09:29:45 PM EDT
Subject: Re: CITRUS

Dad's Recollection (E-Mail)

CITRUS, VODOLAZ

> On Sep 4, 2021, at 9:35 PM, John Montonye

wrote:

> Dad,

> Can you summarize what you remember of the Russian trawler you seized while you were CO of CITRUS? I pulled up the ship's history and there is a gap during your term as her CO.

> Love, John

Had command of CITRUS summer of '71 to summer of '72. I think it was the Fall of '71 when we received a message from the Alaska State Fish and Game vessel Resolution that a Russian was still fishing inside 12 Miles off Kodiak. Went back and there he was just inside 10 miles.

(Will finish after dinner!)

----- Forwarded Message -----
From: Terry Montonye ·
To: Lynn Brondos · John Montonye ·
Sent: Monday, September 6, 2021 at 10:19:16 PM EDT
Subject: Re: CITRUS (continued)

Lynns,

Yes, I won the 1978 Jarvis (outstanding leadership) Award after seizing four foreign fishing vessels while CO of CONFIDENCE '76-'78 out of Kodiak. The 200-mile limit I suspect helped.

On Sep 6, 2021, at 12:07 PM, John Montonye

wrote:

Thanks, Dad. Really good! I reached out to the Kodiak Daily Mirror to see if they could assist me in finding a copy of the article that you mentioned.

Love, John

On Sunday, September 5, 2021, 11:24:41 PM EDT, Terry Montonye

wrote:

To continue:

So, it was tough to believe, but there the Russian VODOLAZ was with its trawl down 2 miles inside the 12 mile limit two days after the 12 mile limit had closed.

Six crew were put aboard to ride her back to Kodiak under escort of CITRUS, your mother having been informed by CO of the air station "daddy is bringing home a Russian."

But the interesting tail end of the story was the reference for my speech to the Kodiak Chamber of Commerce, the copy of SCIENTIFIC AMERICAN I had lifted from your Grandpa Peterson's bed stand slightly over a year earlier —just before you were born and on our way to my year as XO on the STORIS to gain local knowledge before taking command of CITRUS with no previous experience on buoy tenders..

STORIS, of course, was a law enforcement vessel and there was an article in that issue your grand dad had lifted from the Science and Engineering Library at the U of W that focussed on a major new foreign fishing menace off our shores. Due to that article, my speech at the Kodiak Chamber became "VODOLAZ, Symbol of The Foreign Fishing Menace", a copy of which I had ready for the editor of the Kodiak Daily Mirror, Carl Armstrong.

Bottom line: that Daily Mirror edition with a headline consuming the top half of the first page eventually created the 200-mile law!!!!!!

Next time you're here, old boy, ask me for a copy of my speech to the Kodiak Chamber— copies of that Daily Mirror, I think. being gone.

Dad

Mom's Recollection (E-mail)

CITRUS, VODOLAZ

Reply Reply All Forward

Tue 7/18/2023

MM marie montonye
To Montonye, John

You replied to this message on 7/18/2023

John -

Just read your article - beautifully written. Brought back many memories, some happy, some very sad. I sent you my memories BEFORE I read what you wrote - otherwise I wouldn't have gone on & on on my recollections.

Again, in case you didn't get what I wrote: Air station CO was Hogue (our first tour). Yes, Terry & the Pirates. CWO Ernie McLawhorn made a replica of a treasure chest for H & F and that was some party. Perhaps I'll send a pic.

In memory, base elementary was named Peterson Elementary. He and 9 yr. old son went on a fishing trip, slipped in shallow part of river or lake, and due to being wet, father died of hypothermia; son was ok. If memory serves me correctly, son was 9 yrs. old.

The laminated I.D. is funny but probably not for public eye. 😊 😊

OK - enuf with the emojis

> On Jul 18, 2023, at 10:38 AM, Montonye, John wrote:

>
> They were "Terry and the Pirates" on Citrus, right?

> Also, do you remember the name of the air station CO who called you and told you they were bringing in a Russian?

> 😊

> -----Original Message-----

> From: marie montonye
> Sent: Tuesday, July 18, 2023 1:08 PM

> To: Montonye, John T
> Subject: [Non-DoD Source] Alaska

> Oh Yes, knew the Lockmans & Dave second tour. The Russian episode was first tour. At a "Hail & Farewell" party at O Club, Capt. Hogue came up to us and said "if I had gotten ahold of Terry earlier I would have made him a flier." I also remember both Citrus & Connie playing "cops 'n robbers", according to what I've been told. Crew & ship were known as Terry & the Pirates. Actually had a skull&crossbones flag.

> Those were the days!

>

> Mob



Photo courtesy of Marie and Terry Montonye (Citrus, c. 1971)

CONFIDENCE seizes
F/V TOMI MARU No. 85
(Japan)
25 AUG 1976

HALIBUT VIOLATION SNAGS JAPANESE STERN TRAWLER

The U.S. Coast Guard Cutter *Confidence* observed the Japanese stern trawler *Tomi Maru No. 85* (499 GRT) fishing off Cape Yakataga, Alaska, on 25 August 1976. Noting the steep angle of the trawl lines, the *Confidence* sent a boarding party to inspect the Japanese vessel's catch for possible retention of crabs or for other violations of U.S. laws regarding Continental Shelf Fisheries Resources (CSFR).

Inspection of the freezer holds of the *Tomi Maru No. 85* revealed halibut, a possible violation of the 1952 Inter-

national Convention for the High Seas Fisheries of the North Pacific Ocean (INPFC). Under the terms of this Convention, Japan agreed to abstain from halibut and salmon fishing east of long. 175° W.

ESCORTED TO KODIAK

The *Confidence* escorted the *Tomi Maru No. 85* to Kodiak when the U.S. vessel was unable to establish contact with a Japanese Fisheries Agency (JFA) patrol vessel at sea. In Kodiak, National Marine Fisheries Service Enforcement Agents sampled the catch in

the freezer holds of the Japanese vessel and discovered some 60 halibut, weighing an average of 40 pounds each. The halibut were stored in holds with the rest of the catch, approximately 200 metric tons of red rockfish. Although no crab or other CSFR was discovered, NMFS agents found a sea lion head.

On 30 August 1976, the *Confidence* escorted the *Tomi Maru No. 85* to a rendezvous with the JFA patrol vessel *Konan Maru No. 20*. The JFA will investigate the circumstances of the

Marine Fisheries Review
Digitized by Google

Sweet: This must be the Snowball story

pparent halibut violation and the government of Japan will fine the vessel's owner if the charges are substantiated.

The 197-foot long *Tomi Maru No. 85* is a modern 499 GRT stern trawler built in 1972 and owned by the Kanai Fisheries Co., Ltd., of Nemuro, Japan. Retention of this vessel brings to nine the number of enforcement incidents involving fishing vessels of Japan off U.S. coasts in 1976, according to the NMFS Office of International Fisheries.

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OTHER VIOLATIONS

In March 1976, the *Eikyū Maru No. 11* was seized for violating the U.S. Contiguous Fishing Zone (CFZ) off Alaska and fined \$580,000. In April, the *Kohoku Maru No. 12* was seized off Alaska for retaining CSFR and fined 700,000. In July, the *Okuni Maru* was seized off the New Jersey coast for a CSFR violation and fined \$200,000. In the same month, the *Yamazan Maru No. 85* was seized off Alaska for violating the U.S. CFZ and fined \$625,000.

The other detentions of Japanese vessels took place in July 1976 when four Japanese salmon gillnet vessels were transferred to the custody of JFA patrol vessels for fishing salmon east of long. 175° W an INPFC violation. (Source: National Marine Fisheries Service, Law Enforcement and Surveillance Division.)

Peru Issues Ultimatum To Anchovy Fishermen

Peruvian anchoveta fishermen were scheduled to begin the second phase of the 1976 fishing season on 18 October. The Peruvian Government fishing company, PESCAPERU, estimates that up to 1 million metric tons (t) of anchoveta could have been obtained by the end of the year, bringing the total 1976 anchovy catch to above 4 million t, or over 0.5 million t more than was caught in 1975.

According to the Peruvian Government, however, the Fishermen's Federation (formerly the bulwark of the Government's own trade union, the CTRP) pressured its affiliated unions and fishermen to stay in port. The Government further charged that the Fishermen's federation has threatened new owners of fishing boats and in-

dividual fishermen, forcing them also to stay in port. The Fishermen's Federation had opposed PESCAPERU's recent sale of its fishing fleet as well as a projected personal cutback affecting many fishermen who have been on the PESCAPERU payroll.

Faced with what the Government considers Federation intransigence amounting to a sabotage of production, the Fisheries Ministry issued a communique on 18 October giving fishermen 48 hours to put their boats to sea or be summarily fired by PESCAPERU.

FISHING VESSEL SEIZURES NOTED

Listed below are some of the more important fishing vessel seizures as of September 1976, and related incidents. These incidents are a demonstration of international tensions in coastal areas and of the increasing competition for fisheries resources and have been compiled by the NMFS Office of International Fisheries.

SEIZURES BY THE UNITED STATES

The Japanese stern trawler *Eikyū Maru No. 81*, seized 31 March for a Contiguous Fishing Zone (CFZ) violation off Alaska, was fined \$580,000 on 12 April. Another Japanese stern trawler, *Kohoku Maru No. 12*, (349 tons) was seized on 14 April off Semisopochnoi Island, Alaska. On inspection, 30 pounds of frozen processed king crab and 7 whole female crabs were found. The vessel is owned by the Hokkaido Gyogyo Kosha of Sapporo, Japan. The owners paid a penalty of \$700,000 for the Continental Shelf Fisheries Resource (CSFR) violation. The U.S. Coast Guard took custody of the vessel after the CSFR case was settled, because of violations of International North Pacific Fisheries Commission (INPFC) regulations. After case documentation, the vessel was released from U.S. custody 28 May.

The Spanish fishing vessel *Anna Maria Gandon* was seized 26 miles off the U.S. coast for a CSFR violation on 5 April. The vessel was fined \$100,000 and released 19 April.

The Japanese stern trawler *Yamazan Maru No. 85* was released from U.S.

Coast Guard custody on 24 July after its owners paid a fine of \$625,000 for a 10 July CFZ violation near Amlia Island, Alaska.

The Korean stern trawler *Kyung Yang Ho* (5,377 GRT) was seized 30 miles south of Unimak Pass, Alaska, on 21 July. King crab, halibut, and marine mammals were found on board in violation of U.S. laws and bilateral agreement. The vessel departed U.S. waters on 21 August after paying a fine of \$575,000. Three Japanese land-based gillnet vessels were detained during July 1976 by the U.S. Coast Guard for suspected violations of the INPFC Convention which prohibits salmon fishing east of long. 175° W.

The Korean longliner *Dong Won 707* (620 tons) was seized off Baranof Island, Alaska, for a CSFR violation on 1 August. King and golden king crabs were found when the vessel was inspected by NMFS enforcement agents. The Italian vessel *Amoruso Quarto*, seized by U.S. authorities on 21 July for a CSFR violation, was fined \$100,000 and released from custody on 4 August and the Japanese stern trawler *Okuni Maru*, seized off New Jersey on 28 July for a CSFR violation, was fined \$200,000 and released on 3 August.

A Mexican shrimp trawler, the *Casitas I*, was seized by the U.S. Customs Bureau for a territorial sea violation off Texas on 20 July. Criminal and civil charges were dropped by the Assistant U.S. Attorney in Houston, Tex., and the vessel was released. The owner of the vessel was reimbursed \$1,740 for the value of the shrimp which had been impounded and sold at public auction.

The Greek side trawler *Atlantico II*, seized on 18 June by the U.S. Coast Guard and the National Marine Fisheries Service for a CSFR violation, was fined \$115,000 and released on 18 August. The captain was also fined \$115,000 and given a 2-year suspended sentence.

The Canadian halibut longliner *Alaska Queen II*, seized by U.S. authorities on 6 August for a territorial sea violation, was released from custody on 9 August. The catch of 16,500 kg, valued at \$46,000 was seized, and the master and crew were fined \$33,750, which was suspended.

Two Canadian purse seiners, seized by U.S. authorities on 18 August for violation of U.S. territorial waters, were fined and released on 20 August. The *Sea Luck* was fined \$1,500 and the *Attu*, whose master was described as uncooperative at the time of arrest, was fined \$2,000.

The Japanese stern trawler *Tomi Maru No. 85* was boarded on 26 August

off Cape Yakataga, Alaska. An inspection discovered 60 halibut, a violation of the INPFC Convention. The 499-gross ton Japanese vessel was escorted to Kodiak by the U.S. Coast Guard Cutter *Confidence*, then released into the custody of a Japanese Fisheries Agency patrol vessel.

The Republic of Korea longliner *Kwang Myong No. 21* (500 GRT) was

seized 3 September south of Cape Spencer, Alaska, for retaining Continental Shelf fishery resources. The vessel is registered in Panama, but is owned by the Korea Wonyang Company.

The Republic of Korea stern trawler *Kum Kang San* (740 GRT) and the RO. cargo vessel *Chūbosan No. 5* (1,65 GRT) were detained after being observed inside the U.S. Contiguous Fishing Zone off Rootok Island, Alaska on 13 September. The two vessels were released with a strong warning.

SEIZURES OF U.S. VESSELS

Two U.S. fishing vessels, *Donna* and *Roberta Jean*, were seized by Mexico on 17 June for fishing in Turtle Bay, a "restricted" area along Mexico's Pacific coast. Although both vessels had valid Mexican fishing licenses they were assessed fines of \$800 each. The U.S. shrimp vessel, *Shūloā*, was seized on 17 June for fishing in Mexican-claimed waters in the Gulf of Mexico. And, the U.S. fishing vessel, *El Lobo*, a San Diego-based 50-foot charter boat, was seized by Mexico for fishing albacore in Mexican-claimed waters without a license.

OTHER SEIZURES

Sri Lanka seized 38 Indian fishing vessels in February during its assault on poachers inside its 12-mile fishery zone. The boats were held for 48 hours and released. Egypt seized four Greek trawlers in March and April. Greece has claimed that they were more than 14 miles off the Egyptian coast. There are also three Greek trawlers still in the custody of Libyan authorities.

The Romanian vessel *Negoia*, seized on 25 May for illegal fishing off the coast of Ireland, has been released. Its captain was fined \$270 and his gear, valued at \$70,000, was confiscated. British authorities seized 11 Dominican fishermen in June for fishing illegally in the waters off Turks Island.

Mexico reported on 30 June that five Cuban shrimp trawlers had been seized for fishing in Mexican waters off Campeche state. The vessels were released after paying fines.

The *Song Sung No. 12*, a 100-ton South Korean trawler, was seized by

French Fishery Product Imports Rise in '75

French imports of fishery products continued to increase in 1975. Preliminary statistics indicate that 309,800 metric tons (t) of fishery products valued at US\$444 million were imported in 1975 compared to 297,864 t valued at US\$410.9 million in 1974. French fisheries exports in

1975 were US\$98 million, resulting in a trade imbalance of US\$346 million. The deficit was US\$325 million in 1974.

The trade balance of fishery products is shown in Table 1 and imports, by species, are shown in Table 2.

Table 1.—French fish product imports, exports, and trade balance by quantity (in metric tons) and value (in million US\$), 1975. (Source: *Peche Maritime*.)

Product	Quantity			Value		
	Imports	Exports	Balance	Imports	Exports	Balance
Fish						
Fresh and frozen	161,349	44,793	-116,556	\$193	\$46	-\$147
Salted, dried, and smoked	12,286	4,644	-7,642	16	8	-8
Canned	43,349	3,387	-39,962	77	6	-71
Total	216,984	52,824	-164,160	286	\$60	-226
Shellfish						
Fresh and frozen						
Crustaceans	18,764	3,361	-15,403	72	10	-62
Mollusks	62,758	12,719	-50,039	51	16	-35
Canned	11,294	1,875	-9,419	35	12	-23
Total	92,816	17,955	-74,861	158	38	-120
Grand total	309,800	70,779	-239,021	\$444	\$98	-\$346

Table 2.—French imports of principal species of fish by quantity (in metric tons) and average price (francs/kg at US\$1.00 = 4.4 French francs), 1974-75. (Source: *Peche Maritime*.)

Species	Quantity		Average price		Species	Quantity		Average price	
	1975	1974	1975	1974		1975	1974	1975	1974
Fish, fresh					Mackerel	7,954	6,639	1.00	1.39
Anchovy	845	275	1.66	—	Salmon	13,893	9,491	18.79	15.55
Blackfish	1,756	1,511	3.84	3.12	Sardine	14,368	17,100	1.44	1.56
Cod	21,972	21,795	4.09	4.67					
Cod filets	3,142	2,784	7.18	7.58	Fish, cured or salted				
Dogfish	3,827	3,077	4.39	4.78	Anchovy	1,548	3,743	3.64	3.39
Herring	7,755	7,297	2.28	1.81	Cod, salted	3,455	3,163	4.12	7.23
Mackerel	10,058	5,119	0.78	1.04	Cod, dried	2,752	2,247	9.08	10.99
Sardine	8,662	11,052	2.04	1.74	Herring	3,125	3,029	2.36	2.17
Sole	5,991	5,546	20.86	18.94					
White tuna	1,053	3,744	—	6.36	Shellfish				
Whiting	2,622	2,387	2.37	2.96	Whole lobster	694	622	37.63	33.48
					Lobster tails	1,043	561	47.43	40.16
Fish, frozen					Spiny lobster	868	860	25.65	26.80
Anchovy	90	157	1.30	—	Mussels	40,369	34,378	1.12	1.11
Blackfish filets	2,331	665	4.75	3.97	Gray shrimp	2,987	3,113	7.34	12.41
Cod filets	5,249	4,913	4.72	6.07	Other shrimp	9,926	7,443	14.27	16.54
Haddock	398	580	4.56	—	Squid	5,357	5,416	5.67	5.83
Herring	5,338	4,514	2.50	2.39					

Source: Marine Fisheries Review, Volume 39, No 2, NOAA NMFS, February 1977 (covering 1976).

Table 10
 VIOLATIONS OF THE INTERNATIONAL NORTH PACIFIC FISHERIES CONVENTION
 1976

Vessel	Nation	Type	Violation	Unit	Date	Location
SHINKO MARU No. 3	JA	LL	<u>INPFC</u> 28 salmon found on board	JARVIS	7/7/76	5303N 16703W south of Unalaska Island, Aleutian Islands.
KOHOKU MARU No. 12	JA	STRL	<u>INPFC</u> possession of halibut	JARVIS	4/14/76	5216N 17917E 12 miles northeast of Semispochnoi Island in western Aleutian Islands.
TOMI MARU No. 85	JA	STRL	<u>INPFC</u> possession of halibut	CONFIDENCE	8/25/76	5930N 14217W 40 miles southeast of Cape Yakataga, Gulf of Alaska.
TAISEI MARU No. 15	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4547N 17517W southeast of Adak in western Aleutian Islands.
HOKEUI MARU No. 10	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4604N 17455W southeast of Adak in western Aleutian Islands.
DAIAN MARU No. 35	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4605N 17451W southeast of Adak in western Aleutian Islands.
UNKNOWN	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4605N 17451W southeast of Adak in western Aleutian Islands.

The Economics of a 200-Mile Fisheries Zone

By Ensign Robert J. Slye, USCG

February 1977 | Proceedings | Vol. 103/2/888

ARTICLE

VIEW ISSUE



This html article is produced from an uncorrected text file through optical character recognition. Prior to 1940 articles all text has been corrected, but from 1940 to the present most still remain uncorrected. Artifacts of the scans are misspellings, out-of-context footnotes and sidebars, and other inconsistencies. Adjacent to each text file is a PDF of the article, which accurately and fully conveys the content as it appeared in the issue. The uncorrected text files have been included to enhance the searchability of our content, on our site and in search engines, for our membership, the research community and media organizations. We are working now to provide clean text files for the entire collection.

Perhaps at least one of the Coast Guard cadets lining the rail of the training bark **Eagle** off Cape Cod is asking himself "Why are that Soviet trawler and mothership hauling in our fish this close to our shore?"

Ensign Slye, a native of Baldwinsville, New York, graduated from the U. S. Coast Guard Academy in the Class of 1976. This article, written while he was a cadet first class, won an honorable mention (second prize) in last year's Coast Guard Academy essay contest, sponsored by the Naval Institute. He is now assigned to the USCGC Confidence (WMEC-619) as weapons officer and deck watch officer. He has also been designated as a foreign vessel boarding officer. In the latter capacity, he participated in the seizure of two vessels off the Alaskan coast—the Japanese Tomi Maru No. 85 and the South Korean Kwang Myong No. 21.

1977 Article Part 5

¹ Facts On File Yearbook 1975 (New York: Facts on File, Inc., 1976), p. 782.

² Frank E. Firth, ed., The Encyclopedia of Marine Resources (New York, 1969), p. 703.

³Ibid., p. 710.

⁴ Sidney Shapiro, editor, Our Changing Fisheries (Washington, D.C.: U. S. Government Printing Office, 1971), p. 130.

³Ibid., p. 127.

⁶ Wells, Japan and the U.N. Conference on the Law of the Sea.

⁷James A. Crutchfield, editor, The Fisheries: Problems in Resource Management (Seattle, University of Washington Press, 1965), p. 46.

⁸ Ibid., p. 47.

⁹F. Firth op. cit., p. 705.

¹⁰Sidney Shapiro, op. cit., p. 132.

¹¹ Ibid.

Michelle
please put the
card - like it?

29 August, 1976



UNITED STATES COAST GUARD

Dear Zee,

Just received your letter & while I'm in the mood to reply, had better do so — now!

BIG NEWS: The Confidence caught a Japanese fishing vessel illegally catching & processing halibut! They — the Connie — were out only a couple of days on an ALPAT (Alaska Patrol) when they boarded the TOMI MARU, slogged through the mackerel to find the carefully concealed halibut — hurrah! The U.S. cannot fine the TOMI since the boat was outside the 12 mile limit; however, a treaty exists between the two countries where Japan agrees not to fish for halibut east of Adak. It's up to the Japanese government to fine their boat.

In case I don't get a letter off to Mom & Pop, pass the news on to them. The Connie's second patrol & they caught one! Of yes, there was...

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CONFIDENCE seizes
F/V KWANG MYONG No. 21
(ROK)
3 SEP 1976

Other food fish which are much larger than the clupeids or cichlids belong to the family Centropomidae. Among the centropomid fishes, the predatory Nile perch has three species peculiar to Lake Tanganyika. They grow as large as 100 pounds, but the flesh of specimens of this size is coarse.

ROK Longliner Has King Crab, Salmon, Halibut; Owner Is Fined \$325,000

National Marine Fisheries Service Special Agent Dean L. Owren observed the Republic of Korea (ROK) longline vessel *Dong Won No. 707* haul back a king crab on its longline gear while fishing off Baranof Island, Alaska, on 1 August 1976. The NMFS Special Agent and a boarding party from the U.S. Coast Guard Cutter *Jarvis* boarded and inspected the ROK vessel in position lat. 56°30'N, long. 135°48'W.

They found 1 golden king crab varnished and prepared for mounting; 15 fresh king crab legs or leg segments; 2 fresh king crab claws; 10 frozen king crab legs; 1 frozen salmon; and 1 frozen halibut. The *Dong Won No. 707* was seized on suspicion of violating U.S. laws regarding the retention of Continental Shelf Fishery Resources (CSFR) and was escorted to Sitka, Alaska.

The *Dong Won No. 707* (620 GRT) is a 54-meter longline vessel built in 1966 and owned by the Dong Won Ice Company, Pusan, ROK. It fished primarily black cod, *Anoplopoma fimbria*, using longlines and a few pots. Its catches were headed, gutted, and quick frozen on board. This is the first case involving retention of CSFR by a longline vessel off Alaska. Longline gear is designed to take free-swimming species of finfish, not crustaceans which dwell on the bottom.

On 12 October 1976, the owner of the *Dong Won No. 707* agreed to pay a \$325,000 civil penalty for violating U.S. law. Criminal charges against the master of the ROK vessel were dropped. The *Dong Won No. 707* departed U.S. waters on 13 October.

According to the NMFS Office of International Fisheries, the *Dong Won No. 707* is the third of four ROK fishing vessels that have been seized for violating U.S. fishing laws during 1976. On 9 February the *Dong Won No. 709* (621 GRT) was seized and fined \$530,000 for fishing inside the U.S.

Contiguous Fishing Zone (CFZ), a 12-mile limit around the coast. On 21 July the ROK stern trawler *Kyung Yang Ho* (5,377 GRT) was seized for violating CSFR laws by retaining crab and fined \$575,000. The third seizure of an ROK vessel was that of the *Dong Won No. 707* on 1 August. A fourth ROK vessel, the longliner *Kwang Myong No. 21* (499 GRT), was seized 3 September for a CSFR violation. That case is still pending. Detailed reports on the seizures of the *Dong Won No. 709* and the *Kyung Yang Ho* can be obtained by requesting International Fisheries Reports 76/96 and 76/203 from the Office of International Fisheries, NMFS, NOAA, U.S. Department of Commerce, Washington, DC 20235.

GERMANY REPORTS HERRING IMPORTS

The total supply of Federal Republic of Germany (FRG) herring in 1975 was 145,000 metric tons (t), compared with 149,000 t in 1974. The Common Market (EC) was the major supplier, accounting for 68 percent of all FRG imports. Canadian imports were 15.2 percent of all imports, and U.S. imports, 6.3 percent (Table 1).

Common Market exports to Germany have decreased from 114,000 t in 1973 to 77,000 t in 1975, reflecting the decline in North Sea herring stocks. Canada and the United States, during the same time period,

Table 1.—Federal Republic of Germany herring imports, 1973-75.

Exporting Country	Imports (mt)		
	1975	1974	1973
Common Market (EC)			
Denmark	46,822	57,060	71,755
Ireland	2,745	5,417	5,406
Netherlands	11,330	11,209	14,153
United Kingdom	12,502	14,484	17,282
Other	3,649	2,716	5,554
Total EC	77,048	91,106	114,150
Non-EC			
Bulgaria	—	260	1,141
Canada	17,428	8,964	5,227
German Democratic Republic	1,181	2,994	1,455
Iceland	706	151	621
Norway	7,087	4,199	6,238
Poland	2,404	4,524	4,802
Sweden	631	159	653
USSR	378	997	—
USA	7,270	3,381	2,611
Other	7	11	39
Total Non-EC	37,092	25,640	22,787
Grand total	114,140	116,746	136,937
Total FRG herring supply (FRG production and imports)	144,868	149,315	172,564

Source: Irish Fisheries Board.

have increased their share of the total German herring supply from 3 to 12 percent, and from 1.5 to 5 percent, respectively.

The amount of fresh and frozen whole herrings was 45,000 t in 1975, a decline from 49,000 in 1974. Fresh and frozen butterfly filets were 68,000 t, an increase of 5.6 percent over 1974. Imports of pickled butterfly filets and spiced products were 3,322 t, an increase of 8 percent over 1974. Salted herring imports were 22,000 t in 1975, almost the same as in 1974. Declining herring stocks in the North Sea will probably result in increasing imports of herring. (Source: Irish Sea Fisheries Board.)

Denmark, Norway Tell New Fisheries Jurisdictions

Danish Prime Minister Anker Jorgensen announced on 5 October that the Government would present a proposal for a 200-mile fisheries limit for Denmark, Greenland, and the Faeroe Islands. The proposed extension would take place at various times in as yet unannounced zones at the discretion of the Prime Minister. Jorgensen explained that this method was chosen because of the uncertainties surrounding Law of the Sea negotiations and Common Market (EC) fishery policy discussions. The fisheries limit of Greenland was expected to be extended by 1 January 1977, but jurisdiction of the Faeroes depends on final negotiations with the EC over Faeroese fishing in British waters and a reciprocal fishing agreement with Norway.

The NMFS Office of International Fisheries notes that the Danes are attempting to protect the waters of the Faeroe Islands and Greenland, and at the same time retain full access for the Danish and Faeroese fleets to other nations' waters, especially Britain's.

Norwegian Prime Minister Nordli also announced on 5 October that Norway would enforce a 200-mile economic zone on 1 January 1977. Norway signed a bilateral fisheries agreement with the USSR on 15 October over Soviet fishing privileges and met with Poland and the German Democratic Republic before the end of 1976. Norway will also negotiate with the EC over reciprocal fishing rights, as it catches 25-30 percent of its catch in waters which will be included in the EC's new 200-mile limit. (Sources: U.S. Embassies in Copenhagen and Oslo.)

CONNIE, Kwang Myong No. 21 (3 September 1976) (Republic of Korea)

Note: Corroborated this with 2021 *Naval History Magazine* article by CDR Tom Martin and 1977 *Proceedings* article by ENS Robert Slye to determine that the South Korean vessel CONNIE seized was the KWANG MYONG No. 21.

U.S. Coast Guard Targets Illegal Pacific Fishing

The U.S. Coast Guard Confidence patrols the Bering Sea for illegal fishing during the early 1970s.

Commander Tom Martin, U.S. Coast Guard (Retired)

August 2021 | Naval History Magazine | Volume 35, Number 4

ARTICLE

VIEW ISSUE



COMMENTS



USCGC Confidence from the time the author was serving aboard. (Courtesy of the Author)

Two of our boardings stick out in my mind. The first is one in which I didn't participate. The boarding team went aboard a South Korean trawler in mid-afternoon, inspected the catch, and found a large quantity of halibut hidden behind a large pile of permit-authorized fish. At the time (and I think it's true today), it was illegal for foreign trawlers to have halibut on board. So, working with Coast Guard District 17, we decided the South Korean long liner would be seized and ordered to go to Kodiak to be turned over to the National Marine Fisheries Agency for prosecution. I was picked to lead the custody crew and spent three days on board the boat getting her to Kodiak.



The bridge of the South Korean trawler after permission was granted to seize her. The author slept on the floor of the bridge during the ride back to Kodiak. (Courtesy of the Author)



The South Korean fishing trawler tied up in Kodiak (Courtesy of the Author)

~~CONNIE, Unknown South Korean trawler
sometime between 1976 and 1978 (?)~~

Verified as KWANG MYONG No. 21 by
comparing other sources (see previous
and next slide)

The Economics of a 200-Mile Fisheries Zone

By Ensign Robert J. Slye, USCG

February 1977 | Proceedings | Vol. 103/2/888

ARTICLE

VIEW ISSUE



COMMENTS

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Ensign Slye, a native of Baldwinsville, New York, graduated from the U. S. Coast Guard Academy in the Class of 1976. This article, written while he was a cadet first class, won an honorable mention (second prize) in last year's Coast Guard Academy essay contest, sponsored by the Naval Institute. He is now assigned to the USCGC Confidence (WMEC-619) as weapons officer and deck watch officer. He has also been designated as a foreign vessel boarding officer. In the latter capacity, he participated in the seizure of two vessels off the Alaskan coast—the Japanese Tomi Maru No. 85 and the South Korean Kwang Myong No. 21.

1977 Article Part 5

- ¹ Facts On File Yearbook 1975 (New York: Facts on File, Inc., 1976), p. 782.
- ² Frank E. Firth, ed., The Encyclopedia of Marine Resources (New York, 1969), p. 703.
- ³Ibid., p. 710.
- ⁴ Sidney Shapiro, editor, Our Changing Fisheries (Washington, D.C.: U. S. Government Printing Office, 1971), p. 130.
- ³Ibid., p. 127.
- ⁶ Wells, Japan and the U.N. Conference on the Law of the Sea.
- ⁷James A. Crutchfield, editor, The Fisheries: Problems in Resource Management (Seattle, University of Washington Press, 1965), p. 46.
- ⁸ Ibid., p. 47.
- ⁹F. Firth op. cit., p. 705.
- ¹⁰Sidney Shapiro, op. cit., p. 132.
- ¹¹ Ibid.

YES!!!

1976

National Marine Fisheries Service *Foreign Fishing Activities of the Bering Sea and Gulf of Alaska* 1976, Juneau, AK.

VESSEL NAME	LOCATION		DATE	REMARKS
	Latitude(N)	Longitude		
SOUTH KOREAN (continued)				
KS Stern Trawler ODAE YANG No. 121	5348	16345W	7/31	
KS Longliner DONG WON No. 707	5631	13549W	7/31	Seized - violated 16 USC 1081
KS Stern Trawler HAN RA SAN No. 20		Kodiak	8/10	
KS Stern Trawler KUM KANG SAN	5349	16452W	8/25	
KS Stern Trawler DONG SAN	5440	16600W	8/26	
KS Longliner KWANG MYONG No. 21	5515	13418W	9/1	Seized - violated 16 USC 1081
KS Stern Trawler HEUNG YANG	5341	16430W	9/9	
KS Longliner DONG WON No. 31		Ketchikan	9/10	
KS Cargo Ship CHILBOSAN No. 5	5519	16033W	9/16	
KS Stern Trawler KUM KANG SAN	5519	16033W	9/16	
KS Stern Trawler KYUNG YANG HO	5342	16440W	10/10	
KS Stern Trawler DONG SAN	5350	16440W	10/10	

DATE	NATION	VESSEL	LOCATIONS	REMARKS
2/14	JA	KOHOKU MARU No. 12	5220N 18000 18.0 miles north- east of the Semisopchnoi Islands, Bering Sea	Illegal catch of king crab and halibut. Penalties: \$700,000
7/21	KS	KYUNG YANG HO	5343N 16440W 24.0 miles south- east of Tigalda Islands, Aleutian Islands, south side.	Illegal catch of: 1-50 lb bale of processed crab; 1-25 lb block of frozen crab; 1-20 lb block of frozen crab; 5 halibut; 1 hair seal; 2 sea lion heads. Penalties: \$575,000.
7/31	KS	DONG WON No. 707	5630N 13548W 24.0 miles south- west of Biorka Island off Sitka, southeast Alaska.	Illegal catch of: 1 mounted golden king crab; 15 king crab legs; 2 king crab claws; 10 king crab frozen whole; 1 salmon; 1 halibut. Penalties: \$325,000.
9/3	KS	KWANG MONG No. 21	5810N 13700W 17.0 miles south- west of Cape Spencer, southeast Alaska.	Illegal catch of: frozen Tanner crab legs. Penalties: \$415,000.

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Page 4)

blacksmith. ... Davis is a professional horse trainer and Ecker is a ... relatively short notice. The pair ... The estimated 100 state and (Please turn to Page 3)

Latest Korean seizure 'reflects two-faced attitude': Hammond

JUNEAU, Alaska (AP) — The government of South Korea is "running up its record for fisheries violation arrests off Alaska" while at the same time negotiating for higher fisheries quotas, Gov. Jay Hammond says.

Hammond issued the criticism Monday in a telegram to President Ford on the eve of the opening of negotiations between the U.S. and South Korea over a new fishing treaty to go into effect when America's imposes the 200-mile limit next year.

Hammond asked Ford to make sure the State Department realizes that a nation which cannot regulate its fishermen "cannot be trusted to harvest fish in areas where the resource is already in a precarious state."

Hammond's blast came in the wake of Sunday's seizure of a South Korean fishing boat by the U.S. Coast Guard on a charge of illegally catching king crab. It was the third alleged South Korean fishing violation off Alaska this year.

In addition, five Japanese fishing vessels have been detained or seized by the Coast Guard within the last two weeks.

Hammond said the latest seizure "suggests a two-faced attitude on the part of the Republic of Korea government—a brigand on the Pacific and a needy petitioner in Washington."

The governor also accused the South Koreans of "drastically

increasing their level of fishing off Alaska this year in an attempt to grandfather themselves in under our nation's new extended jurisdiction law."

Hammond said Korea had four vessels fishing off Alaska in July 1975 compared to 53 this year.

CHRISTIE ANN capsizes

Larry Tousignant and Kim Buckman were rescued yesterday evening after clinging to the overturned hull of the 26-foot fishing vessel CHRISTIE ANN, Coast Guard Air Station spokesman Tom Manners told the MIRROR this morning.

Although details of the incident were sketchy, Manners said the 26-foot commercial fishing vessel had capsized in the Marmot Pass area near

Shuyak Island. Tousignant, listed as owner-operator of the boat, and Buckman were picked up by the fishing vessel CAROL ANN, owned and operated by Calvin Coberg of Seldovia. Both the rescued men give their address as general delivery, Kodiak.

The two men were taken to Kodiak Island Hospital where their condition was listed as fair to good, Manners said.

Crab oil millionaires

come the new oil wealthy: Alaska Natives

shareholders, promises great wealth and changes for those 90,000. The corporations are born from the 1971 Alaska Native Land Claims Settlement, ap- ... Congress

poration that spreads across central Alaska, about the size of Vermont and New Hampshire combined.

"It's a tight question, and deals with assets and has tax ... (We're not even

cubic feet of natural gas. That compares with an estimated 9.6 billion barrels of oil that Prudhoe Bay is expected to produce.

The corporation also has real estate holdings in this city,

"I think they'd rather st put. We've learned to live off land and that's where we ar said Doyon receptionist Mag Titus, 20, who has seen much the Lower 48 and said she came to the city because needed work. "I'd rather b

CONFIDENCE seizes

F/V HIGHLY 301

(Taiwan)

2 SEP 1977

First seizure off US West Coast
enforcing 200 nm legislation

The New York Times Archives

About the Archive

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Occasionally the digitization process introduces transcription errors or other problems; we are continuing to work to improve these archived versions.

New York Times, September 3, 1977, p.12

JUNEAU, Alaska, Sept. 2 (UPI)—The Coast Guard said today that it seized a Nationalist Chinese fishing vessel last night. It was the first seizure of a foreign fishing boat on the West Coast since the 200-mile fishing zone went in effect last fall.

The vessel, the Highly 301, from Keelung, Taiwan, was boarded and seized by the crew of the cutter Confidence about 100 miles north of Dutch Harbor in the Aleutians, the Coast Guard said. It was the third time in recent weeks that the vessel was boarded for enforcement of the fishing regulations. In the first incident, on Aug. 8, the ship was boarded and a written warning on a minor violation for displaying improper markings was issued. Another Coast Guard boarding party went aboard on Aug. 13 and said it discovered a small amount of prohibited fish. That case is still pending.

Last night a boarding party reported additional species of prohibited fish aboard the vessel and she was seized. The Taiwanese vessel was being escorted today to Kodiak, an island in the Gulf of Alaska, where she will be turned over to the custody of a United States marshal. The Highly 301 had a permit to fish within the 200-mile limit but was retaining fish species not allowed to be taken, the Coast Guard said,

CONNIE, HIGHLY 301,
02 Sep 1977

Briefly

Taiwanese fishing boat siezed

KODIAK (AP)—Alleged repeated violations of the U.S. 200-mile fisheries limit have prompted the Coast Guard to take its case against a seized Taiwanese fishing vessel before the U.S. attorney in Anchorage today.

The seizure is the first on the West Coast since the U.S. 200-mile fisheries zone went into effect last March, the Coast Guard said. A Soviet vessel was taken into Boston for violating the limit last May.

Commander Terry Montonye, commanding officer of the Coast Guard cutter Confidence, which captured the Taiwanese vessel, said the 191-foot ship was seized Friday about 85 miles north of Dutch Harbor. He said the boarding party found "significant quantities of turbot, rock fish, grey cod, one salmon, and some halibut."



CONNIE, HIGHLY 301 (2 Sep 1977)(Taiwan)

VESSEL SEIZED--The Taiwanese ship, Highly 301, was the first foreign vessel seized on the West Coast for violating the 200-mile limit. The vessel, escorted by a Coast Guard cutter, arrived here Sunday night.

(AP wirephoto)



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CONNIE, HIGHLY 301
(2 Sep 1977)(Taiwan)

Naval and Maritime Events, July 1977-December 1977

Compiled by Commander Brent Baker, U. S. Navy

May 1978 | Proceedings | Vol. 104/5/903

ARTICLE

VIEW ISSUE

fragmented wing prototype airframe designed for vertical take-off and landing at Rockwell International Aircraft Division, Columbus, Ohio.

31 August Total numerical strength of the Armed Forces on 31 August 1977 was 2,073,284, a decrease of 6,070 from the previous month. Navy and Marine Corps figures were 528,002 and 191,592, respectively, compared to 528,194 and 190,744 one year ago.

1 September According to the Maritime Administration, there are 559 vessels of 1,000 tons or over in the active oceangoing merchant fleet as of this date. There is an increase of 1 active vessel and an increase of 3 inactive vessels as compared to 1 August 1977. The number of vessels in the privately owned fleet is 581. Of these, 538 are active. The total U.S.-flag merchant fleet increased from 1 August 1977 by 4 to 846.

Secretary of the Navy Claytor announced the selection of Sikorsky Aircraft Division of United Technologies Corporation, Stratford, Connecticut, as the helicopter airframe contractor and General Electric Company, Aircraft Engine Group, Lynn, Massachusetts, as the engine contractor for the new Light Airborne Multi-purpose System (lamps) mk iii full scale development. The cost plus fixed-fee sustaining engineering contracts were funded at \$2.7 million for airframe and \$547,000 for engine work.

3 September The Associated Press reported that a boarding party from the uscgc Confidence (wmec-619) seized the Taiwanese fishing vessel Highly 301, for violations of the 200-mile fishing zone, 100 miles north of Dutch Harbor, Alaska, marking the first such seizure off the U.S. West Coast since the fishing zone went into effect on 1 March 1977.

Source: Annual Report 1977, Summary of Foreign and Domestic Fisheries Surveillance and Enforcement Activities in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p

\$3.87 per metric ton. (An additional \$4,772 for gross tonnage fees was also assessed.) Total Taiwanese allocations amounted to 0.4 percent of total allocations to all foreign vessels off Alaska in 1977.

The actual catch landed was far below allocated amounts. The total 1977 catch by Taiwan, including a brief longline fishery in the southeast prior to March 1 and a minimal stern trawler effort in the Bering Sea before the onset of FCMA, was 1,101 metric tons. This was 20 percent of the allocation assigned to Taiwan.

Taiwan had the dubious honor of having the large Taiwanese stern trawler HIGHLY No. 301 become the first vessel off the Pacific Coast of the United States ever seized for violation of the FCMA. The Coast Guard Cutter CONFIDENCE came alongside and boarded the HIGHLY No. 301 in the southeastern Bering Sea, finding large amounts of non-allocated species frozen as product for shipment out of Alaskan waters. A settlement of \$335,000 was reached in civil suit against the vessel. After payment of the fine in late September, the HIGHLY No. 301 departed for Taiwan.

Table 4
SUMMARY OF COAST GUARD SURFACE PATROLS - 1977

Vessel Name	Days Patrolled	Miles Patrolled	Number of Foreign Ships Sighted						Total Foreign Sightings
			Japan	USSR	South Korea	Canada	Taiwan	Poland	
BOUTWELL	122	22,308	410	85	13	1	—	—	509
CAMPBELL	2	263	2	—	—	—	—	—	2
CAPE HENOLOPEN	1	20	2	—	—	—	—	—	2
CAPE JELLISON	12	1,632	27	1	—	3	—	—	31
CITRUS	19	2,954	13	27	—	—	—	—	40
CLOVER	5	426	6	2	—	—	—	—	8
CONFIDENCE	66	12,425	131	9	5	—	—	—	145
IRONWOOD	15	2,305	17	—	—	1	—	—	18
JARVIS	70	15,078	169	43	2	1	—	1	216
MELLON	30	5,452	8	29	1	—	—	1	39
MIDGETT	96	17,527	180	32	21	3	—	1	237
MORGENTHAU	39	7,608	38	30	3	—	—	4	75
MUNRO	114	21,062	265	55	7	—	1	—	328
PLANETREE	13	2,153	11	—	—	—	—	—	11
RESOLUTE	44	3,363	138	4	16	3	—	—	166
RUSH	92	18,647	420	11	14	1	—	—	466
SEDGE	20	3,235	10	4	—	—	—	—	14
STORIS	132	20,543	248	134	29	—	5	—	416
SWEETSRIER	1	156	—	—	—	—	—	—	—
TOTAL	393	163,207	2,095	466	111	18	6	7	2,703

CONNIE, HIGHLY 301
(2 Sep 1977)(Taiwan)



AGENDA C-7(a)
DECEMBER 1985

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 1668
Juneau, Alaska, 99802



November 18, 1985

Mr. James H. Branson
Executive Director
North Pacific Fishery Management Council
P.O. Box 103136
Anchorage, AK 99510

Dear Jim:

Enclosed is a summary of foreign violations prepared for your use during the foreign permit review process. In accordance with the guidelines adopted last year, these cases include:

- Any case with a civil penalty of \$10,000 or more paid or assessed during the previous permit year (since 1/1/85).
- Any vessel that has two or more cases with civil penalties totalling \$10,000 or more paid or assessed during the two previous permit years (since 1/1/84). No cases fall into this category this year.
- All seizures in the past five permit years (since 1/1/81). Repeat seizures by these vessels have also been listed.

Please let us know if you have any questions.

Sincerely,

for

J. Craig Hammond
Special Agent-in-Charge

Enclosure (2 copies)

FUKUI MARU NO. 8 (JA-83-0542, JDYN)

AK790004/AK810090

Seized February 1979.
Violation: Underlogging catch of Pacific herring.
Settled April 1979 for \$225,000.

Seized August 1981.
Violation: Mislogging during each of four trips into the FCZ during 1981; vessel overlogged pollock, other species, and flounder, while underlogging squid, Pacific cod, sablefish, turbot, Pacific ocean perch, and yellowfin sole.
Settled July 1982 for \$700,000 and 18-month permit sanction.

GOLDEN DRAGON NO. 1 (TW-85-0004, BVHY)

AK800011/AK850270

Seized February 1980.
Violation: Underlogging catch by 20 percent.
Settled on May 1980 for \$40,000.

Seized October 1985.
Violation: Retention of prohibited species (halibut/sablefish).
Settlement for \$85,000 in progress.

HAMAZEN MARU NO. 35 (JA-84-0461, JRJA)

AK820139

Seized October 1982.
Violation: Species manipulation; underlogging cod and sablefish by 53 and 96 percent respectively.
Settled September 1983 for \$307,000 and 8-month permit sanction.

HIGHLY NO. 301 (TW-82-0002, BVMV)

AK770081/AK790092/AK820198

Seized September 1977.
Violation: Retention of prohibited species flounder, seabastes, squid, and Pacific cod (species for which Taiwan had no quota).
Settled September 1977 for \$335,000.

Seized August 1979.
Violation: Underlogged pollock catch by 53 percent.
Settled October 1979 for \$250,000.

Seized December 1982.
Violation: Fishing in a closed area, retention of prohibited species, and mislogging.
Settled April 1984 for \$500,000 and 2-year permit sanction.

CONNIE, HIGHLY 301
(2 Sep 1977)(Taiwan)

Change of Command
at end of Dad's tour

COMMANDER JAMES T. MONTONYE
UNITED STATES COAST GUARD

Commander "Terry" Montonye received his commission in 1959 upon graduation from the United States Coast Guard Academy in New London, Connecticut. He served deck and engineering junior officer tours aboard the *CGC Minnetonka* and the ice-breaker *CGC Northwind*.

As a lieutenant, he was sent to the University of Rochester for three years post-graduate education. He completed his studies in 1966 and was awarded Master of Science degrees in both Optics and Electrical Engineering. He was then assigned to Research and Development at Coast Guard Headquarters where he served as Chairman of the International Association of Lighthouse Authorities Committee for the Calculation of the Intensity of Lights.

In 1970, Commander Montonye came to Kodiak where he served as Executive Officer of the *CGC Storis* and then Commanding Officer of the *CGC Citrus*. Kodiak was obviously to his liking as after a four-year assignment as head of the Lighthouse Automation and Modernization Project in the Ocean Engineering Division at Coast Guard Headquarters, he returned to assume command of the *Confidence* in July 1976.

During his tour as Commanding Officer, *Confidence* has acquired the reputation as the most aggressive law enforcement vessel in Alaskan waters. Under his command, four foreign fishing vessels have been seized by *Confidence* for violations of United States law, including the first two seizures in the entire Pacific Area under the Fisheries Management and Conservation Act (200 mile limit). Commander Montonye has similarly been a leader in domestic law enforcement activities that promote and protect safety and interests of all who sail these waters. The Navy League presented him with the Jarvis Award at its National Convention in recognition of his outstanding contributions to both the Coast Guard and the civilian community.

Commander Montonye, his wife, Marie, and their three children are returning to the Washington, D. C., area as he has been assigned to duty as Chief, Short Range Aids to Navigation Branch of Coast Guard Headquarters.

CONNIE, HIGHLY 301
(2 Sep 1977)(Taiwan)

USCGC CONFIDENCE ALPAT Report for the Period

5 July 1977 to 31 December 1977

Annex A;
bottom of
p1

operations officer of JARVIS.

2. 25 August to 4 September ALPAT

The major accomplishment of this patrol was the seizure of the HIGHLY 301, which had been warned three weeks earlier by STORIS to take only pollock. CCGD17 had a message in to G-000 asking if all species for which national allocations were made were prohibited if not on the nation's list of allocations. The answer, finally, was yes and HIGHLY was seized after arrowtooth flounder, squid, a halibut and a number of other species not on her list were found buried under layers of pollock blocks in her main hold. No special tactics were used, only a thorough briefing by the STORIS CO before we got underway, one which caused an eight vice five man boarding party despite the fact that HIGHLY 301 was not boarded for a hour and a half after she steamed by dragging her trawl. It was here that we first realized something that we should have realized before: Medium stern trawlers, which "fill and go" in less than two months as a rule, are likely culprits. Obviously these vessels hope not to be boarded in that time. These are the vessels that are most likely to attempt to retain valuable prohibited species, particularly after they have already been boarded.

Almost as significant an accomplishment was the prohibited species violation detected in fog aboard a Japanese medium stern trawler three days earlier off the Islands of the Four Mountains. With no gyro, we lowered the MSB at about a thousand yards with instructions to the

Personal Log: Robert "Bob" Slye

former Deck Officer (1st LT; Comms Officer) and Boarding Officer

8/29/77 Nitto Maru No. 75
Boarding Officer

8/29/77 KINTAKO MARU No. 11
Boarding Officer - issued
violation for salmon, crab,
scallop

8/29/77 JIKYU MARU No. 12
Boarding Officer

9/1/77 HIGHLY NO. 301
BOARDING OFFICER - POSSIBLY
SEIZURE: TURBOT, ROCKFISH, CRAB,
SHRIMP, OCTOPUS SQUID, HERRING,
SALMON, seized 2 Sep 77 0605
(19V)

9/6/77 Ivan CHERNAPYATKO -
Boarding Officer; boarded in
Chinook Bay - BOMET

10/7/77 Dong San - KS OTRL
issued civil violation for gaffing
of regulated species prior to
their return to the sea; boarding
officer

10/14/77 Nambag KS STRL
Boarding Officer

11/4/77 OZERNE KLYUCHI
BOARDING OFFICER

11/5/77 OPMA - UR STRL
BOARDING OFFICER

OZERNE KEYUCHI

12/9/77 Ozerne Keyuchi
BOARDING OFFICER w/
SENATOR TED STEVENS, R-AK

12/11/77 SHTURMAN YBLASIN
BOARDING OFFICER

12/16/77 TENYU MARU NO. 3
BOARDING OFFICER

12/16/77 PIRIT - RTM-UR
BOARDING OFFICER; FLEET
COMMANDER ABOARD

12/17/78 HOKUSHIN MARU
BOARDING OFFICER

12/17/77 TAKACHINO MARU
BOARDING OFFICER

**Official Photograph
U. S. Coast Guard
17th C. G. District
Juneau, Alaska**

UNIT: CGC CONFIDENCE
SERIAL NO: AirStaKodiak
090877-47

DATE TAKEN: 4 Sep 77

REMARKS: w/ Highly #301
1st West Coast FCMA (200
mile law) SEIZURE
*Prohibited species aboard;
Seized off Cape Sarichef*

Note: Picture is of Connie,
Highly #301, and tug (likely
Kodiak King) somewhere off
Kodiak as they make way
toward Womens Bay and
Coast Guard Air Station,
Kodiak.

CONNIE, HIGHLY 301



CONFIDENCE seizes

F/V SACHI MARU

(Japan)

23 FEB 1978

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 15.

Foreign Violations

Foreign nations committed 136 violations against the FCMA in 1978 (Table 10). This was a 58 percent increase over 1977. Most of the increase was due to the number of Citations issued, jumping from 51 to 104 in 1 year. The Soviet Union had the largest increase to Citations increasing from 7 to 42 (600 pct.). The more serious Report of Violation category increased 15 percent going from 27 to 31. Only Japan had a vessel seized in 1978.

Japanese vessels committed 66 violations of the FCMA, including 50 Citations, 15 Reports of Violation, and 1 seizure. Almost 40 percent of the fishery infractions were for bad recordkeeping such as untimely recording of catch landed or not logging amounts to the nearest 0.01 metric ton. Twenty-six of these were committed; four as Reports of Violation and 26 actions for the less severe Citation. The 15 Reports of Violation were committed mostly for untimely sorting and returning prohibited species to the ocean and logbook errors. The lone fishery seizure in 1978 was made against the Japanese trawler SACHI MARU No. 22 on February 23 for fishing within a closed area 48 miles southwest of St. George Island in the Bering Sea. Final assessed penalty was \$200,000 paid March 22. Japanese vessels committed 15 more FCMA infractions in 1978 than in 1977.

CONNIE, SACHI MARU (23 Feb 1978)
(Japan)

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 104

TABLE 10 VIOLATIONS OF FOREIGN VESSELS IN THE ALASKA REGION 1978

JAPAN

DATE OF VIOLATION	VESSEL NAME	TYPE	LOCATION	VIOLATION	PENALTY
1/03/78	EIO MARU	FC	5635N 16810W	611.4	**
2/01/78	DAIKICHI MARU NO. 37	FC	5618N 17015W	611.4(B)(3)	**
2/06/78	DAITO MARU NO. 38	FC	5957N 17850W	611.13(B)	**
2/09/78	KOEI MARU NO. 25	FC	6005N 17905W	611.5(B)1	**
2/17/78	CHOUN MARU NO. 21	FC	5619N 17058W	611.6(C)(3)	**
2/17/78	KOYO MARU NO. 2	FC	5450N 15747W	611.5(B)	**
2/17/78	KOYO MARU NO. 2	FC	5450N 15747W	611.5(C)(2)	**
2/21/78	SHINKO MARU NO. 3	FC	5202N 17201W	611.4(C)	**
2/21/78	MANRYO MARU NO. 31	FV	5813N 17418W	611.7(A)(7)	2500
2/23/78	KORYO MARU NO. 186	FC	5301N 17032W	611.6(C)(3)	**
2/23/78	SACHI MARU NO. 22	FS	5602N 17009W	611.93(B)(3)(B)	200000

Crew Recollections

CONNIE, SACHI MARU



Rick Knight

One of the best times of my Life!!!!

2w [Like](#) [Reply](#)

1



Erich Engelbrecht

I was on the Connie under your dad from Jan 78 to somewhere around the summer of 79. I was on a boarding team in the Bering Sea onboard the Sachi Maru, cant remember the number. We knew the boat was in a closed fishing area, but the Captain kept saying it was an open area. He was using the previous year's fishing regulations, which in fact did show the area to be open. At the time, the Connie had steamed over horizon to board something else. We must have been onboard for 4-5 hours. I was so bored that I started to rummage around on the bridge, killing time. In the back of one of the chart table drawers I found a copy of the current fishing regulations, hiding under some charts. It proved that the Captain knew they were fishing in a closed area. Your dad was so happy with that revelation he told me I had earned a steak dinner when we got back to Kodiak. I cant remember if we seized the boat or just violated them.

2w [Like](#) [Reply](#)

2

Personal Log and Photos Courtesy of Robert "Bob" Slye (continued)

CONFIDENCE

former Deck Officer (1st LT; Comms Officer) and Boarding Officer

12/27/77 KASHIMA MARM
BOARDING OFFICER - FACTORY

12/21/77 DAISHUN 22
BOARDING OFFICER

12/24/77 KOYO MARM. NO 2.
BOARDING OFFICER

2/20/78 MARMYO No. 91
Boarding Officer - civil violation
for 7 lbs. of salmon

2/23/78 Sachi Maru No. 22
Boarding Officer - seized
vessel for trawling in a
no-trawl zone south of
St. George Is.

*



Photo: Confidence leaving the yards.

Note: Anchor painted black; corroborates story from Erich Engelbrecht that dad did so in order to conclude his messages with "Black Hook Sends;" also possibly for subterfuge.

Commander Terry Montonye, skipper of the cutter *Confidence*, has been an extremely aggressive commanding officer. He has become one of the most knowledgeable people in the District concerning the fisheries laws and regulations, as well as the whole broad arena of law enforcement. Terry has been a strong right arm. I would like to

Note: Pertinent portions zoomed out. Above quote from Rear Admiral (Upper Half) J. B. Hayes, USCG, Commander of U.S. Coast Guard 17th District (Alaska), documented in the *Alaska Seas and Coast* newsletter by Mark Hutton, Assistant Executive Director NPFMC. Interview was conducted as RADM Hayes was about to promote and take charge as the Coast Guard's next Commandant.



The U.S. Coast Guard cutter Confidence under Commander Terry Montonye has been a leader in apprehending vessels violating the conditions of our 200-mile limit. It is shown in Woman's Bay on the Coast Guard base at Kodiak after seizing the Japanese stern trawler Sachi Maru No. 22.
(Photo by Hank Pennington)



The Japanese stern trawler Sachi Maru No. 22 has been impounded at the Coast Guard base in Kodiak. It was caught fishing in the Misty Moon halibut nursery grounds in the Bering Sea, an area closed to trawling inside our 200-mile limit.
(Photo by Hank Pennington)

**Change of Command
Brochure
(26 July 1978)**



CHANGE OF COMMAND
UNITED STATES
COAST GUARD CUTTER
CONFIDENCE (WMEC-619)

26 JULY, 1978

Change of Command
at end of Dad's tour

WELCOME ABOARD

The United States Coast Guard Cutter *Confidence* was built by the Coast Guard Yard at Curtis Bay, Maryland in 1965 and 1966. One of 16 vessels in its class, the *Confidence* was commissioned on 19 February 1966, assigned to the Seventeenth Coast Guard District to support operations in Alaskan waters, and arrived at Kodiak in August 1966. The ship's duties include law enforcement, search and rescue, military readiness, and, at times, maintenance of aids to navigation. To ensure compliance with U. S. interests, *Confidence* is primarily used to patrol offshore areas where American and foreign vessels fish.

The *Confidence* sails over 25,000 miles each year and covers about 500,000 square miles by radar and visual means while on patrol off Alaska. Since arriving in Alaska the ship has rendered assistance to numerous vessels, both American and foreign, which were in distress. In the enforcement of U. S. law and international treaties, *Confidence* has taken enforcement action against encroaching foreign vessels and routinely boards more foreign fishing vessels than any other Alaskan Patrol vessel.

Confidence also has the capability to land and fuel helicopters on deck. Over 100 helicopter landings are conducted each year. This unique capability has contributed immensely to the search and rescue work and fisheries enforcement ably performed by the *Confidence*.

Change of Command at end of Dad's tour

COMMANDER JAMES T. MONTONYE UNITED STATES COAST GUARD

Commander "Terry" Montonye received his commission in 1959 upon graduation from the United States Coast Guard Academy in New London, Connecticut. He served deck and engineering junior officer tours aboard the *CGC Minnetonka* and the ice-breaker *CGC Northwind*.

As a lieutenant, he was sent to the University of Rochester for three years post-graduate education. He completed his studies in 1966 and was awarded Master of Science degrees in both Optics and Electrical Engineering. He was then assigned to Research and Development at Coast Guard Headquarters where he served as Chairman of the International Association of Lighthouse Authorities Committee for the Calculation of the Intensity of Lights.

In 1970, Commander Montonye came to Kodiak where he served as Executive Officer of the *CGC Storis* and then Commanding Officer of the *CGC Citrus*. Kodiak was obviously to his liking as after a four-year assignment as head of the Lighthouse Automation and Modernization Project in the Ocean Engineering Division at Coast Guard Headquarters, he returned to assume command of the *Confidence* in July 1976.

During his tour as Commanding Officer, *Confidence* has acquired the reputation as the most aggressive law enforcement vessel in Alaskan waters. Under his command, four foreign fishing vessels have been seized by *Confidence* for violations of United States law, including the first two seizures in the entire Pacific Area under the Fisheries Management and Conservation Act (200 mile limit). Commander Montonye has similarly been a leader in domestic law enforcement activities that promote and protect safety and interests of all who sail these waters. The Navy League presented him with the Jarvis Award at its National Convention in recognition of his outstanding contributions to both the Coast Guard and the civilian community.

Commander Montonye, his wife, Marie, and their three children are returning to the Washington, D. C., area as he has been assigned to duty as Chief, Short Range Aids to Navigation Branch of Coast Guard Headquarters.

Coast Guard Unit Commendation



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON 20590

CONFIDENCE
Unit Award

The Commandant of the Coast Guard takes pleasure in presenting the
COAST GUARD UNIT COMMENDATION to

USCGC CONFIDENCE (WMEC 619)

for service as set forth in the following

CITATION:

"For exceptionally meritorious service from 25 August 1976 to 23 February 1978 while engaged in fishery law enforcement activities in the Gulf of Alaska and the Bering Sea. Demonstrating outstanding professional ability, USCGC CONFIDENCE personnel utilized the innovative approach of large multiple boarding parties to accomplish their mission. This approach directly contributed to the detention of the Japanese trawlers SACHI MARU No. 22 and TOMI MARU 85, the South Korean Long Liner KWANG MYONG No. 20, and the Taiwanese trawler HIGHLY No. 301 for various fishery violations. These vessels were assessed over one-million dollars in fines. As a result of these diligent efforts, USCGC CONFIDENCE was responsible for 18 percent of the cases prosecuted during the first year of enforcement of the Fisheries Conservation and Management Act of 1976. Additionally, by pursuing a thorough and meticulous training program, USCGC CONFIDENCE brought enforcement of federal marine safety and pollution laws to the small coastal communities of the Alaska peninsula and the Aleutian Island Chain. These communities had not been closely watched in the past due to their remote locations. The professionalism, ingenuity and unwavering devotion to duty displayed by USCGC CONFIDENCE personnel during this period are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard."

The Operational Distinguishing Device is authorized.

All personnel attached to and serving on board USCGC CONFIDENCE (WMEC 619) during the above designated period are hereby authorized to wear the Coast Guard Unit Commendation Ribbon.


J. B. HAYES
Admiral, U.S. Coast Guard

"For exceptionally meritorious service from 25 August 1976 to 23 February 1978 while engaged in fishery law enforcement activities in the Gulf of Alaska and the Bering Sea. Demonstrating outstanding professional ability, USCGC CONFIDENCE personnel utilized the innovative approach of large multiple boarding parties to accomplish their mission. This approach directly contributed to the detention of the Japanese trawlers SACHI MARU No. 22 and TOMI MARU 85, the South Korean Long Liner KWANG MYONG No. 20, and the Taiwanese trawler HIGHLY No. 301 for various fishery violations. These vessels were assessed over one-million dollars in fines. As a result of these diligent efforts, USCGC CONFIDENCE was responsible for 18 percent of the cases prosecuted during the first year of enforcement of the Fisheries Conservation and Management Act of 1976. Additionally, by pursuing a thorough and meticulous training program, USCGC CONFIDENCE brought enforcement of federal marine safety and pollution laws to the small coastal communities of the Alaska peninsula and the Aleutian Island Chain. These communities had not been closely watched in the past due to their remote locations. The professionalism, ingenuity and unwavering devotion to duty displayed by USCGC CONFIDENCE personnel during this period are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard."

Image provided courtesy of Robert Slye.

Captain Montonye's (Dad's) Recollections

“They trained us to operate ships, not use ‘em.”

- Talked about how some commanding officers just wanted to emerge from their command tour unscathed.
- Asked why he wasn't like that: “I wanted to get things done.”

----- Forwarded Message -----
From: Terry Montonve
To: John Montonye
Sent: Sunday, September 5, 2021 at 09:29:45 PM EDT
Subject: Re: CITRUS

Dad's Recollection (E-Mail)

CITRUS, VODOLAZ

> On Sep 4, 2021, at 9:35 PM, John Mont wrote:
>
> Dad,
>
> Can you summarize what you remember of the Russian trawler you seized while you were CO of CITRUS? I pulled up the ship's history and there is a gap during your term as her CO.
>
> Love, John

Had command of CITRUS summer of '71 to summer of 72. I think it was the Fall of '71 when we received a message from the Alaska State Fish and Game vessel Resolution that a Russian was still fishing inside 12 Miles off Kodiak. Went back and there hs was just inside 10 miles.

(Will finish after dinner!)

----- Forwarded Message -----
From: Terry Mont
To: Lynn Brondos John Montonye
Sent: Monday, September 6, 2021 at 10:19:16 PM EDT
Subject: Re: CITRUS (continued)

Lynns,
Yes, I won the 1978 Jarvis (outstanding leadership) Award after seizing four foreign fishing vessels while CO of CONFIDENCE '76-'78 out of Kodiak. The 200-mile limit I suspect helped.

On Sep 6, 2021, at 12:07 PM, John Montonye wrote:
Thanks, Dad. Really good! I reached out to the Kodiak Daily Mirror to see if they could assist me in finding a copy of the article that you mentioned.
Love, John

On Sunday, September 5, 2021, 11:24:41 PM EDT, Terry Montonye wrote:

To continue:

So, it was tough to believe, but there the Russian VODOLAZ was with its trawl down 2 miles inside the 12 mile limit two days after the 12 mile limit had closed.

Six crew were put aboard to ride her back to Kodiak under escort of CITRUS, your mother having been informed by CO of the air station "daddy is bringing home a Russian."

But the interesting tail end of the story was the reference for my speech to the Kodiak Chamber of Commerce, the copy of SCIENTIFIC AMERICAN I had lifted from your Grandpa Peterson's bed stand slightly over a year earlier —just before you were born and on our way to my year as XO on the STORIS to gain local knowledge before taking command of CITRUS with no previous experience on buoy tenders..

STORIS, of course, was a law enforcement vessel and there was an article in that issue your grand dad had lifted from the Science and Engineering Library at the U of W that focussed on a major new foreign fishing menace off our shores. Due to that article, my speech at the Kodiak Chamber became "VODOLAZ, Symbol of The Foreign Fishing Menace", a copy of which I had ready for the editor of the Kodiak Daily Mirror, Carl Armstrong.

Bottom line: that Daily Mirror edition with a headline consuming the top half of the first page eventually created the 200-mile law!!!!!!

Next time you're here, old boy, ask me for a copy of my speech to the Kodiak Chamber— copies of that Daily Mlrror, I think. being gone.

Dad

Dad's Recollections (E-mail)

CONNIE; 63 degree roll

Re: Video: 5 Ships in Stormy Seas



Terry Montonye

To: 1

Cc: 1

salmonseahawk@y.../Inbox

May 31, 2015 at 11:01 PM ● ☆

[Print](#) [Raw message](#)

Hell, that's not much. I listened to the chief late at night and turned early away from the Alaska Peninsula and ended up rolling 63 degrees. Next morning, the chair on the opposite side of the cabin ended up on the other end of the couch I was sitting on while, with seas on Confidence's port quarter, we worked our way into the lee of Sitkinak Island to the southwest of Kodiak Island. Talk about close calls. These ain't nothin'! You land lubbers just don't know how tough it can get out there!

Crews' and Others' Recollections

CITRUS

- Facebook:
 - Conlee Cox (crew)
 - Laurance Franks (crew)

CONFIDENCE


- Facebook:
 - Sherm Acord (crew)
 - Robert Baston (crew)
 - Erich Engelbrecht (crew)
 - Laurance Franks(crew)
 - Tom Gemmell (17th District HQ)
 - Rick Knight (crew)
 - John Lewis (crew)
 - Peter Moyer (crew)
 - Brad Snowball (brother of Doug Snowball)
 - Richard Wight (previous CO)

- Interviews (by phone):
 - Robert “Bob” Slye (crew; boarding officer)
 - Doug Snowball (crew; boarding officer)
 - Nick Szabo (local fisherman; political and fisheries actor)
 - Bob Lockman (Alaska Patrol; local law enforcement)

- Email/Phone: James “Terry” Montonye (my dad); Marie Montonye (my mom); Michelle Montonye LeDuc (my sister); Laura Montonye Reese (my sister; editorial support)

Crew Recollections

CITRUS

<  **USCGC Citrus (WLB-300) Veterans**
Conlee Cox · Dec 2, 2013 · 📷

Citrus caught Russian trawler Voldalez fishing in U.S. water Oct 1971. We counted all fish in Kodiak and Russian Govt got fined I believe 1/2 million for doing this. Ship didn't want to get boarded so permission from President Nixon to put one thru the bow finally they came around and got boarded.



Seen by 7 people



Conlee Cox
Author

The Russian cook on board almost stabbed the boarding officer and was stopped by the Russian Capt so things were a little tense when they first got on board. We stood Shore patrol watch when we got back to base and had Marine guards next to Russian ship when we got into port with machine guns.

9y Like



Laurance Franks

I remember this event well. Me, Ensign J.G. Bolm and two other shipmates were the boarding party and we, the (Voldalez), followed Citrus back to Kodiak. There was ZERO sanitation on that tub and dumpster grade food (Dried Fish Head Soup) filthy toilets, no soap or showers for 3-4 days and most of us got 'DYSENTERY' for that. Yes they came Very close to getting a 3" round in the hull because they actually faked a RAM towards Citrus. Thankfully our gun crew was disciplined enough to be calm. Awe great memories.

1y Like



Conlee Cox
Author

Laurance I was on the helm they did this action against our ship. I remember coming super close to hitting them. The Capt wanted me on the helm he told me i was one of the better helmsman he said. Quite a experience for sure.. I remember trading stuff like playboy for russian stuff when we were in port.

31w Like



Conlee Cox
Author

John I remember you dad he invited me and another seaman over to visit his family I was on the Citrus may of 71 to Nov of 72. I thought your dad was a great Capt and really nice to us enlisted guys I was 19 when I came aboard.

1d Love



Note: Judging from the Kodiak Daily Mirror article which contains a picture of VODOLAZ, I can't be sure if the vessel in the picture here is VODOLAZ or another Russian trawler.

Crew/Other Recollections (FB)

CONNIE

Tom Gemmell
[John Montonye](#). Please say Hi to your Dad for me.

I first met your Dad when he was XO STORIS and CO CITRUS 1971-2ish while I was a deck officer in CONFIDENCE. I went from CONFIDENCE to CAPE CORAL in Juneau in 1973 and on to the 17th District Intelligence and Law Enforcement Branch (oil) as Assistant Branch Chief from 1975-1978, then XO CITRUS.

When we implemented the 200 mile limit 1 March 1977 we had a meeting with the Russian Fleet Commander right away because of numerous violations CONFIDENCE found (e.g. halibut buried in the hold of a Russian F/V ENS Snowball can fill in details). I remember being en route from Juneau to Kodiak for the meeting and had to overnight in Anchorage -- I didn't get much sleep because we had so many cases going on that night.

In the run up to the 200 mile limit we have several seizures because RADM Jack Hayes (Later Commandant) was so aggressive. I don't remember any specific seizures by CONFIDENCE; sorry but I can't remember

On the domestic front, your Dad developed a comprehensive boarding check list for commercial vessels, especially Aleutian Trade Act, since he was very concerned about pollution and safety. Fast forward to 1990 -- we (YOCONA) used an expanded version of that checklist to deal with pollution, safety (F/V Safety Act of 1989), immigration violations, and documentation.

2w Like Reply



Tom Gemmell
Seizure of Taiwanese F/V HIGHLY 301
September 1977.



Sherm Acord
I served 18 months with your Dad. Good CO. I was a new Warrant W-2. He taught me stuff. 😊. I remember those seizures, but was his DCA and Assistant EO, so spent most of my time below deck. Can't help you much, some of his JOs probably could if you can find them. Please say hello to your Dad. I ended up retiring after 31 years as a W-4.

1w Like Reply



John Montonye
Here's an article by Tom Martin, whom it appears may have served during this period. If anyone knows him and can put me in touch that would be great (I tried looking him up but discovered a lot of Tom Martins out there).

<https://www.usni.org/magazines/naval-history-magazine/2021/august/us-coast-guard-targets-illegal-pacific-fishing>



U.S. Coast Guard Targets Illegal Pacific Fishing
usni.org

1w Like Reply



Sherm Acord
[John Montonye](#). I remember Tom Martin.

1w Like Reply



John Montonye
Author **Top contributor**
[Sherm Acord](#) that's great! I saw he graduated from the Academy in 1975 so I'm thinking that puts him aboard CONNIE for a couple years starting in 75 or 76. Does that sound about right?

1w Like Reply



Sherm Acord
Exactly. We served together.

1w Like Reply



Sherm Acord
Bob Latas was the Student engineer. He retired not long ago, and lives in Louisiana.

Crew/Other Recollections (Facebook)



Rick Knight

One of the best times of my Life!!!!

2w Like Reply



Erich Engelbrecht

I was on the Connie under your dad from Jan 78 to somewhere around the summer of 79. I was on a boarding team in the Bering Sea onboard the Sachi Maru, cant remember the number. We knew the boat was in a closed fishing area, but the Captain kept saying it was an open area. He was using the previous year's fishing regulations, which in fact did show the area to be open. At the time, the Connie had steamed over horizon to board something else. We must have been onboard for 4-5 hours. I was so bored that I started to rummage around on the bridge, killing time. In the back of one of the chart table drawers I found a copy of the current fishing regulations, hiding under some charts. It proved that the Captain knew they were fishing in a closed area. Your dad was so happy with that revelation he told me I had earned a steak dinner when we got back to Kodiak. I cant remember if we seized the boat or just violated them.

2w Like Reply



Peter Moyer

I served under your Dad in 1976-77. Great CO. My best regards to him. I remember that he had some high intensity lights wired up to the bow Jack to make us blend in with the fishing fleets at night. That was unique.

1w Like Reply



Erich Engelbrecht

[Peter Moyer](#) plus we had the anchors painted black so he could ends messages, "black hook sends". And we would steam around at night showing fishing vessel lights to try and disguise what we were.

1w Like Reply



John Montonye

[Author](#) [Top contributor](#)

[Erich Engelbrecht](#) regarding "black hook," do you know if that was some kind of pirate reference? I know when he was on CITRUS he and his crew were referred to by some as "Terry and the Pirates."

1w Like Reply



Erich Engelbrecht

[John Montonye](#) i really dont know, i maybe he like the potential subterfuge

1w Like Reply



CONNIE



Robert Baston

John I really enjoy seeing your letter. I served under your father on the conny 1976-78 , I was discharged an can't tell you how many times I regret not staying active duty. Please tell your father I truly thank him for the letter he gave when I left. He took time to do this on his own accord. Although I never used it to help get a job Ive held on to it all these years. I wish I could send you some pictures but all I had were lost in a fire 12 yrs ago. The time on the conny will forever be in my life.

Names fade , but faces I still can see. Good luck with your writings.

MK2 BASTON (BO)

1w Like Reply



Others' Recollections (FB/E-mail)

CONNIE: Brad Snowball, brother of Doug Snowball

----- Forwarded Message -----

From: John Montonye

To:

Cc:

Sent: Friday, August 3, 2018 at 06:00:04 AM EDT

Subject:

Dad,

Thought you might be interested in an interaction I've had with an old Coastie acquaintance ... Brad Snowball, the brother of Doug Snowball, via a CONFIDENCE group page on Facebook. Following is the transcript of a message exchange we had...

THU 11:41PM

I just saw that you joined the CGC Confidence ALPAT group on Facebook. How are you related to CAPT Terry Montonye? My brother, Doug Snowball served under CAPT Terry during 1976-77 before transferring to Pensacola for flight training. Looks like another possible small world connection. Terry was also CO of GALLATIN when I was in Third District Operations and we managed the District's major cutters' schedules from our office. Thanks for your time! Brad Snowball (USCG active duty '81-'87).

1:13AM

You accepted Brad's request.

Thanks, Brad. Terry is my dad. I remember your last name, because one of my dad's favorite stories was about how your brother climbed down into some space on a foreign trawler to find illegally caught halibut. I could tell he really thought highly of your brother. Yep, Small World!

3:35AM

Thanks! I remember hearing about the halibut story through one of my brother's letters or phone calls as he is 5 years older. Your dad's success and aggressive law enforcement in the Gulf of Alaska and the Aleutians were legendary. I had an interesting story of my own as part of a custody crew riding a seized Taiwanese trailer back to Kodiak in late Dec. 1982. The radio operator was placed there by the Taiwanese government as a double agent to keep an eye on the operation. The ship and its sister vessel had been the source of multiple embarrassments for the Taiwanese government and strained relations with the United States.

The operator gave me specific information where to find illegal hidden halibut and salmon on board. He also told me where they kept a second set of catch logs that showed "real" tonnage being caught, in contrast with the logs that the ship would show the Coast Guard or the National Marine Fisheries Service during boardings. The US attorney for Alaska and the US Marshals who assumed custody inport we're very interested in my notes!

12:51PM

That's something else, Brad! I think some people today wouldn't believe the stories that guys like you and my Dad tell ... "double agents" and all! But I have no trouble believing it, because your operations back then were possibly as important to maintaining our sovereign rights as a nation - through your protection of our fisheries - as were the Navy's constant Cold War engagement with the Soviets. Plus, as a young boy, I got to see firsthand the results: Connie with her red-orange stripe bringing seized foreign transgressors into Old Woman's Bay! You really set the stage for recognition and implementation of laws which would not only apply to the US, but to the world in general as recognized through UNCLOS and customary international law. I have great interest in these things, today - no doubt a consequence of looking up to what guys like you, your brother and my dad accomplished together.

You should check the Facebook page out. It is named "USCGC CONFIDENCE ALPAT Members." It is dedicated to those who served on CONFIDENCE while she was stationed out of Kodiak. If you have pictures you'd like to download to the site, Laura could probably help you out.

Love, John

Crew/Other Recollections (FB/E-mail)

CONNIE: Others' comments about Dad's time commanding CONFIDENCE

Re: Some more Confidence stuff about Dad



John Montonye

To:

Aug 19, 2018 at 2:56 PM



[Print](#) [Raw message](#)

And here's another ...

Note: CAPT Richard Wight, USCG (ret), was a previous CONFIDENCE CO and documented his experiences in a memoir of his career titled "Coasties: My Service in the United States Coast Guard, 1952 – 1986."

Richard Wight: "CAPT Montonye was CONFIDENCE's 6th CO and likely one of the best ALPAT skippers who served on her - 4 foreign ship seizures during his tour. He and the CONNIE crew aggressively did the ALPAT mission!"

3

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Tom Gemmell

Tom Gemmell: "I was Asst Chief, D17 Intelligence & Law Enforcement from 1975-78. When we implemented the 200 mile limit 1 March 1977 it was hard to keep up with CAPT Montonye and all the cases they were making. We had a meeting in Kodiak with the Russia fleet commander shortly after March 1 and I was on the phone with the OPCEN all night dealing with CONNIE cases."

On Sun, 8/19/18, John Montonye

wrote:

Subject: Some more Confidence stuff about Dad

To:

Cc:

Date: Sunday, August 19, 2018, 9:33 PM

Here's another one someone just posted on the CONFIDENCE ALPAT Facebook Forum:



John Lewis: "Cdr. Montonye wrote a personal reference letter for me to take with after I discharged. It helped me get a job at Foss Maritime of which I spent the next 34 years as a career sailor. Nothing beat sailing on the Confidence to get a jump start on ones career/life."

Others' Recollections


CITRUS, VODOLAZ

[↩ Reply](#) [↶ Reply All](#) [→ Forward](#) [⋮](#)

Tue 7/18/2023

 marie montonye
To  Montonye, John

MOM

 You replied to this message on 7/18/2023

John -

Just read your article - beautifully written. Brought back many memories, some happy, some very sad. I sent you my memories BEFORE I read what you wrote - otherwise I wouldn't have gone on & on on my recollections.

Again, in case you didn't get what I wrote: Air station CO was Hogue (our first tour). Yes, Terry & the Pirates. CWO Ernie McLawhorn made a replica of a treasure chest for H & F and that was some party. Perhaps I'll send a pic.

In memory, base elementary was named Peterson Elementary. He and 9 yr. old son went on a fishing trip, slipped in shallow part of river or lake, and due to being wet, father died of hypothermia; son was ok. If memory serves me correctly, son was 9 yrs. old.

The laminated I.D. is funny but probably not for public eye. 😊😄

OK - enuf with the emojis

Sister, Michelle, says hunting trip, which is also what I recall. The local elementary was named after Principal Peterson after he died.

> On Jul 18, 2023, Montonye, John

wrote:

>
> They were "Terry and the Pirates" on Citrus, right?

>
> Also, do you remember the name of the air station CO who called you and told you they were brining in a Russian?

> 😊

> -----Original Message-----

> From: marie montonye

> Sent: Tuesday, July 18, 2023

> To: Montonye, John

> Subject: [Non-DoD Source] Alaska

>

> Oh Yes, knew the Lockmans & Dave second tour. The Russian episode was first tour. At a "Hail & Farewell" party at O Club, Capt. Hogue came up to us and said "if I had gotten ahold of Terry earlier I would have made him a flier." I also remember both Citrus & Connie playing "cops 'n robbers", according to what I've been told. Crew & ship were known as Terry & the Pirates. Actually had a skull&crossbones flag.

> Those were the days!

>

> Mob

Phone Interview: Doug Snowball (11 August 2023)

CONFIDENCE

former Navigator and Boarding Officer

NOTE: I have heard about “Snowball” my whole life. My dad does not brag about his accomplishments on CONFIDENCE; but whenever our family would reminisce about Alaska, invariably one of my sisters or I would ask him to tell the story of Ensign Snowball. He’d get animated telling it. The story went that Snowball had wrestled at the Academy – a short, scrappy, determined type – who had just reported aboard CONNIE. Sent on his first boarding and being the new guy, he asked what he should look for. He was told to look for halibut. Asking what a halibut was, he was told “a big flat fish, dark on top, white on the bottom.” Digging his way back into the hold where no one else might think possible – no doubt employing his wrestling agility to get there – he came upon something big and flat, dark on top with a white underbelly. Emerging with it some time later, his find resulted in CONNIE’s first seizure of a foreign trawler made under my dad’s command!

I connected with his brother, Brad Snowball, on Facebook a few years ago. He connected me with Doug for my research. Hearing him on the phone for the first time, I felt I was speaking to a legend. What is amazing is that he actually lived up to all my expectations – a down-to-earth, determined, mission-oriented guy. Enough about my views on the famous Snowball: following are details of our interview – including about the halibut.

- **Background:** USCGA ‘76; served on Connie August 1976 to June 1977. Reported onboard a little later than his classmate Bob Slye because he had not been on a cadet cruise before graduating from the Academy; so, he spent 60 days making that up on another cutter beforehand. While at the Academy, Doug did wrestle, and he played football. He also set a record for the number of demerits earned there while still being allowed to graduate and commission.
- **After CONNIE:** He was accepted into flight school and became a Coast Guard pilot, flying helicopters and various fixed wing aircraft. He transitioned into the Air Force, retiring as a **Lieutenant Colonel. He now lives in his home state of Indiana, having raised a family there.**
- **Recalls his first day onboard:**
 - Bob Slye was inport OOD, having already qualified.
 - Doug waited to meet my dad in the Captain’s cabin, and waiting there a while, decided to sit in my dad’s chair next to his desk. When my dad walked in, this startled Ensign Snowball, who fell backwards out of the chair. According to Doug, my dad said, “You must be Ensign Snowball. I called my classmate at the Academy – whom I believe you called ‘Tuna’ – and he told me that ‘Snowball kept the Academy busy.’”

Phone Interview: Doug Snowball (continued)

former **Navigator** and Boarding Officer

- **NOW, THE HALIBUT STORY:** it's true – maybe better. It seemed to Doug that on this boarding, the team he was learning from only did a cursory look through the ship's hold. "Using common sense," he figured illegal fish would be hidden. Like he would do on many other ships over the next few months, he dug a 2-3' hole through the frozen fish, climbing through and over. On this first attempt, he came upon a rather large fish tucked way back, looking to be what he thought must be around 100 pounds. He drug it out, but this took some time – so much time, in fact, that no one could find him and CONNIE thought he might have fallen overboard. The Operations Officer came over, which is when Ensign Snowball emerged from the hole. "Is this a halibut?" he asked. This was TOMI MARU No. 85. When Doug returned to CONNIE, my dad took him to the Captain's Cabin to listen about his find ... "he was extremely pleased."
- **On the Russians:** Doug recalls boarding the Russian factory ship PROMETRAE. He had learned that giving gifts to the Russians [could open more cooperative spirits]. So on PROMETRAE, he handed the 2nd Mate a pack of cigarettes. The 2nd Mate then took him to his cabin, opened his locker to find something, and Doug saw what looked like king crab legs. He called back to CONNIE on VHF, describing in Pig Latin that he found king crab legs. He remembers the Russians were "so pissed they left the bridge." *He remembers riding onboard this Russian ship for some time from the Bering Sea. (See note)*
- **Doug remains good friends with Bob Slye** to this day and referred me to him [Note: I already had seen Bob's Proceedings article; so, I considered this reference to be like striking gold – which it was.] Being classmates, and being proactive in achieving success in the mission, according to Doug, "In your dad's eyes, we could do no wrong."
- **Lessons in leadership:** Remembers his Quartermaster Senior Chief fondly, as "his Godsend." Related a story of how he (Doug) had messed up his calculations of the current through the Narrows out of Ketchikan, and how his Senior Chief took the blame for it. Feeling guilty, Doug went to my dad separately and said, "Captain Montonye, Senior didn't fuck up – I did." My dad then responded, "I know that." It was water-under-the-bridge, and valuable lessons learned.

Note: I could not find anything to corroborate Doug Snowball's memory of seizing a Russian; but elements of it align with Bob Slye's story of intercepting the Russian fishing fleet near Unimak Pass (similar pissed the Russian commander was). It also aligns with the story of a Russian trawler CONNIE boarded and tried to seize due to multiple infractions, with approval approval ultimately being denied by State Department.

Phone Interview: Doug Snowball (continued)

CONFIDENCE

former **Navigator** and Boarding Officer

- **About my dad as a commander**

- “Marie [my mom] is what made your dad – I kid you not.” He talked about how my mother interacted with the wives of the crew, and how she was so fond of and looked after his wife Carla, and Bob’s wife, Barbara.
- “I imagine he was under the radar when he was at the Academy, but when he got out to the ship(s)...”
- “I had great Commanding Officers, people like your dad, before I got out of the Coast Guard as a Lieutenant ... he was the first and best.”
- “I had a stellar career because of your dad.” Talked about how my dad [saw something in him when someone else on the ship did not] and gave him the highest rating, boosting his application to flight school.
- Remembered how my dad loved to type messages that were enthusiastic in their delivery, emphasizing accomplishments and crediting individuals by name to the District Headquarters; and so, Doug and Bob liked to compare how many exclamation points each had received – competing for who had more.

- **Regarding if everyone was onboard** with the aggressiveness of CONFIDENCE in law enforcement; if they were excited about it:

- On the crew being excited, he related a speech my dad gave to the crew about how “In yesteryears, what we would have done is to go onboard these trawlers as prize crews. Prize crews were known as such because the captain and crew shared in the spoils of their catch!” Doug’s opinion is that the crew – officers and enlisted, though maybe not all – were excited. “Totally. Totally!”
- There were some rifts, but people were respectful toward one another. This may have reflected a broader rift within the Service at the time between [those who emphasized] Search and Rescue and [those who emphasized] Law Enforcement.
- By comparison to other ships, Doug offered “So many ships did nothing! Nothing!!!”
- And as for Doug: “All I wanted to do was drive the ship!”
- **On what made CONFIDENCE successful:** Sponsorship/Mentorship
 - “Like the Senior Chief did to me.”
 - “Like your dad did for me.”

Phone Interview: Robert “Bob” Slye (12 August 2023)

CONFIDENCE

former Deck Officer (1st LT, Comms Officer) and Boarding Officer

NOTE: I did not know Bob Slye beforehand. I became aware of him when I found a 1977 Proceedings article he wrote (which helped me establish dates, flags, and ship names of the first two seizures under my dad’s command). During my interview with Doug Snowball, I was pleased to hear he was good friends with Bob, so he put us in touch. In talking Bob has been invaluable to my research! NOTE: Some question about recollections of seizing a Russian, but Doug told me he sticks by it.

- **Background:** USCGA ‘76; served on Connie July 76 to sometime in 78; Deck officer and boarding officer.
- **After CONNIE:** commanded 82’ USCGC Pt. Martin; worked at VTS Houston and then, frustrated with “sitting around doing nothing,” left the Coast Guard in 1981; attended law school at Syracuse; practiced law for next 38+ years.
- **Personal Logbook:** Bob kept detailed notes of boardings, citations, seizures, and their dates – which he possesses to this day. These proved invaluable to corroborating details of seizures and citations. For seizures, often the boarding would occur one day and they wouldn’t seize the vessel until the next as they waited on approval from higher authorities. Of note:
 - KWANG MYONG: crab legs.
 - HIGHLY 301: Confirmed they boarded 1 September 1977 and seized the vessel at 0605 on 2 September 1977; documented illegal catch (turbot, ratfish, halibut, salmon).
 - SACHI MARU: 23 February 1978; seized for trawling in a “no-trawl zone” off the Pribilofs. Bob was the boarding officer, and recalled they “had a rigid boarding ladder and I slammed my middle finger, bleeding like a son of a gun, I was pissed by the time I was onboard ... went and got medical stuff, walked over to the chart and pointed ‘No fish! No fish!’”
 - Enclosed images of his logbook are included.
- **Regarding the Russians:**
 - Boarded Russian BMRT January 1977: “only one allowed to board” (?)
 - March 21 1977 – first seizure (?) he was involved with
 - One Russian ... three violations ... wanted to seize them, but request was turned down by State Department ... probably VALENTIN KOTELNIKOV (salmon, halibut, shrimp/shark(?)) 22 MAR ’77 [MIGHT THIS BE WHAT DOUG RECALLS?]
 - Boarding Russian Fleet on 16 December 1977: “We chased the Russian Fleet outside of our waters. We were there and had to execute the law ... they were being herded through Unimak Pass and we waited on the other side, hidden behind an island. As they went through, we boarded the first ship [and the] captain – he was pissed. The fleet commander was onboard, and he was upset, too. (Piritrtm-ur) (ship or fleet commander?) [With my] shoulder harness [making my pistol visible], I told him “that’s American law, I’m just here to ensure you leave.” [did they check holds?]

Phone Interview: Robert “Bob” Slye (continued)

former Deck Officer (1st LT; Comms Officer) and Boarding Officer

- **On animosity/tension with Russians:** There was tension, but not animosity. Made it clear to boarded crews this was business; but, they could lighten the atmosphere by saying things like “this is the cleanest and ship I’ve ever seen.” Russian captains loved that.
- **On crew morale:** he thought it was pretty good.
- **On what made Confidence Successful:**
 - “Once you have some success, then you want more.”
 - “I don’t think anyone was afraid of Boutwell [i.e., other ships] when they got underway.”
 - “We went out to find stuff – we went looking for stuff.”
 - “I’m not an ordinary person ...” [my inference: not content with just getting by, sitting around, or being overly safe]
- **On Dad as a commanding officer:**
 - Supported his crew. Bob wrote an paper for his Economics course while a cadet at USCGA about “The Economics of 200 Mile Fisheries Zone” resource jurisdictions; it was submitted to Proceedings by his professor and published in February 1977 well after he reported aboard CONNIE. It didn’t necessarily jibe with the Coast Guard’s narrative, and a LT or LCDR at HQ contacted him and “chewed his ass.” But my father supported Bob – was excited for him that he’d been published.
 - “Always knew where parts were.”
 - Doesn’t remember any Captain’s Masts.
- **On Dad as a CO (continued):**
 - On his aggressive approach: “the crew hadn’t seen anything like that until your dad got aboard.” Up until then, NMFS agents were relied on, and not all cared about enforcement. With my dad in command, CONNIE didn’t often take an NMFS agent on their patrols after they’d taken one out [on the first patrol or two].
 - Made things interesting, and fun. Stories of:
 - Tying up in Pelican, AK one night, the crew then drinking the [lone] bar dry. Probably some place he had reconnoitered in past years on other ships.
 - Went to the Pribilofs and pulled into St. Paul Island.
 - “He did stuff like that which made it interesting. It was just cool. Going into shrimp processing [plants], [to get a better understanding of the industry while] letting them know we were in town.”
 - Dad would listen to others, then make a decision. Bob related a personal story about how dad was about to mark one of Bob’s sailors down on a fitness report; Bob went to bat for him and gave his reasons ... Dad paused, then said “You’re right, Ensign Slye.”
 - On asking I’d heard of CONNIE leaving boarding teams on F/Vs to keep snooping around: “Yeah ... he’d go check out other stuff.”

Phone Interview: Robert “Bob” Slye (continued)

former Deck Officer (1st LT; Comms Officer) and Boarding Officer

- **He and Doug Snowball** (see Snowball interview) were close and remain friends to this day.
 - They would compare exclamation points received from my dad, who loved to type up notes about his teams’ accomplishments.
 - Sometimes tagged as the “Singing Ensigns,” coming up with little ditties like this which they sung over the 1MC: “I’m proud to be a sailor on the Connie, a place whose ensigns don’t have any say ... we still say ‘aye aye’ to the OPS Boss and don’t do it anyway.”
- **Other**
 - Shipyards: 8-10 weeks, late Fall of 1976, in Bremerton or Tacoma for scheduled maintenance; short yard period sometime in ‘77 after ship ran over a dead-head (water soaked, vertical log) at night, damaging prop.
 - Confirmed story of 62 degree roll – twice.
 - Were not called “Terry and the Pirates” on CONNIE.
 - Had a great BMC ... “old school.”

Personal Log: Robert "Bob" Slye (continued)

former Deck Officer (1st LT; Comms) and Boarding Officer

PERSONAL BOARDINGS:

PRIOR TO 1 Dec 76

2 Americans a) shrimp
b) salmon troller

2 Japanese a) stern trawler
b) factory ship

2 Taiwanese - longliners

1 Korean - KWANG MYONG NO. 21
TAR SEIZURE OFFICER

1/5/77 ~~TRAWLER~~ RUSSIAN
MRT - BOARDING OFFICER
only MARU [REDACTED]

1/10/77 - JAPANESE north
Pacific Stern Trawler -
KOYO MARU No. 2 -
Capt. TATUYA ITOH
boarded w/ John Comeau

1/31/77
[REDACTED] - AKEBONO
MARU NO. 31 -
STERN TRAWLER

1/31/77 - American
Shrimp - WRANGLER

3/2/77 - JALL
EIKYU MARU NO. 82

3/6/77 - MIKE TAMMYR
BOARDING W/ THORSON
[REDACTED]

3/21/77 TORTUGA DEL MAR
MPO VIOLATION - FREIGHT
W/O LICENSE - SAID IT
WAS FOR NEW ENGLAND FISH
CO. - PALLETS

3/21/77
MIKE TAMMYR - found
on board 5 crab, 1 salmon
issued a civil penalty
violation - bodily officer

3/22/77
VALENTIN KOTELNIKOV
BOARDING OFFICER: Found
3 lbs shrimp - frozen
6 salmon 4th ca
halibut crab sponge
3 violations issued (civil)

3/23/77 Choyo Maru No. 81
Boarding officer - no violations
JALL

3/24/77 Koyo Maru No. 2
North Pacific Stern Trawler -
Boarding officer

Personal Log: Robert "Bob" Slye (continued)

former Deck Officer (1st LT; Comms Officer) and Boarding Officer

3/29/77 - KWANG MYONG
No. 20 - Korean LL.

5/21/77 - Akebono Maru No. 32
JA STERN TRAWLER - Boarding
Officer

5/22/77 - HATSUO Maru No. 55
Boarding Officer

5/22/77 - Kogyo MARU No. 21
Boarding Officer

6/24/77 Seiho Maru No. 85 -
JA Danish Sinner - boarding
Officer

6/24/77 EBISU MARU 11
JA Danish Sinner

6/25/77 RIKUZIN MARU
Boarding Officer

6/25/77 Tenyo Maru No. 5
Boarding Officer

6/25/77 HARUNA MARU
Boarding Officer

6/27/77 AWASHIMA MARU
BOARDING OFFICER - CARGO SHIP

6/27/77 TOMI MARU No. 23
Boarding Officer - JA crabber

6/27/77 ZUIMO MARU No. 2
Boarding Officer - want to
go there again if possible

6/28/77 RYOGAN MARU No. 25
Boarding Officer

6/28/77 Daitoku Maru
Boarding Officer

6/28/77 Choun Maru No. 24
Boarding Officer - Citation for
Failure to return shrimps to
sea

6/29/77 Yashima Maru No. 5
Boarding Officer

7/21/77 UZBEKISTAN - USSR
Boarding Officer

7/30/77 HATSUKI MARU No. 38
JALL - Boarding Officer

8/8/77 Chogo MARU No. 81
JALL - BOARDING OFFICER

Personal Log: Robert "Bob" Slye (continued)

former Deck Officer (1st LT; Comms Officer) and Boarding Officer

8/29/77 Nitto Maru No. 75
Boarding Officer

8/29/77 KINTAKO MARU No. 11
Boarding Officer - issued
violation for salmon, crab,
scallop

8/29/77 JIKYU MARU No. 12
Boarding Officer

9/1/77 HIGHLY NO. 301
BOARDING OFFICER - POSSIBLY
SEIZURE: TURBOT, ROCKFISH, CRAB,
SHRIMP, OCTOPUS SQUID, HERRING,
SALMON, seized 2 Sep 77 0605
(19V)

9/6/77 Ivan CHERNAPYATKO -
Boarding Officer; boarded in
Chinook Bay - BOMET

10/7/77 Dong San - KS OTRL
issued civil violation for getting
of regulated species prior to
their return to the sea; boarding
officer

10/14/77 Nambag KS STRL
Boarding Officer

11/4/77 OZERNE KLYUCHI
BOARDING OFFICER

11/5/77 OPMA - UR STRL
BOARDING OFFICER

OZERNE KLYUCHI

12/9/77 Ozerne Klyuchi
BOARDING OFFICER w/
SENATOR TED STEVENS, R-AK

12/11/77 SHTURMAN YBLASIN
BOARDING OFFICER

12/16/77 TENYU MARU NO. 3
BOARDING OFFICER

12/16/77 PIRIT - RTM-UR
BOARDING OFFICER; FLEET
COMMANDER ABOARD

12/17/78 HOKUSHIN MARU
BOARDING OFFICER

12/17/77 TAKACHINO MARU
BOARDING OFFICER

Personal Log and Photos Courtesy of Robert "Bob" Slye (continued)

CONFIDENCE

former Deck Officer (1st LT; Comms Officer) and Boarding Officer

12/27/77 KASHIMA MARY
BOARDING OFFICER - FACTORY

12/21/77 DAISHUN 22
BOARDING OFFICER

12/24/77 KOYO MARY NO 2
BOARDING OFFICER

2/20/78 MARY NO 31
Boarding Officer - civil violation
for 7 lbs. of salmon

2/23/78 Sachi Maru No. 22
Boarding Officer - seized
vessel for trawling in a
no-trawl zone south of
St. George Is.

*



Photo: Confidence leaving the yards.

Note: Anchor painted black; corroborates story from Erich Engelbrecht that dad did so in order to conclude his messages with "Black Hook Sends;" also possibly for subterfuge.

Photos courtesy of Robert “Bob” Slye

former Deck Officer (1st LT; Comms Officer) and Boarding Officer



Top (left to right): Stern of Soviet trawler (Soviet trawlers were equipped with freshwater washdown systems in support potential dual-use wartime applications); ENS Slye with evidence; foreign trawler. Bottom: ENS Slye with Soviet crew.

Phone Interview: Nick Szabo (19 August 2023)

CONFIDENCE

former fisherman; active member of Alaska State Fisheries Board

NOTE: I know Nick. During the summers of 1989 and 1990, I worked as a deckhand on the fishing tender he captained, the F/V St. Joe. At the time, I could not have asked for a better person to learn from in operating working vessels at-sea. He was very safety-conscious. During that time I also learned of his relation and friendship with my dad. I heard of Nick's observations as a guest aboard CONFIDENCE during one of their patrols, as well as of his and my dad's interactions at town hall and various Fisheries meetings. Nick possesses the perspective of a fisherman, a policy-maker, and a Kodiak local – which made him an ideal person to interview.

- Nick Szabo grew up in Florida; arrived in Alaska in September 1965, working for the Anchorage Times until May 1966, when he heard about fishing in Kodiak; first boat he worked on was F/V VENUS; worked a variety of fish industry jobs over the years including fishing salmon, halibut, crab and shrimp, and some time in the canneries; became involved in local and state fisheries policy, serving on the Alaska State Board of Fisheries during the mid-70s (both as a Panel Advisor and Panel Chairman). AFTER the late 70s: stayed engaged in the local community and captained the F/V St. Joe. He and his wife, Pat, live in Kodiak to this day.
- Regarding the fishing scene:
 - 1966 was the height of the [first] crab boom ... no containership transport then; part of the crabbing job was hauling 90 pound containers of crab and stowing it aboard the steam vessel ALASKA MONARCH.
 - During the early 70s, he didn't have much interaction with the foreign trawlers as he was working shrimp, which was further inside.
- 200 Nautical Mile – and Other - Legislation
 - Was on the Alaska State Board of Fisheries when the idea of 200 nm legislation started and as it matured into national law.
 - Up until then (the mid-70s), “the State was managing everything,” with the main fishery being crab and shrimp.
 - There was a lot of apprehension about turning fisheries management over to the feds when the national Fisheries Conservation and Management Act (FCMA) came about.
 - Nick (?) worked a lot with Senator Stevens, trying to preserve State management, knowing that Federal Management “wasn't very good” and would set arbitrary seasons, as opposed to State Management which was informed by more thorough assessments.
 - Overall, locals favored extending fisheries jurisdiction – State or Federal.
 - On his time on the Fisheries Board: “I was controversial; like your dad, I never saw the need to do things the same way.” This brought him into contention with people like the president of the State Senate, Clem Tillion, on issues such as Limited Entry for specific fisheries (Tillion was for it; Nick was not).
 - On Governor Jay Hammond: “great guy ... known as the grandfather of Alaska,” but relied on other people who didn't necessarily know what was best for the fisheries.

Phone Interview: Nick Szabo (Continued)

former fisherman; active member of Alaska State Fisheries Board

- Embarked as a guest on CONFIDENCE to observe federal law enforcement operations on one of their patrols. Some things he noticed as an “outside” observer:
 - “Your dad was a very innovative guy – always looking for better ways to do things.” He gave the example of the FRB (Fucking Rubber Boat), which dad pursued using as an alternative to the hard-hulled boats, which could hurt hands when boarding (see Bob Slye Interview). Being aggressive about boarding [and probably not wanting to let up], my dad wanted something that would be safer. They started using it, “even if not [standard] Coast Guard issue.”
 - Nick sensed that this – not doing things the traditional ways, like using the hard hulled boats – made my dad controversial with some, including on the ship. He recalls being down in the mess and hearing some griping, but then the Chief Engineer spoke up and interjected “I don’t care what you say, but if I had to climb a mountain for him I would.”
 - He also sensed some conflict between my dad and the embarked **NOAA (NMFS?)** officer, Karl Ohls, although they respected one another. [Your dad] was just very aggressive [in enforcing the law].
 - Observed my dad announce “I have the conn” when things got chaotic on the bridge as they were passing through Uzinki Narrows, calmly driving the ship through.
- Remembers my dad engaging the local fishing community
 - Believes first time he saw him was when my dad “spoke up at one of the Fisheries Association meetings.”
 - **“Your dad was not a regular guy. He was very involved with the community. That would be a perfect description of him.”**
 - Remembers my dad was good friends with Tom Casey, who was the Manager of the Fisheries Association, and who was politically involved.

Phone Interview: Bob Lockman (2 November 2023)

CONFIDENCE

former fisherman, and Alaska State Trooper

Note: I knew Bob Lockman by way of early childhood memories and stories by my parents – who told of their friendship with him and his wife, Roberta. I remember him as a big guy who carried a gun – larger than life. [Contained in the next slide are excerpts about Captain Lockman from a book, showing I was not alone in my impression]. Most important to this research, Bob offers insights into how local law enforcement worked together with federal law enforcement to protect the fisheries in Alaska.

- Bob Lockman arrived in Alaska at the age of 15; started fishing in the 1950s and fished throughout the 1960s; became an Alaska State Trooper in the 1970s and then took over fisheries law enforcement for Kodiak and the Aleutians when Governor Bill Eagan placed Fish and Wildlife Protection under the State Troopers – law enforcement on both land and sea. He retired from the State Troopers with the rank of Captain. He raised a family in Kodiak, and lives there to this day.
- Outlook on fisheries law enforcement: Believed in enforcing the law but also being fair about it. He didn't get wrapped up in slight infractions. "A true criminal is too lazy to be a fisherman." [See next slide to see examples of this in practice]
- Fish and Game Boats: RESOLUTION; VIGILANT (110'); WOLDSTAD (121'); all manned by a cook, engineer, and troopers; ranged from Nome to Southeast Alaska; sometimes accompanied CONFIDENCE on ATON runs.
- Described how Fish and Game biologists didn't want to spend money on enforcement.
- On the king crab fishery: thinks there is a natural cycle (downturns aren't necessarily correlated exclusively to over-fishing).
- On 200 nautical mile legislation:
 - A lot of politics were involved.
 - State could seize inside 12 nautical miles (they seized a Japanese ship c. 1973/1974)
 - State had authority out to 200 nautical miles for crab.
- On other legislation: Started with species size and gender, then went to quotas; now it based on individual quota. No matter what, always "a big political hassle," and Bob opined that [in changing their management policies] "bureaucrats made more money than fishermen did." [Note: policy changes, obviously, affect how the regulations are enforced.]
- Relation to my dad: first introduced professionally; became friends.
- On why he thought my dad and his ships were successful:
 - "My experience with your dad was that he worked hard at learning what was going on, who was who, and how it all worked. Your dad wanted to learn all he could about the industry. He was a go-getter."
 - "Most Coast Guard captains were into the authority [of their position], not so much into learning [about the fishing community and industry] ... He was more active than most of 'em were, and he was the most active in fish politics – another reason I got along so well with your dad."

Walker, Spike; *Working on the Edge*; St. Martin's Press, New York, NY (1991); pp. 151-155.

"...there was another war being waged out on the waters of the Bering Sea. It was a war against poachers, those who had started the season before its official opening, and it was being fought by one man: Alaska State Trooper Bob Lockman" (p. 151)

"At six three and weighing 245 pounds, Bob Lockman was a powerfully built, good-natured man in his late-forties who had a reputation for being meticulously honest ... As a former skipper of his own Alaskan king crab boat, this sea-toughened man knew the islands, inlets, passages and shorelines of Kodiak Island, the Alaska Peninsula, and the Bering Sea as well as any crab-boat skipper, and far better than most. Fortunately for the fishermen, he went out of his way to perform his work with both fairness and empathy. He knew what it was to stand at the wheel and pull gear for seventy-two hours without a break." (p. 151)

"Several days before the [1979] season was legally set to open, Lockman came upon some four hundred crab pots roughly 190 miles northeast of Dutch Harbor. Although the skipper had not been running them prior to the season, the gear was baited and fishing. There were approximately fifty thousand pounds of king crab already trapped inside the pots. Lockman and his crew once again went to work pulling the gear and returning the crab to the sea. As always, they stacked as many crab pots on deck as the *Vigilant* could carry and then began cutting the doors off the remaining pots. Then Lt. Lockman radioed for a warrant, which was delivered to him in Dutch harbor.

Lockman knew the skipper personally. He was a 'fine fisherman, an honest man with never a past mark against his name.' Finding the boat docked at Unalaska Harbor, Lockman crossed over the back decks of several other crab boats (tied side to side) and jumped down on the vessel's back deck. The skipper came out to meet him, and when Lockman gave him the news, the man only looked at him and shrugged his shoulders in philosophic defeat ... Back in Kodiak, a judge would levy a six-figure fine. The message was a warning for every deckhand and skipper in Dutch Harbor: More than the fine, the real price the hapless skipper and his crew would pay was one singularly irreplaceable million-dollar season." (p. 155)

Thoughts and trends derived from the interviews:

- Intimate nature of work in small communities, and aboard small ships.
- Common traits seemed to gravitate them towards my dad, and vice versa. These included:
 - All four individuals didn't see my dad as "regular" or "normal." Unprompted, three of the four made it a point to say they didn't see themselves that way, either.
 - Coming from varied backgrounds, all four seemed to have been in search of something greater than themselves:
 - Doug Snowball ... pushing boundaries and unconstrained by conventional thinking, always moving forward towards something – whether a halibut buried deep in a hold, driving a ship or flying a plane.
 - Bob Slye ... intellectual-turned-pirate – not satisfied with sitting still physically or intellectually, the entirety of his adult life dedicated to upholding the law.
 - Nick Szabo ... leaving Florida for Alaska as a young man, hearing of fishing in Kodiak, immersing himself in the industry and the community – remaining engaged in and influencing it throughout his adult life.
 - Bob Lockman ... he may have sought some normalcy when he left home as a teenager but found himself too big of a person not to care for people: doing everything within his power to protect their livelihoods and make his community better – and sometimes this involved giving a break to someone who was working hard, trying.
 - All were mission focused or on doing their job well. They did not respect people who just wanted to get by, take shortcuts, or avoid risk for the purpose of serving their own immediate interests, at the expense of others, or their mission. All respected hard work, innovation, and engagement.
- All thought highly of my father as an engaged, active leader and/or colleague in enforcing fisheries legislation. Descriptors included "Aggressive," "most active."
- Aggressive, innovative approaches of my father rubbed some people the wrong way, including at least one National Marine Fisheries Agent and even some of the crew; but overall, it seems most of the crew were either excited about the mission and faithful in their execution of it.
- My father made important inroads with the local community and fishing industry: not only in support of law enforcement, but also by influencing policy in protection of the fisheries (unlike other services, this was a function of the Coast Guard). In addition, my dad was a natural at this: he loves to engage with people.
- The significant role of spouses in enabling success; the close relations built.
- Nuances between State and Federal management:
 - Differences in outlooks on enforcement between the Coast Guard and State Troopers, perhaps a consequence of their different authorities and jurisdictions. The Coasties saw this as a mission and tended to err in favor of enforcement over leniency, especially with foreign violators – for whom they left the call primarily up to higher authorities. The State Troopers tended not to nitpick, preferring to focus on flagrant violations. With this said, both the Coast Guard and State Troopers closely supported each other during the time my dad commanded CONFIDENCE – no doubt enhanced by way of relationships he worked to establish and strengthen.
 - The role and relations of Federal and State fisheries organizations
 - The influence of biologists in driving policies – sometimes irrespective of the impacts on fishermen and impacting to how laws would be enforced (or not).
 - 200 nautical mile legislation: all in favor, but "very political."
- There was animosity against foreign trawlers, perhaps most prominently with the Russians; however, even this was nuanced.
 - Not all fishermen felt animosity, as corroborated with Nick Szabo. And those who did feel or see it, as indicated by Bob Lockman, I sense aren't the types to get emotional about it. The hits they took were directly to their gear, their fishing grounds, their pocket-books. Their egos and pride didn't drive it – at least from what I can tell.
 - For the Coasties - who understood their enforcement role not just in terms of protecting the fisheries, but also in how it impacted national security - there may have been some animosity built in – especially with the Russians. But they were professional, and I've heard several stories of very human interactions – including humorous compliments going a long way to open discussions.

200 Nautical Mile Legislation



Magnuson-Stevens Fishery Conservation and Management Act

As Amended Through January 12, 2007

May 2007

16 U.S.C. 1821
MSA § 201

TITLE II—FOREIGN FISHING AND INTERNATIONAL FISHERY AGREEMENTS

SEC. 201. FOREIGN FISHING

16 U.S.C. 1821

95-354, 99-659, 102-251, 104-297

(a) IN GENERAL.—After February 28, 1977, no foreign fishing is authorized within the exclusive economic zone, [within the special areas,]* or for anadromous species or Continental Shelf fishery resources beyond the exclusive economic zone [such zone or areas]*, unless such foreign fishing—

- (1) is authorized under subsections (b) or (c) or section 204(e), or under a permit issued under section 204(d);
- (2) is not prohibited by subsection (f); and
- (3) is conducted under, and in accordance with, a valid and applicable permit issued pursuant to section 204.

U.S. Department of Commerce
Carlos M. Gutiérrez, Secretary

National Oceanic and Atmospheric Administration
Vice Admiral Conrad C. Lautenbacher, Jr., USN (Ret.)
Under Secretary for Oceans and Atmosphere

National Marine Fisheries Service
William T. Hogarth, Assistant Administrator for Fisheries

Iceland, Britain, Australia

Notes:

- Iceland first: 15 OCT 1975 “hell broke loose”
- Britain next (in response): 01 JAN 1977
- U.S. followed: 01 MAR 1977
- Australia in 1979
- 1982 UNCLOS: 200 nm EEZ internationally adopted

Government of Iceland

TOPICS

Topics Business and Industry Fisheries in Iceland



MINISTRY OF FOOD, AGRICULTURE AND FISHERIES

History of fisheries

Extension of the EEZ

Until the Second World War Iceland had been among the poorest countries in Europe. During the war Icelanders were catching and shipping demersal fish with trawlers to Britain. After the war trawlers from many European countries flocked to the Icelandic fishing grounds and resumed fishing. Iceland, having declared full independence in 1944 soon realized the importance of sensible ocean harvesting policies and overfishing became a hotly debated political issue.

In 1952 Iceland unilaterally claimed a 4 nautical mile Exclusive Economic Zone (EEZ), and then further extended it to 12 nautical miles in 1958. This latter extension was fiercely contested by the countries that had established fisheries interests around Iceland. Warships were sent to Iceland by Britain to keep the Icelandic coastguard at bay. The resulting skirmishes were dubbed the Cod War but eventually the dispute was settled in 1961.

A decade later, Iceland was reeling following a sudden and spectacular failure of the herring fisheries in the late 1960s, now one of the best examples of classical overfishing. More reliant than ever on the demersal fisheries (particularly cod), the Icelandic government announced in early 1972 its decision to further extend the EEZ to 50 nautical miles. Again, that decision was received with hostility by Britain and to a lesser extent by Germany. A truce was called in 1973 but it proved short lived.


Two years later when the Icelandic government announced its decision to extend the EEZ to 200 nautical miles as of 15 October 1975 hell broke loose. During the UNCLOS negotiations where Iceland was an active participant, the idea of a 200 nautical mile limit had been in the cards for some time. As before, it was primarily Britain that sternly refused to acknowledge the 200 nautical mile limit and once again called upon her navy to protect British fishing vessels while trawling in Icelandic waters. The dispute soon reached an international level but was eventually settled in Oslo in May 1976. The 200 nautical mile limit became internationally adopted during the 1982 UN Convention on the Law of the Sea (UNCLOS).

The New York Times

BRITAIN BROADENS ITS FISHING LIMITS

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Jan. 1, 1977



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LONDON, Dec. 31—Britain, banned from the rich cod and haddock waters around Iceland, will retaliate with a 200-mile fishing limit around all the British Isles as of midnight tonight.

The affected waters will be in effect a Common Market zone, shared with the eight partners in the European Economic Community. Only trawlers from Iceland, Bulgaria and Rumania will be completely barred from the new zone for the present. The Common Market countries are working out monthly catch quotas among themselves.

In the case of countries less than 400 miles from Britain, the new limit will lie the midpoint between borders. At present, the British fishery limit is 12 miles. Most other countries, including Iceland, have already reserved fishing zones up to 200 miles off their shores.

The Fishery Limits Act, 1976, which recently went through Parliament, extends the British fishing zone from a total of 30,000 square miles to 270,000. The old three-mile limit for territorial sea remains unchanged.

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Australian fishing zone

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In Australia: Forestry and fishing ... Management Authority, the 200-nautical-mile (370-km) Australian fishing zone—the third largest of its type—was proclaimed in 1979 as a safeguard against foreign incursions. It covers an area considerably larger than the Australian landmass and is difficult to police. Although the influx of Asian and southern European immigrants has enlarged the local...

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The EEZ Regime: Reflections after 30 Years

Robert Beckman and Tara Davenport

I. Introduction

The 1982 UN Convention on the Law of the Sea (UNCLOS)² was an extraordinary achievement in international treaty-making. The 320 articles and 9 annexes have been lauded as a constitution for the oceans³ and addressed many of

¹ Robert Beckman is the Director, Centre for International Law (CIL) and Associate Professor, Faculty of Law, National University of Singapore (NUS), Singapore; Tara Davenport is a Research Fellow, Centre for International Law (CIL), Faculty of Law, National University of Singapore (NUS), Singapore.

² United Nations Convention on the Law of the Sea, adopted 10 December 1982, UNTS 1833 (entered into force 16 November 1994) (“UNCLOS”).

³ “A Constitution for the Oceans,” Remarks by Tommy Koh of Singapore, President of the Third United Nations Conference of the Law, Adapted from Statements by the President on 6 and 11 December 1982 at the final session of the Conference at Montego Bay, the United Nations

2

Notes:

- Kenya leads the way in proposing 200 nm EEZ to the Asian-African Legal Consultative Committee in 1971 and the UN Sea-Bed Committee in 1972.
- EEZ incorporated into UNCLOS in 1982.

the contentious issues that previous conferences on the law of the sea had been unable to settle. Negotiations took nine years and involved more than 140 States, six non-independent States, eight national liberation movements, twelve specialized agencies, nineteen intergovernmental organizations, and a number of quasi-autonomous units of the UN as well as a host of non-governmental organizations.⁴ 119 countries from every region in the world signed the Convention on 10 December 1982, a record at the time. There are 165 parties to the Convention⁵ indicating its widespread support as the prevailing legal order for the oceans.

The Exclusive Economic Zone (EEZ) was a significant innovation of UNCLOS. The negotiations were characterized by the traditional dichotomy between coastal States and the major maritime powers that has always shaped the law of the sea. The consensus ultimately reached reflects a carefully constructed balance which reflects both legal doctrine and political realities. However, it has been argued that thirty years on, the EEZ regime still does not adequately address the issues it intended to address nor is it capable of addressing new issues unanticipated at the negotiations. This Paper will examine the challenges facing the EEZ regime today and will discuss whether the EEZ regime has withstood the test of time. It will argue that the intention of the negotiators was to create a normative framework for the regulation of maritime spaces, but at the same time, allow for a certain degree of flexibility to accommodate emerging issues. Ultimately, this Paper hopes to show that UNCLOS still remains a relevant and sound framework for activities in the EEZ but that its effectiveness will depend on its implementation, application and interpretation by States.

II. Brief History of the EEZ Regime

The historical roots of the EEZ lie in the trend of coastal States after 1945 to assert rights and jurisdiction over an increasing area of seabed driven by a belief that an abundance of natural resources lay beneath.⁶ The concept of the Exclusive

Division on Ocean Affairs and Law of the Sea Website *available at* http://www.un.org/Depts/los/convention_agreements/texts/koh_english.pdf.

⁴ For an excellent overview of the negotiating history of the UNCLOS, please see Tommy Koh and Shanmugam Jayakumar, “The Negotiating Process of the Third United Nations Conference on the Law of the Sea” in Myron Nordquist, *United Nations Convention on the Law of the Sea 1982: A Commentary, Volume I*, (United States, 1985), 29 – 68.

⁵ See United Nations Treaty Collection *available at* http://treaties.un.org/Pages/ViewDetailsIII.aspx?&src=TREATY&mtdsg_no=XXI-6&chapter=21&Temp=mtdsg3&lang=en

⁶ This began with the 1945 Truman Declaration by President Truman of the USA that the “natural resources of the subsoil and seabed of the continental shelf beneath the high seas ... as

Fishing Zone (EFZ) developed in tandem with continental shelf claims with many Latin American States and African States making claims to broad territorial seas and fishing zones, with the former calling for a “patrimonial sea” of up to 200 nm.⁷ Attempts to merge claims to the water column and claims to seabed into “one resource zone concept” were inevitable, and in 1971, Kenya put forward the concept of the EEZ to the Asian-African Legal Consultative Committee and to the UN Sea-Bed Committee in 1972.⁸ This new concept of the EEZ was largely supported by most developing States and indicated the desire of such States to have greater control over their economic resources, particularly fish stocks, which were felt to have been under increasing exploitation of distant-water fleets of developed States.⁹

When negotiations for the Third UN Conference commenced in 1973, the United States and the Soviet Union recognized that as the two preeminent naval powers, they had a common interest in ensuring that the evolving legal regime governing the oceans protected their global maritime and naval interests.¹⁰ Previous efforts to agree on limits for territorial seas¹¹ as well as recognize the concept of archipelagic waters proposed by the Philippines and Indonesia¹² had failed at the First and Second Conferences of the Law of the Sea. However, at the Third Conference, the maritime powers were willing to recognize a coastal State’s claims to extended rights and jurisdiction in waters off their coasts provided that access to the seas and freedom to use the seas were preserved to the greatest

appertaining to the United States,” which was followed by similar claims by other States: See R.R. Churchill and A.V. Lowe, *The Law of the Sea*, 3rd ed. (United Kingdom, 1999) at 143–144. Background of the Truman Proclamation, in the US Government policy process throughout the period 1938–45, is discussed in Harry N. Scheiber, “Origins of the Abstention Doctrine in Ocean Law, 137–58,” *Ecology Law Quarterly*, 16 (1989) 23, 33ff.; and, for later impact of the Proclamation on international oceans diplomacy, Scheiber, *Inter-Allied Conflicts and Ocean Law, 1945–53* (Taipei: Institute of European and American Studies, Academia Sinica, 2001).

⁷ Donald R. Rothwell and Tim Stephens, *The International Law of the Sea* (Hart Publishing, 2010), 83.

⁸ Rothwell and Stephens, *International Law of the Sea*, 83.

⁹ Churchill and Lowe, *The Law of the Sea*, 160 – 161.

¹⁰ During the negotiations, France, Japan, United Kingdom, the United States and the USSR formed a special interest group of “the Great Maritime Powers” that wanted to ensure freedom of shipping and navigation: See Koh and Jayakumar, “The Negotiating Process of the Third United Nations Conference on the Law of the Sea,” 79 – 80.

¹¹ See (generally) Rothwell and Stephens, *International Law of the Sea*, 6 – 10.

¹² See (generally) Rothwell and Stephens, *International Law of the Sea*, 173 – 179.

extent possible.¹³ Therefore, they agreed that the breadth of the territorial sea could extend from 3 nm to 12 nm, provided that all ships and aircraft had the right of innocent passage in the territorial seas as well as an unimpeded and non-suspendable right of transit passage through and over straits used for international navigation.¹⁴ They also agreed to recognize that archipelagic States could have sovereignty within their archipelagic waters, provided that ships and aircraft had an unimpeded and non-suspendable right of passage in and over the archipelagic waters on routes normally used for international navigation through the archipelago.¹⁵

With respect to an exclusive fishing zone or EEZ, the maritime powers recognized that coastal States, especially developing coastal States, constituted a majority at the conference and were not going to retract from claims to exclusive rights to the natural resources in the waters in a zone adjacent to their coast.¹⁶ The maritime powers agreed to acknowledge this development, provided that the new zone was not under the sovereignty of the coastal State, and provided that the traditional freedoms of the high seas were preserved in the new zone.¹⁷

It should be noted the distance of 200 nm as the maximum breadth for the EEZ had “no general geographical, ecological or biological significance” and was accepted for pragmatic reasons that it represented the most extensive claims then in existence.¹⁸ The establishment of 200 nm EEZs was estimated to embrace

¹³ L. Dolliver M. Nelson, “Reflections on the 1982 Convention on the Law of the Sea” in David Freestone, Richard Barnes and David Ong, *The Law of the Sea: Progress and Prospects* (United States, 2006), 29.

¹⁴ See Part II of UNCLOS.

¹⁵ See Part IV of UNCLOS.

¹⁶ Satya Nandan gives an excellent overview of the various statements and declarations made particularly by the Latin American, African and Asian States. He notes that the “evolution of the exclusive economic zone concept took place in the developing world. See Satya Nandan, *The Exclusive Economic Zone: A Historical Perspective*, FAO Website available at <http://www.fao.org/docrep/s5280T/s5280t0p.htm>.

¹⁷ Article 58 expressly recognizes certain freedoms of other States in the EEZ.

¹⁸ Churchill and Lowe, *The Law of the Sea*, 163. The 1952 Santiago Declaration by Chile, Ecuador and Peru was the first international instrument to proclaim a 200-mile zone whereby each of these countries “possesses sole sovereignty and jurisdiction over the areas of sea adjacent to the coast of its own country.” See Declaration on the Maritime Zone, *United Nations Legislative Series*, ST/LEG/SER.B/6 (United Nations, New York, 1957). Churchill and Lowe note that the reason why Chile, the first State to claim a 200 nm EEZ, chose the limit of 200 nm was “something of an accident.” Chile’s whaling industry initially wanted only a fifty mile zone and to justify the establishment of such a zone, relied upon the 1939 Declaration of Panama. The 1939 Declaration of Panama was wrongly thought to have been 200 nm in breadth, when it was nowhere less than 300 nm (See Churchill and Lowe, *The Law of the Sea*, 163). Nandan explains that the 1939 Panama Declaration issued by the United Kingdom and the United States established a zone of

about thirty-six per cent of the total area of the sea, which was said to contain about ninety per cent of fish stocks, eighty-seven per cent of the world’s oil and gas deposits and about ten per cent of polymetallic nodules.¹⁹ Further, the majority of the world’s shipping routes would pass through this new zone. The nature of the legal regime ultimately established was therefore critical.²⁰

However, agreeing on the nature of the legal regime proved difficult during negotiations. The coastal States, particularly the Latin American States, wanted to make the zone subject to the sovereignty of coastal States, but provide that other States had the right to exercise rights and freedoms within the zone. Under this argument, the EEZ would have a residual territorial sea character such that any activity not falling within the clearly defined rights of non-coastal States would come under the jurisdiction of the coastal State. The maritime powers on the other hand, wanted the zone to be part of the high seas, but provide that coastal States had the sovereign right to explore and exploit the natural resources in the zone. Any activity not falling within the clearly defined rights of the coastal State would be governed by the principles governing the high seas, that is freedom of use for all States, with regulation by flag States. The debate was important because of its implications for any matters not expressly provided for. The compromise was to reject both options, and create a *sui generis* legal regime.

III. Key Elements of the EEZ Regime

Specific Legal Regime

The key provision in UNCLOS on the EEZ is Article 55. It makes it clear that the EEZ is a regime that is neither under the sovereignty of the coastal State nor part of the high seas, but a special, *sui generis* regime. It provides as follows:

Article 55: *Specific Legal Regime of the Exclusive Economic Zone.*

The exclusive economic zone is an area beyond and adjacent to the territorial sea, subject to the specific legal regime established in this Part, under which the rights and jurisdiction of the coastal State and the rights and freedoms of other States are governed by the relevant provisions of this Convention.

security and neutrality around the American continents in order to prevent the resupplying of Axis ships in South American ports. The map showed the width of the neutrality zone off the Chilean coast to be about 200 nm, which eventually became the basis for the Santiago Declaration. See Nandan, *The Exclusive Economic Zone: A Historical Perspective*.

¹⁹ Churchill and Lowe, *The Law of the Sea*, 162.

²⁰ Churchill and Lowe, *The Law of the Sea*, 162.

The coastal State has rights and jurisdiction as set out in Part V of UNCLOS, and supplemented by other provisions in UNCLOS. Article 56 is the key provision. It provides that the coastal State has “sovereign rights” to explore and exploit the natural resources in the EEZ as well as other “activities for the economic exploitation and exploration of the zone, such as the production of energy from water, currents and winds”.²¹ The phrase “sovereign rights” suggests its rights are exclusive, not preferential. It is the same terminology used in relation to the continental shelf regime and was used to make it clear that the coastal State did not have sovereignty over the EEZ but had all other rights necessary for and connected with the exploration and exploitation of its natural resources.²²

The EEZ regime gives coastal States sovereign rights over three main resources, (1) non-living resources on the seabed, subsoil and superjacent waters, (2) living resources of the seabed, subsoil and superjacent waters and (3) other

²¹ Article 56 (1) (a), UNCLOS.

²² The nature of a coastal State’s rights over the continental shelf was greatly debated during the sessions of the International Law Commission (ILC) in its efforts to codify the law of the sea and the Second UN Conference on the Law of the Sea. Article 2 of the 1951 ILC Draft Articles referred to the continental shelf as “subject to the exercise by the coastal State of *control and jurisdiction* for the purpose of exploring it and exploiting its natural resources,” following the nomenclature used in the Truman Proclamation: *See Report of the International Law Commission on its Third Session*, 16 May to 27 July 1951, Official Records of the General Assembly, Sixth Session, Supplement No. 9 (A/1858) at 142. In order to reconcile the desire of some countries for ‘sovereignty’ over the continental shelf with the fear of other countries that sovereignty over the continental shelf would soon expand into sovereignty over the waters above, the 1956 ILC Draft Articles on the Law of the Sea adopted a formula of “*sovereign rights* for the purpose of exploring and exploiting its natural resources”. The ILC commentary stated:

The Commission desired to avoid language lending itself to interpretations alien to an object which the Commission considers to be of decisive importance, namely the safeguarding of the principle of the full freedom of the superjacent sea and the airspace above it. Hence, it was unwilling to accept the sovereignty of the coastal State over the seabed and subsoil of the continental shelf. On the other hand, the text now adopted leaves no doubt that the rights conferred upon the coastal State cover all rights necessary for and connected with the exploration and exploitation of the natural resources of the continental shelf. Such rights include jurisdiction in connection with the prevention and punishment of violations of the law.

See 1956 ILC Draft Articles concerning the Law of the Sea with Commentaries, *Yearbook of the International Law Commission, Volume II*, UN Doc. A/3159 (1956) at 297.

economic activities related to the economic exploitation and exploration of the zone.²³

With regard to living resources, the coastal State has sovereign rights to explore and exploit them but it also has certain obligations with respect to the management of conservation of the living resources in its EEZ. With respect to the utilization of the living resources of the EEZ, UNCLOS imposes an obligation on coastal States to promote the optimum utilization of the living resources.²⁴ It also imposes an obligation on the coastal State to determine the allowable catch of the living resources in its EEZ²⁵ and its own capacity to harvest the living resources.²⁶ If the allowable catch exceeds its own capacity to harvest the living resources, the coastal State is obliged to give other States access to any surplus.²⁷ However, the coastal State is given very broad discretion to decide on which States get access to any surplus.²⁸ There is no obligation on the coastal State to give access to States who have traditionally fished in what is now its EEZ. All UNCLOS provides is that in giving access to any surplus, the coastal State shall take into account all relevant factors. One of several factors it must take into account is “the need to minimize economic dislocation in States whose nationals have habitually fished in the zone”.²⁹ Simply stated, there is no recognition of historic fishing rights in the EEZ. Land-locked States and geographically disadvantaged States may be given access to the surplus of living resources under certain conditions, but UNCLOS does not provide that they have a *right* to the surplus.³⁰

²³ *See* Article 56 (1) (a), UNCLOS.

²⁴ Article 62 (1), UNCLOS.

²⁵ Article 61 (1), UNCLOS.

²⁶ Article 62 (2), UNCLOS.

²⁷ Article 62 (2), UNCLOS.

²⁸ It is within the coastal State’s discretion to determine when it does not have the capacity to harvest the living resources of the EEZ (See Article 62 (2)). UNCLOS provides that in giving access to living resources to other States in its EEZ, the coastal State shall take into account all relevant factors, including, *inter alia*, “the significance of the living resources of the area to the economy of the coastal State concerned and its other national interests, the provisions of articles 69 (rights of land-locked States) and 70 (rights of geographically disadvantaged States), the requirements of developing States in the subregion or region in harvesting part of the surplus and the need to minimize economic dislocation in States whose nationals have habitually fished in the zone or which have made substantial efforts in research and identification of stocks.” *See* Article 62 (3) of UNCLOS.

²⁹ Article 62 (3) of UNCLOS.

³⁰ Article 62 (3) of UNCLOS.

NMFS Annual Reports

- CY 1976
- CY 1977
- CY 1978

Source: Report of the Fisheries Service for the National Marine Fisheries Service for the Calendar Year 1976, National Oceanic and Atmospheric Administration, Department of Commerce, Washington DC, July, 1977.

Living marine resources and activities vary from region to region. Accordingly, enforcement activities show geographic differences. The bulk of enforcement work in the Northeast and Alaska Regions is directed at foreign fishing activities. The Southeast Region administers the United States-Brazil Shrimp Fishing Agreement, but the majority of the work in that region concerns enforcement of the Marine Mammal Protection Act and Endangered Species Act. Enforcement of these two Acts is an important function of the Southwest Region as is enforcing regulations on the yellowfin tuna fishery. One of the primary enforcement functions of the Northwest Region is the

protection of salmon stocks under the terms of international agreements.

ENFORCEMENT HIGHLIGHTS for 1976

o Surveillance activities resulted in over 19,000 vessel sightings in fishing areas off U.S. coasts. Enforcement agents boarded and inspected 1,010 foreign and 956 domestic fishing vessels. Numerous documented violations of both U.S. laws and treaties with foreign countries were uncovered.

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o Enforcement agents seized 20 foreign vessels in violation of fishery regulations, resulting in penalties of over \$5.1 million.
o A record settlement of \$700,000 was reached in a civil suit against the Japanese stern trawler Kohoku Maru No. 12. The vessel was seized April 14 by a joint NMFS-Coast Guard fishery patrol for taking and retaining king crab in the Western Aleutian Islands in violation of U.S. laws prohibiting the retention of Continental Shelf fishery resources.

BUDGET

To fund fishery activities in fiscal year (FY) 1977 (beginning October 1, 1976), \$81,793,000 was available as of March 1, 1977: direct appropriations of \$73,048,000 and Saltonstall-Kennedy (S-K) funds of \$8,745,000 (see table 2).

Congress provided net increases of \$11,775,000 over the FY 1977 adjusted base. Included is \$9,991,000 in support of NMFS responsibilities under the Fisheries Conservation and Management Act of 1976 (out of \$22 million appropriated to NOAA).

NMFS' budget allocations (including the adjusted base, increases, and other funding) for fiscal year 1977 are shown in table 3.

NMFS LITIGATION

NOAA's Office of General Counsel provides comprehensive legal counsel for NMFS and closely follows litigation that concerns it. The following major cases, among others, were filed in 1976, or

INTRODUCTION

This report, required by Section 9(a) of the Fish and Wildlife Act of 1956, as amended 16 U.S.C. 742h(a), covers the programs and activities of the National Marine Fisheries Service (NMFS) for calendar year 1976.

It describes (1) the state of the U.S. fisheries in calendar year 1976, (2) the mission and organization of NMFS, and (3) the activities, programs, and significant accomplishments.

KEYSTONE FOR U.S. FISHERIES

There has been a serious depletion of marine fishery resources during the past decade and a weakening of the American fishing industry. Since fisheries are a vital source of food, we must now restore both our fisheries and our industry. The Congress has provided the Nation with a new opportunity. Early in 1976, it enacted the Fishery Conservation and Management Act of 1976. Signed by the President on April 13, 1976, the new law represents not only the efforts and concern of the Congress but also those of the Department of Commerce and other interested agencies of the Executive Branch, State governments, the commercial fishing industry, recreational fishermen, and interested members of the public. The Act provides a basis in law for a strong national program for the conservation and management of our fishing resources--to prevent the depletion of our fish stocks through overfishing, to rebuild stocks that have been overfished, and to conserve and manage our fisheries so that the Nation may develop their full potential. And with such a program, to expand the U.S. fishing industry and provide new opportunities for recreational fishermen. The Fishery Conservation and Management Act of 1976 does not stand alone. Over the past twenty years, the Congress has enacted a number of statutes affecting one aspect or another of fisheries management. But the 1976 Act is the most significant fisheries legislation in the Nation's 200-year history and is the keystone of a national program for our marine fisheries.

STATE OF THE FISHERIES

U.S. commercial fishery landings at ports in the United States were a near-record 5,350 million pounds (round weight), valued at a record \$1.4 billion exvessel in 1976. The quantity landed was 11 percent more than in 1975 and slightly less than the 1962 record of 5,354 million pounds. More landings of certain

edible and industrial species caused the increase.

U.S. flag vessels also landed at ports outside the United States 174.3 million pounds of tuna valued at \$50.0 million (principally in Puerto Rico), and 7.8 million pounds of shrimp valued at \$15.1 million (at Caribbean ports).

Commercial landings in the United States of edible species in 1976 were 2,760 million pounds, valued at \$1,264 million--up 14 percent in quantity and 40 percent in value from 1975. The quantity was the largest since 1952 and considerably above the average for the previous 5 years. Record landings of two important species--tuna (486 million pounds) and shrimp (404 million pounds)--and improved landings of crabs (345 million pounds), salmon (309 million pounds), flounders (165 million pounds), and cod and other groundfish (157 million pounds) accounted for a large share of the increase.

Landings at U.S. ports of species used for reduction to fish meal and for other industrial purposes were 2,590 million pounds valued at \$89 million in 1976. This quantity, 7 percent greater than in 1975 and 5 percent above the average for the previous 5 years, was short of the record landings in 1962. The value of the landings in 1976 was second to the record in 1973. The increase in quantity was due to heavy landings of menhaden, which more than offset a decline in landings of anchovies.

In 1976, U.S. exvessel prices (received by fishermen and vessels for their landings) moved upward in most months and were at, or near, record levels by the end of the year. The largest gains were for shellfish. The same upward movement was apparent in wholesale prices for fresh, frozen, and canned fishery products.

Marine recreational fishery landings for 1970 (the most recent year for which data are available) by sport fishermen were an estimated 1.6 billion pounds of marine (saltwater) finfish, or about the same as the average amount of edible finfish landed by commercial fishermen in recent years.

The value of domestic production of processed fishery products (edible and industrial) was \$3.2 billion in 1976, 22 percent more than in 1975. The value of edible products, comprising about 90 percent of the total, was almost \$2.9 billion--up 23 percent in 1976. The

Notes:
- Jarvis seized Dong Won and Kyung Yang Ho
- Kohoku Maru was April, before Dad took command
- Dong Won 709 before Dad took command
- Only remaining possibility: Kwang Myong No. 21 seized on 3 SEP (later verified by 1977 Proceedings article)

FOREIGN FISHING ACTIVITIES BERING SEA AND GULF OF ALASKA

1976



NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL MARINE FISHERIES SERVICE
LAW ENFORCEMENT BRANCH
JUNEAU, ALASKA

1976

FOREIGN FISHING ACTIVITIES
BERING SEA AND GULF OF ALASKA
1976

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National Oceanic &
Atmospheric Administration
US Dept of Commerce

National Marine Fisheries Service
Law Enforcement Branch
May 1980

1976

National Marine Fisheries Service *Foreign Fishing Activities of the Bering Sea and Gulf of Alaska* 1976, Juneau, AK.

VESSEL NAME	LOCATION		DATE	REMARKS
	Latitude(N)	Longitude		
SOUTH KOREAN (continued)				
KS Stern Trawler ODAE YANG No. 121	5348	16345W	7/31	
KS Longliner DONG WON No. 707	5631	13549W	7/31	Seized - violated 16 USC 1081
KS Stern Trawler HAN RA SAN No. 20		Kodiak	8/10	
KS Stern Trawler KUM KANG SAN	5349	16452W	8/25	
KS Stern Trawler DONG SAN	5440	16600W	8/26	
KS Longliner KWANG MYONG No. 21	5515	13418W	9/1	Seized - violated 16 USC 1081
KS Stern Trawler HEUNG YANG	5341	16430W	9/9	
KS Longliner DONG WON No. 31		Ketchikan	9/10	
KS Cargo Ship CHILBOSAN No. 5	5519	16033W	9/16	
KS Stern Trawler KUM KANG SAN	5519	16033W	9/16	
KS Stern Trawler KYUNG YANG HO	5342	16440W	10/10	
KS Stern Trawler DONG SAN	5350	16440W	10/10	

DATE	NATION	VESSEL	LOCATIONS	REMARKS
2/14	JA	KOHOKU MARU No. 12	5220N 18000 18.0 miles north- east of the Semisopchnoi Islands, Bering Sea	Illegal catch of king crab and halibut. Penalties: \$700,000
7/21	KS	KYUNG YANG HO	5343N 16440W 24.0 miles south- east of Tigalda Islands, Aleutian Islands, south side.	Illegal catch of: 1-50 lb bale of processed crab; 1-25 lb block of frozen crab; 1-20 lb block of frozen crab; 5 halibut; 1 hair seal; 2 sea lion heads. Penalties: \$575,000.
7/31	KS	DONG WON No. 707	5630N 13548W 24.0 miles south- west of Biorka Island off Sitka, southeast Alaska.	Illegal catch of: 1 mounted golden king crab; 15 king crab legs; 2 king crab claws; 10 king crab frozen whole; 1 salmon; 1 halibut. Penalties: \$325,000.
9/3	KS	KWANG MONG No. 21	5810N 13700W 17.0 miles south- west of Cape Spencer, southeast Alaska.	Illegal catch of: frozen Tanner crab legs. Penalties: \$415,000.

National Marine Fisheries Service *Foreign Fishing Activities of the Bering Sea and Gulf of Alaska 1976*, Juneau, AK.

Table 10
 VIOLATIONS OF THE INTERNATIONAL NORTH PACIFIC FISHERIES CONVENTION
 1976

Vessel	Nation	Type	Violation	Unit	Date	Location
SHINKO MARU No. 3	JA	LL	<u>INPFC</u> 28 salmon found on board	JARVIS	7/7/76	5303N 16703W south of Unalaska Island, Aleutian Islands.
KOHOKU MARU No. 12	JA	STRL	<u>INPFC</u> possession of halibut	JARVIS	4/14/76	5216N 17917E 12 miles northeast of Semispochnoi Island in western Aleutian Islands.
TOMI MARU No. 85	JA	STRL	<u>INPFC</u> possession of halibut	CONFIDENCE	8/25/76	5930N 14217W 40 miles southeast of Cape Yakataga, Gulf of Alaska.
TAISEI MARU No. 15	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4547N 17517W southeast of Adak in western Aleutian Islands.
HOKEUI MARU No. 10	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4604N 17455W southeast of Adak in western Aleutian Islands.
DAIAN MARU No. 35	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4605N 17451W southeast of Adak in western Aleutian Islands.
UNKNOWN	JA	GNET	<u>INPFC</u> violation of abstention line	RUSH	7/7/76	4605N 17451W southeast of Adak in western Aleutian Islands.

Source: Annual Report 1977, Summary of Foreign and Domestic Fisheries Surveillance and Enforcement Activities in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p

\$3.87 per metric ton. (An additional \$4,772 for gross tonnage fees was also assessed.) Total Taiwanese allocations amounted to 0.4 percent of total allocations to all foreign vessels off Alaska in 1977.

The actual catch landed was far below allocated amounts. The total 1977 catch by Taiwan, including a brief longline fishery in the southeast prior to March 1 and a minimal stern trawler effort in the Bering Sea before the onset of FCMA, was 1,101 metric tons. This was 20 percent of the allocation assigned to Taiwan.

Taiwan had the dubious honor of having the large Taiwanese stern trawler HIGHLY No. 301 become the first vessel off the Pacific Coast of the United States ever seized for violation of the FCMA. The Coast Guard Cutter CONFIDENCE came alongside and boarded the HIGHLY No. 301 in the southeastern Bering Sea, finding large amounts of non-allocated species frozen as product for shipment out of Alaskan waters. A settlement of \$335,000 was reached in civil suit against the vessel. After payment of the fine in late September, the HIGHLY No. 301 departed for Taiwan.

Table 4
SUMMARY OF COAST GUARD SURFACE PATROLS - 1977

Vessel Name	Days Patrolled	Miles Patrolled	Number of Foreign Ships Sighted						Total Foreign Sightings
			Japan	USSR	South Korea	Canada	Taiwan	Poland	
BOUTWELL	122	22,308	410	85	13	1	—	—	509
CAMPBELL	2	263	2	—	—	—	—	—	2
CAPE HENOLOPEN	1	20	2	—	—	—	—	—	2
CAPE JELLISON	12	1,632	27	1	—	3	—	—	31
CITRUS	19	2,954	13	27	—	—	—	—	40
CLOVER	5	426	6	2	—	—	—	—	8
CONFIDENCE	66	12,425	131	9	5	—	—	—	145
IRONWOOD	15	2,305	17	—	—	1	—	—	18
JARVIS	70	15,078	169	43	2	1	—	1	216
MELLON	30	5,452	8	29	1	—	—	1	39
MIDGETT	96	17,527	180	32	21	3	—	1	237
MORGENTHAU	39	7,608	38	30	3	—	—	4	75
MUNRO	114	21,062	265	55	7	—	1	—	328
PLANETREE	13	2,153	11	—	—	—	—	—	11
RESOLUTE	44	3,363	138	4	16	3	—	—	166
RUSH	92	18,647	420	11	14	1	—	—	466
SEDGE	20	3,235	10	4	—	—	—	—	14
STORIS	132	20,543	248	134	29	—	5	—	416
SWEETSRIER	1	156	—	—	—	—	—	—	—
TOTAL	393	163,207	2,095	466	111	18	6	7	2,703

Source: Annual Report 1977, Summary of Foreign and Domestic Fisheries Surveillance and Enforcement Activities in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, pp. 7-8

Fishery Patrols

U.S. fishery patrols in the North Pacific Ocean and Bering Sea off Alaska in 1977 were conducted jointly by the National Marine Fisheries Service, Law Enforcement Branch, and the U.S. Coast Guard (Table 3). There were 16 enforcement agents deployed aboard U.S. Coast Guard platforms through 1977, with those vessels covering 163,207 miles by ship and 135,230 miles by aircraft, an increase of 38,103 miles from 1976 by ship and a decrease of 238,351 miles by aircraft (Tables 4 and 5). This was a total patrol mileage decrease of 40 percent over 1976 from 498,685 miles to 298,437 miles. Aircraft made 44 percent of all foreign sightings, while covering 45 percent of the total patrol miles. There were 893 ship days used, compared to 694 ship days in 1976. There were 5,035 sightings of foreign fishing vessels--a decrease of 2,108 or

30 percent over 1976. These figures overall appear to lessen the total patrol coverage but in reality demonstrate a shift in emphasis to a more complete enforcement posture. During 1977, the Coast Guard deployed an additional 7 vessels to Alaskan fisheries patrols and, with the 12 vessels already involved with Alaska patrols from 1976, increased ship patrol days and miles by 30 percent. This extra presence resulted in a 150 percent increase to the number of foreign boardings, as well as a strong showing by the United States that the mandate of complete fisheries management and enforcement dictated by the FCMA would be carried out. As in previous years, these same patrols also enforced provisions of international fishery agreements and associated U.S. laws (Table 2).

Aerial patrols were conducted by H-3 helicopters from the Coast Guard air stations at Sitka and Kodiak and by C-130 (Lockheed Hercules)

turbo prop aircraft from the Coast Guard air station on Kodiak Island. Surface patrols were conducted by Coast Guard Cutters BOUTWELL, CAMPBELL, CAPE HENLOPEN, CAPE JELLISON, CITRUS, CLOVER, CONFIDENCE, IRONWOOD, JARVIS, MELLON, MIDGETT, MORGENTHAU, MUNRO, PLANETREE, RESOLUTE, RUSH, SEDGE, STORIS, and SWEETBRIER. Shipborne helicopters increased their role aboard 378-foot Coast Guard cutters, making 220 flights for a total of 353 flight hours--an increase of 11 percent. There were 662 boardings made of foreign vessels in 1977 compared to 267 boardings in 1976 (Table 6). The number of boardings per nation were:

Japan	522
Soviet Union	86
South Korea	46
Taiwan	4
Poland	1
Canada	3

Observer Program

The U.S. program to place U.S. scientific and technical observers aboard foreign vessels continued in 1977 but changed from a voluntary to mandatory program for foreign vessels operating within the Fishery Conservation Zone. Beginning in March, the United States was able to select particular vessels by area and target species for sampling. Collected data began to be used as more of a management/enforcement tool where weekly foreign catch reports were corrected by area and vessel type with observer data, when observer presence was greater than a

certain percentage of the total number of vessels by type in an area for a given reporting period. This "best blend" procedure was employed wherever possible to project the most accurate level of foreign catch and provide a more accurate picture as to the fulfillment of quotas.

Observers were assigned to 143 foreign vessels in 1977. The observers spent 14,351 days aboard foreign vessels, covering nearly 26 percent of the foreign fishing fleet off Alaska. Observer coverage varied by month, nation, and vessel type. From 5 to 20 percent of the foreign fleets off Alaska had observers during the months from April to December. The amount of coverage by nation was 7 to 9 percent of the total number of vessels present with the exception of the short Polish effort which received 25 percent coverage during the fleet's 3-month Alaskan tour. No observers boarded Taiwanese vessels. Observer coverage was deployed in proportion to fleet size with the resultant breakdown divided into:

Japan	79 percent
U.S.S.R.	14 percent
South Korea	4 percent
Poland	3 percent

Most observer sampling was from trawlers (63 pct.) but additional coverage was extended to groundfish factoryships (28 pct.) and crab factoryships and independent crab pot vessels (31 pct.). There was no coverage aboard any foreign longliners or Taiwanese vessels during 1977.

Enforcement Actions

Both foreign and domestic fishermen violated various fishery laws during 1977 (Tables 7 and 8 and Appendix). A total of 116 foreign and domestic violations were detected. Over 90 percent of the violations occurred between March and October, with a high of 21 violations per month in July and August. Over one-half of the violations were committed against the Fishery Conservation and Management Act and two-thirds of those resulted in the issuance of a Citation. Twenty-seven Reports of Violation were recorded, as well as one seizure under FCMA and one seizure prior to the onset of FCMA. Twenty-nine violations of the International Pacific Halibut Convention regulations by domestic vessels were detected.

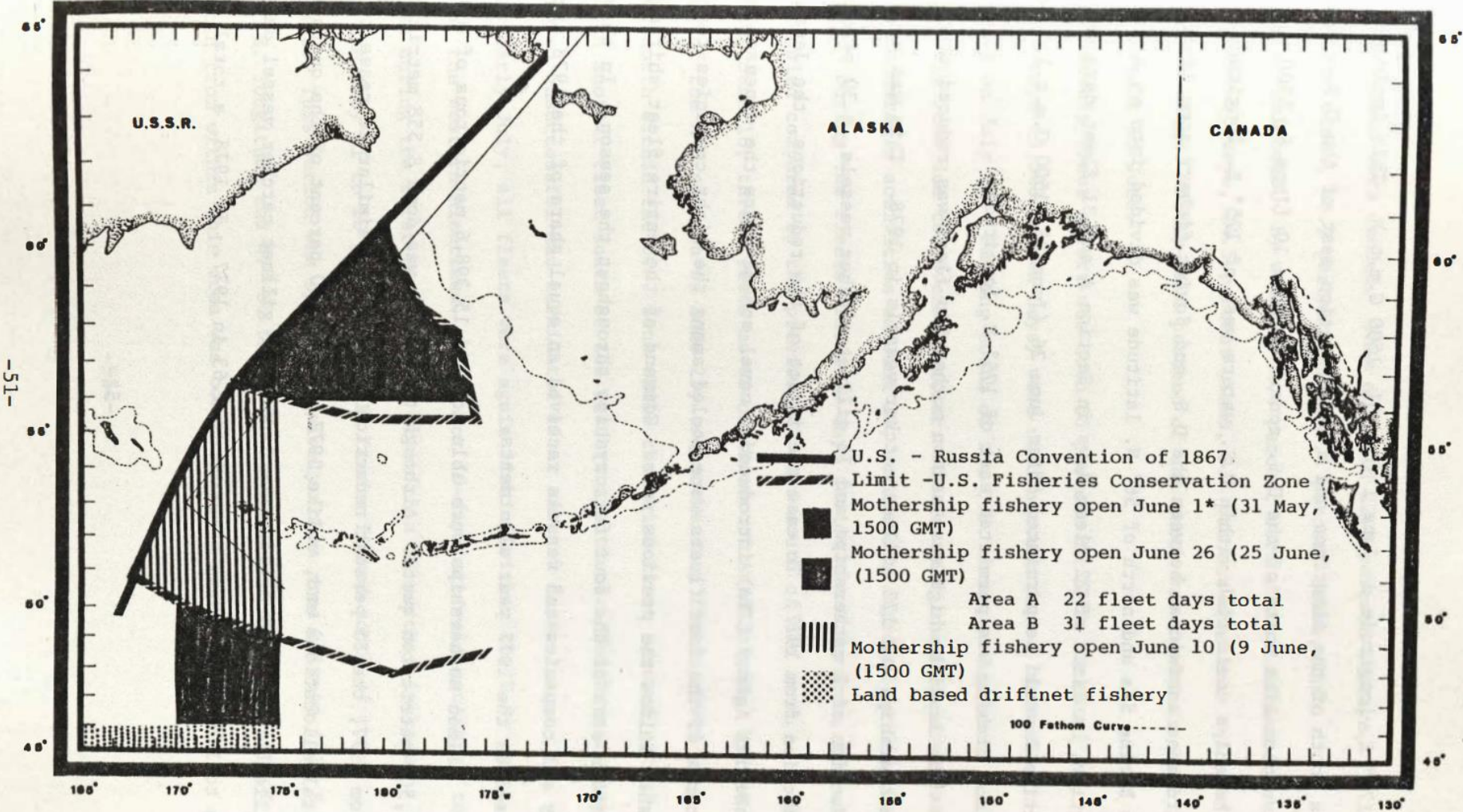
Foreign Violations

Most of the enforcement actions against foreign vessels in 1977 were for violations of the FCMA. In 1977, 51 Citations were issued to foreign vessels for minor violations of the regulations; 31 were issued to Japan, 7 to the U.S.S.R., 11 to South Korea, and 2 to Taiwan. Twenty-seven Reports of Violation were issued to foreign vessels for more serious violations; 16 were issued to Japan, 5 to the U.S.S.R., 4 to South Korea, and 2 to Taiwan. The one FCMA seizure in 1977 was against the Taiwanese vessel HIGHLY No. 301, which was seized on September 1, 1977, for retention of species for which Taiwan did not have an allocation. The case was prosecuted by the U.S. Attorney, Anchorage, and an out-of-court settlement was reached in the amount of \$335,000.

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 51

Figure 14

JAPANESE HIGH SEAS SALMON FISHERY INPFC REGULATIONS - 1978



* All opening dates in Japanese Standard Time (-9 GMT)

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 143

APPENDIX 2B

Fishery Violation Terms and Abbreviations Used in Text

- FC - Fishery Citation - Enforcement action taken to indicate a minor infraction of the FCMA. No monetary penalty assessed.
- FV - Report of Fishery Violation - Serious violation of the FCMA. Monetary penalty assessed.
- FS - Fishery Seizure - Serious and flagrant violation of the FCMA resulting in seizure and detainment of the violating vessel, plus possible monetary and permit sanction penalties.
- FO - Fishery Other - Non-FCMA violations.
- FH - International Pacific Halibut Convention violations.

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK

Table 5 - Summary of Coast Guard Surface Patrols - 1978*

Vessel Name	Days Patrolled	Miles Patrolled	Foreign Sightings and Boardings										Domestic (USA)		Unidentified	Total			
			Japan		USSR		South Korea		Taiwan		Canada		Total Sightings	Total Boardings	Sightings	Sightings	Boardings		
			S	B	S	B	S	B	S	B	S	B	S	B					
Boutwell	44	7,959	171	21	79	15	16	3	--	--	--	--	266	39	34	--	8	308	39
Campbell	21	4,376	54	18	7	2	1	--	--	--	--	--	62	20	12	--	7	81	20
Cape Coral	11	1,856	--	--	--	--	--	--	--	--	--	--	--	--	45	36	--	45	36
Cape Jellison	18	1,170	--	--	--	--	--	--	--	--	2	1	2	1	206	200	2	210	201
Clover	21	2,873	2	--	10	10	--	--	--	--	--	--	12	10	2	--	--	14	10
Confidence	33	6,844	17	8	8	8	2	2	--	--	--	--	27	18	40	6	--	104	24
Ironwood	26	3,821	37	3	--	--	--	--	--	--	--	--	37	3	--	--	--	37	3
Jarvis	87	15,629	154	51	14	2	11	--	--	--	--	--	179	53	48	--	131	358	53
Laurel	20	2,966	12	--	20	--	--	--	--	--	--	--	32	--	10	--	--	42	--
Mellon	56	3,576	223	150	5	5	3	--	--	--	--	--	231	155	29	--	57	317	155
Midgett	43	6,431	67	19	35	9	27	10	--	--	--	--	129	38	72	10	167	368	48
Morgenthau	94	16,834	304	70	85	36	34	15	3	2	1	--	427	123	101	2	161	689	125
Munro	113	20,047	208	44	68	6	3	2	1	--	4	1	288	53	64	--	163	511	53
Resolute	29	4,602	31	21	--	--	--	--	--	--	7	2	38	23	45	5	24	107	28
Rush	97	18,731	251	92	90	27	26	13	2	2	--	--	369	134	45	--	101	515	134
Storis	76	15,112	134	18	78	10	14	5	1	1	2	1	229	35	101	--	32	362	35
Sweetbriar	22	3,888	6	2	2	2	4	--	--	--	--	--	12	4	17	--	22	51	4
TOTAL	811	136,715	1,671	517	501	132	141	50	7	5	16	5	2,336	709	871	259	912	4,119	968

* Sightings - S Boardings - B

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Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 18

Gear Conflicts

Four gear conflicts were reported in 1978. This was a decrease of one over that reported in 1977. In 1978, three conflicts were recorded against Japan and one against the Soviet Union. Gear conflicts are recorded as violations of Section 611.11 of the FCMA.

The first reported gear loss was by the fishing vessel QUEEN against a large Japanese stern trawler. This conflict occurred on November 8, 1977, but was first reported to NMFS in January 1980. The Japanese stern trawler had maneuvered through longline gear set by the QUEEN 20 miles off Cape Fairweather in southeast Alaska. Total damages claimed in the amount of \$3,265.60 were paid by the Japanese vessel in April.

On May 8, the ALOHA reported longline gear loss to a Japanese trawler in a position 52 miles southwest of Cape Addington. Pending further information, the case remained open at the end of 1978.

The third reported conflict was between the U.S. longliner SILVER WAVE and a large Japanese trawler. Five skates of blackcod longline gear were lost on June 19 in a position 34 miles northwest of Cape

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 104

TABLE 10 VIOLATIONS OF FOREIGN VESSELS IN THE ALASKA REGION 1978

JAPAN

DATE OF VIOLATION	VESSEL NAME	TYPE	LOCATION	VIOLATION	PENALTY
1/03/78	EIO MARU	FC	5635N 16810W	611.4	**
2/01/78	DAIKICHI MARU NO. 37	FC	5618N 17015W	611.4(B)(3)	**
2/06/78	DAITO MARU NO. 38	FC	5957N 17850W	611.13(B)	**
2/09/78	KOEI MARU NO. 25	FC	6005N 17905W	611.5(B)1	**
2/17/78	CHOUN MARU NO. 21	FC	5619N 17058W	611.6(C)(3)	**
2/17/78	KOYO MARU NO. 2	FC	5450N 15747W	611.5(B)	**
2/17/78	KOYO MARU NO. 2	FC	5450N 15747W	611.5(C)(2)	**
2/21/78	SHINKO MARU NO. 3	FC	5202N 17201W	611.4(C)	**
2/21/78	MANRYO MARU NO. 31	FV	5813N 17418W	611.7(A)(7)	2500
2/23/78	KORYO MARU NO. 186	FC	5301N 17032W	611.6(C)(3)	**
2/23/78	SACHI MARU NO. 22	FS	5602N 17009W	611.93(B)(3)(B)	200000

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 15.

Foreign Violations

Foreign nations committed 136 violations against the FCMA in 1978 (Table 10). This was a 58 percent increase over 1977. Most of the increase was due to the number of Citations issued, jumping from 51 to 104 in 1 year. The Soviet Union had the largest increase to Citations increasing from 7 to 42 (600 pct.). The more serious Report of Violation category increased 15 percent going from 27 to 31. Only Japan had a vessel seized in 1978.

Japanese vessels committed 66 violations of the FCMA, including 50 Citations, 15 Reports of Violation, and 1 seizure. Almost 40 percent of the fishery infractions were for bad recordkeeping such as untimely recording of catch landed or not logging amounts to the nearest 0.01 metric ton. Twenty-six of these were committed; four as Reports of Violation and 26 actions for the less severe Citation. The 15 Reports of Violation were committed mostly for untimely sorting and returning prohibited species to the ocean and logbook errors. The lone fishery seizure in 1978 was made against the Japanese trawler SACHI MARU No. 22 on February 23 for fishing within a closed area 48 miles southwest of St. George Island in the Bering Sea. Final assessed penalty was \$200,000 paid March 22. Japanese vessels committed 15 more FCMA infractions in 1978 than in 1977.

Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 15.

Table 5 - Summary of Coast Guard Surface Patrols - 1978*

Vessel Name	Days Patrolled	Miles Patrolled	Foreign Sightings and Boardings										Domestic (USA)		Unidentified	Total			
			Japan		USSR		South Korea		Taiwan		Canada		Total Sightings	Total Boardings	Sightings	Sightings	Boardings		
			S	B	S	B	S	B	S	B	S	B	S	B					
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Campbell	21	4,376	54	18	7	2	1	--	--	--	--	--	62	20	12	--	7	81	20
Cape Coral	11	1,856	--	--	--	--	--	--	--	--	--	--	--	--	45	36	--	45	36
Cape Jellison	18	1,170	--	--	--	--	--	--	--	2	1	--	2	1	206	200	2	210	201
Clover	21	2,873	2	--	10	10	--	--	--	--	--	--	12	10	2	--	--	14	10
Confidence	33	6,844	17	8	8	8	2	2	--	--	--	--	27	18	40	6	--	104	24
Ironwood	26	3,821	37	3	--	--	--	--	--	--	--	--	37	3	--	--	--	37	3
Jarvis	87	15,629	154	51	14	2	11	--	--	--	--	--	179	53	48	--	131	358	53
Laurel	20	2,966	12	--	20	--	--	--	--	--	--	--	32	--	10	--	--	42	--
Mellon	56	3,576	223	150	5	5	3	--	--	--	--	--	231	155	29	--	57	317	155
Midgett	43	6,431	67	19	35	9	27	10	--	--	--	--	129	38	72	10	167	368	48
Morgenthau	94	16,834	304	70	85	36	34	15	3	2	1	--	427	123	101	2	161	689	125
Munro	113	20,047	208	44	68	6	3	2	1	--	4	1	288	53	64	--	163	511	53
Resolute	29	4,602	31	21	--	--	--	--	--	--	7	2	38	23	45	5	24	107	28
Rush	97	18,731	251	92	90	27	26	13	2	2	--	--	369	134	45	--	101	515	134
Storis	76	15,112	134	18	78	10	14	5	1	1	2	1	229	35	101	--	32	362	35
Sweetbriar	22	3,888	6	2	2	2	4	--	--	--	--	--	12	4	17	--	22	51	4
TOTAL	811	136,715	1,671	517	501	132	141	50	7	5	16	5	2,336	709	871	259	912	4,119	968

* Sightings - S Boardings - B

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Source: Annual Report 1978, Enforcement and Surveillance of Foreign and Domestic Fisheries in Alaskan Waters, National Oceanic and Atmospheric Administration National Marine Fisheries Service, Law Enforcement Branch, Juneau, AK, p. 80

Table 4 - Joint National Marine Fisheries Service-United States Coast Guard Alaska Fisheries Patrols, 1963-1978

Calendar Year	Agreements and Laws Enforced	Number of Agents	Number of Ships	Surface Days	Surface Miles	Aerial Hours	Aerial Miles	Total Miles	Sightings of Foreign Vessels	Vessels Apprehended for Infractions
1963	4	6	6	220	45,274	668	193,274 ^{1/}	238,548	1,087	--
1964	7	7	5	245	48,915	1,040	145,116	194,031	3,105	--
1965	8	7	6	296	54,015	1,428	200,000	254,015	5,785	1
1966	9	7	6	306	59,108	1,345	190,300	249,408	3,638	1
1967	11	8	6	327	81,729	1,373	207,000 ^{2/}	288,729	3,859	5
1968	11	7	10	416	82,264	1,107	156,000 ^{2/}	238,264	4,158	--
1969	11	7	13	332	67,227	841	147,000	214,227	2,764	5
1970	12	8	11	380	69,011	1,135	190,000	259,011	4,300	7
1971	12	10	13	488	89,421	1,375	236,239	325,660	5,125	4
1972	13	10	16	493	96,681	1,815	261,731	358,412	5,865	8
1973	13	9	15	529	113,945	1,974	335,186	449,131	5,473	6
1974	13	15	9	593	114,317	2,472	406,377	520,694	6,211	7
1975	13	14	14	742	142,747	2,162	356,916	499,663	5,450	5
1976	13	15	12	694	125,104	2,764	373,581	498,685	7,143	25
1977	14	16	19	893	163,207	1,327	135,230	298,437	5,035	77
1978	14	14	18	811	136,715	1,574	265,396	402,111	6,159	121

“Infractions” includes “violations” and “citations” (as indicated in 1977 table)

Note the spike starting in 1976

^{1/} 94,274 miles in 668 hours by Annette and Kodiak Air Stations. 99,000 miles by rotational C-130's from other Coast Guard Districts.

^{2/} Patrols by Annette and Kodiak Air Stations augmented by rotational C-130's from other Coast Guard Districts.

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HALIBUT VIOLATION SNAGS JAPANESE STERN TRAWLER

The U.S. Coast Guard Cutter *Confidence* observed the Japanese stern trawler *Tomi Maru No. 85* (499 GRT) fishing off Cape Yakataga, Alaska, on 25 August 1976. Noting the steep angle of the trawl lines, the *Confidence* sent a boarding party to inspect the Japanese vessel's catch for possible retention of crabs or for other violations of U.S. laws regarding Continental Shelf Fisheries Resources (CSFR).

Inspection of the freezer holds of the *Tomi Maru No. 85* revealed halibut, a possible violation of the 1952 Inter-

national Convention for the High Seas Fisheries of the North Pacific Ocean (INPFC). Under the terms of this Convention, Japan agreed to abstain from halibut and salmon fishing east of long. 175° W.

ESCORTED TO KODIAK

The *Confidence* escorted the *Tomi Maru No. 85* to Kodiak when the U.S. vessel was unable to establish contact with a Japanese Fisheries Agency (JFA) patrol vessel at sea. In Kodiak, National Marine Fisheries Service Enforcement Agents sampled the catch in

the freezer holds of the Japanese vessel and discovered some 60 halibut, weighing an average of 40 pounds each. The halibut were stored in holds with the rest of the catch, approximately 200 metric tons of red rockfish. Although no crab or other CSFR was discovered, NMFS agents found a sea lion head.

On 30 August 1976, the *Confidence* escorted the *Tomi Maru No. 85* to a rendezvous with the JFA patrol vessel *Konan Maru No. 20*. The JFA will investigate the circumstances of the

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Note: Sweet ...
this must be the
Snowball story

pparent halibut violation and the government of Japan will fine the vessel's owner if the charges are substantiated.

The 197-foot long *Tomi Maru No. 85* is a modern 499 GRT stern trawler built in 1972 and owned by the Kanai Fisheries Co., Ltd., of Nemuro, Japan. Retention of this vessel brings to nine the number of enforcement incidents involving fishing vessels of Japan off U.S. coasts in 1976, according to the NMFS Office of International Fisheries.

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OTHER VIOLATIONS

In March 1976, the *Eikyū Maru No. 11* was seized for violating the U.S. Contiguous Fishing Zone (CFZ) off Alaska and fined \$580,000. In April, the *Kohoku Maru No. 12* was seized off Alaska for retaining CSFR and fined 700,000. In July, the *Okuni Maru* was seized off the New Jersey coast for a CSFR violation and fined \$200,000. In the same month, the *Yamasan Maru No. 85* was seized off Alaska for violating the U.S. CFZ and fined \$625,000.

The other detentions of Japanese vessels took place in July 1976 when four Japanese salmon gillnet vessels were transferred to the custody of JFA patrol vessels for fishing salmon east of long. 175° W an INPFC violation. (Source: National Marine Fisheries Service, Law Enforcement and Surveillance Division.)

Peru Issues Ultimatum To Anchovy Fishermen

Peruvian anchoveta fishermen were scheduled to begin the second phase of the 1976 fishing season on 18 October. The Peruvian Government fishing company, PESCAPERU, estimates that up to 1 million metric tons (t) of anchoveta could have been obtained by the end of the year, bringing the total 1976 anchovy catch to above 4 million t, or over 0.5 million t more than was caught in 1975.

According to the Peruvian Government, however, the Fishermen's Federation (formerly the bulwark of the Government's own trade union, the CTRP) pressured its affiliated unions and fishermen to stay in port. The Government further charged that the Fishermen's federation has threatened new owners of fishing boats and in-

dividual fishermen, forcing them also to stay in port. The Fishermen's Federation had opposed PESCAPERU's recent sale of its fishing fleet as well as a projected personal cutback affecting many fishermen who have been on the PESCAPERU payroll.

Faced with what the Government considers Federation intransigence amounting to a sabotage of production, the Fisheries Ministry issued a communique on 18 October giving fishermen 48 hours to put their boats to sea or be summarily fired by PESCAPERU.

FISHING VESSEL SEIZURES NOTED

Listed below are some of the more important fishing vessel seizures as of September 1976, and related incidents. These incidents are a demonstration of international tensions in coastal areas and of the increasing competition for fisheries resources and have been compiled by the NMFS Office of International Fisheries.

SEIZURES BY THE UNITED STATES

The Japanese stern trawler *Eikyū Maru No. 81*, seized 31 March for a Contiguous Fishing Zone (CFZ) violation off Alaska, was fined \$580,000 on 12 April. Another Japanese stern trawler, *Kohoku Maru No. 12*, (349 tons) was seized on 14 April off Semisopochnoi Island, Alaska. On inspection, 30 pounds of frozen processed king crab and 7 whole female crabs were found. The vessel is owned by the Hokkaido Gyogyo Kosha of Sapporo, Japan. The owners paid a penalty of \$700,000 for the Continental Shelf Fisheries Resource (CSFR) violation. The U.S. Coast Guard took custody of the vessel after the CSFR case was settled, because of violations of International North Pacific Fisheries Commission (INPFC) regulations. After case documentation, the vessel was released from U.S. custody 28 May.

The Spanish fishing vessel *Anna Maria Gandon* was seized 26 miles off the U.S. coast for a CSFR violation on 5 April. The vessel was fined \$100,000 and released 19 April.

The Japanese stern trawler *Yamasan Maru No. 85* was released from U.S.

Coast Guard custody on 24 July after its owners paid a fine of \$625,000 for a 10 July CFZ violation near Amlia Island, Alaska.

The Korean stern trawler *Kyung Yang Ho* (5,377 GRT) was seized 30 miles south of Unimak Pass, Alaska, on 21 July. King crab, halibut, and marine mammals were found on board in violation of U.S. laws and bilateral agreement. The vessel departed U.S. waters on 21 August after paying a fine of \$575,000. Three Japanese land-based gillnet vessels were detained during July 1976 by the U.S. Coast Guard for suspected violations of the INPFC Convention which prohibits salmon fishing east of long. 175° W.

The Korean longliner *Dong Won 707* (620 tons) was seized off Baranof Island, Alaska, for a CSFR violation on 1 August. King and golden king crabs were found when the vessel was inspected by NMFS enforcement agents. The Italian vessel *Amoruso Quarto*, seized by U.S. authorities on 21 July for a CSFR violation, was fined \$100,000 and released from custody on 4 August and the Japanese stern trawler *Okuni Maru*, seized off New Jersey on 28 July for a CSFR violation, was fined \$200,000 and released on 3 August.

A Mexican shrimp trawler, the *Casitas I*, was seized by the U.S. Customs Bureau for a territorial sea violation off Texas on 20 July. Criminal and civil charges were dropped by the Assistant U.S. Attorney in Houston, Tex., and the vessel was released. The owner of the vessel was reimbursed \$1,740 for the value of the shrimp which had been impounded and sold at public auction.

The Greek side trawler *Atlanticos II*, seized on 18 June by the U.S. Coast Guard and the National Marine Fisheries Service for a CSFR violation, was fined \$115,000 and released on 18 August. The captain was also fined \$115,000 and given a 2-year suspended sentence.

The Canadian halibut longliner *Alaska Queen II*, seized by U.S. authorities on 6 August for a territorial sea violation, was released from custody on 9 August. The catch of 16,500 kg, valued at \$46,000 was seized, and the master and crew were fined \$33,750. which was suspended.

Two Canadian purse seiners, seized by U.S. authorities on 18 August for violation of U.S. territorial waters, were fined and released on 20 August. The *Sea Luck* was fined \$1,500 and the *Attu*, whose master was described as uncooperative at the time of arrest, was fined \$2,000.

The Japanese stern trawler *Tomi Maru No. 85* was boarded on 26 August

off Cape Yakataga, Alaska. An inspection discovered 60 halibut, a violation of the INPFC Convention. The 499-gross ton Japanese vessel was escorted to Kodiak by the U.S. Coast Guard Cutter *Confidence*, then released into the custody of a Japanese Fisheries Agency patrol vessel.

The Republic of Korea longliner *Kwang Myong No. 21* (500 GRT) was

seized 3 September south of Cape Spencer, Alaska, for retaining Continental Shelf fishery resources. The vessel is registered in Panama, but is owned by the Korea Wonyang Company.

The Republic of Korea stern trawler *Kum Kang San* (740 GRT) and the R.O. cargo vessel *Chilbosan No. 5* (1,65 GRT) were detained after being observed inside the U.S. Contiguous Fishing Zone off Rook Island, Alaska on 13 September. The two vessel were released with a strong warning.

SEIZURES OF U.S. VESSELS

Two U.S. fishing vessels, *Donna* and *Roberta Jean*, were seized by Mexico on 17 June for fishing in Turtle Bay, a "restricted" area along Mexico's Pacific coast. Although both vessels had valid Mexican fishing licenses they were assessed fines of \$800 each. The U.S. shrimp vessel, *Shiloh*, was seized on 17 June for fishing in Mexican-claimed waters in the Gulf of Mexico. And, the U.S. fishing vessel, *El Lobo*, a San Diego-based 50-foot charter boat, was seized by Mexico for fishing albacore in Mexican-claimed waters without a license.

OTHER SEIZURES

Sri Lanka seized 38 Indian fishing vessels in February during its assault on poachers inside its 12-mile fishery zone. The boats were held for 48 hours and released. Egypt seized four Greek trawlers in March and April. Greece has claimed that they were more than 14 miles off the Egyptian coast. There are also three Greek trawlers still in the custody of Libyan authorities.

The Romanian vessel *Negoia*, seized on 25 May for illegal fishing off the coast of Ireland, has been released. Its captain was fined \$270 and his gear, valued at \$70,000, was confiscated. British authorities seized 11 Dominican fishermen in June for fishing illegally in the waters off Turks Island.

Mexico reported on 30 June that five Cuban shrimp trawlers had been seized for fishing in Mexican waters off Campeche state. The vessels were released after paying fines.

The *Song Sung No. 12*, a 100-ton South Korean trawler, was seized by

French Fishery Product Imports Rise in '76

French imports of fishery products continued to increase in 1975. Preliminary statistics indicate that 309,800 metric tons (t) of fishery products valued at US\$444 million were imported in 1975 compared to 297,864 t valued at US\$410.9 million in 1974. French fisheries exports in 1975 were US\$98 million, resulting in a trade imbalance of US\$346 million. The deficit was US\$325 million in 1974. The trade balance of fishery products is shown in Table 1 and imports, by species, are shown in Table 2.

Table 1.—French fish product imports, exports, and trade balance by quantity (in metric tons) and value (in million US\$), 1975. (Source: Pêche Maritime.)

Product	Quantity			Value		
	Imports	Exports	Balance	Imports	Exports	Balance
Fish						
Fresh and frozen	161,349	44,793	-116,556	\$193	\$46	-\$147
Salted, dried, and smoked	12,286	4,644	-7,642	16	8	-8
Canned	43,349	3,387	-39,962	77	6	-71
Total	216,984	52,824	-164,160	286	\$60	-226
Shellfish						
Fresh and frozen						
Crustaceans	18,764	3,361	-15,403	72	10	-62
Mollusks	62,756	12,719	-50,039	51	16	-35
Canned	11,294	1,875	-9,419	35	12	-23
Total	92,816	17,955	-74,861	158	36	-120
Grand total	309,800	70,779	-239,021	\$444	\$98	-\$346

Table 2.—French imports of principal species of fish by quantity (in metric tons) and average price (francs/kg at US\$1.00 = 4.4 French francs), 1974-75. (Source: Pêche Maritime.)

Species	Quantity		Average price		Species	Quantity		Average price	
	1975	1974	1975	1974		1975	1974	1975	1974
Fish, fresh	845	275	1.86	—	Mackerel	7,254	6,639	1.00	1.39
Anchovy	1,756	1,511	3.84	3.12	Salmon	13,593	9,491	18.79	15.55
Blackfish	21,972	21,795	4.09	4.67	Sardine	14,368	17,100	1.44	1.56
Cod	3,142	2,784	7.18	7.58	Fish, cured or salted	1,548	3,743	3.64	3.39
Cod filets	3,827	3,077	4.39	4.78	Anchovy	3,455	3,163	4.12	7.23
Herring	7,755	7,297	2.28	1.81	Cod, salted	2,752	2,247	9.08	10.99
Mackerel	10,058	5,119	0.78	1.04	Herring	3,125	3,029	2.36	2.17
Sardine	8,662	11,052	2.04	1.74	White tuna	1,053	3,744	—	6.36
Sole	5,991	5,546	20.86	18.94	Whiting	2,622	2,387	2.37	2.98
Whole lobster	694	622	37.63	33.48	Whole lobster	694	622	37.63	33.48
Lobster tails	1,043	561	47.43	40.16	Lobster tails	1,043	561	47.43	40.16
Spiny lobster	868	860	25.65	26.80	Spiny lobster	868	860	25.65	26.80
Mussels	40,369	34,378	1.12	1.11	Mussels	40,369	34,378	1.12	1.11
Gray shrimp	2,887	3,113	7.34	12.41	Gray shrimp	2,887	3,113	7.34	12.41
Other shrimp	9,926	7,443	14.27	18.54	Other shrimp	9,926	7,443	14.27	18.54
Squid	5,357	5,418	5.67	5.83	Squid	5,357	5,418	5.67	5.83

Other food fish which are much larger than the clupeids or cichlids belong to the family Centropomidae. Among the centropomid fishes, the predatory Nile perch has three species peculiar to Lake Tanganyika. They grow as large as 100 pounds, but the flesh of specimens of this size is coarse.

ROK Longliner Has King Crab, Salmon, Halibut; Owner Is Fined \$325,000

National Marine Fisheries Service Special Agent Dean L. Owren observed the Republic of Korea (ROK) longline vessel *Dong Won No. 707* haul back a king crab on its longline gear while fishing off Baranof Island, Alaska, on 1 August 1976. The NMFS Special Agent and a boarding party from the U.S. Coast Guard Cutter *Jarvis* boarded and inspected the ROK vessel in position lat. 56°30'N, long. 135°48'W.

They found 1 golden king crab varnished and prepared for mounting; 15 fresh king crab legs or leg segments; 2 fresh king crab claws; 10 frozen king crab legs; 1 frozen salmon; and 1 frozen halibut. The *Dong Won No. 707* was seized on suspicion of violating U.S. laws regarding the retention of Continental Shelf Fishery Resources (CSFR) and was escorted to Sitka, Alaska.

The *Dong Won No. 707* (620 GRT) is a 54-meter longline vessel built in 1966 and owned by the Dong Won Ice Company, Pusan, ROK. It fished primarily black cod, *Anoplopoma fimbria*, using longlines and a few pots. Its catches were headed, gutted, and quick frozen on board. This is the first case involving retention of CSFR by a longline vessel off Alaska. Longline gear is designed to take free-swimming species of finfish, not crustaceans which dwell on the bottom.

On 12 October 1976, the owner of the *Dong Won No. 707* agreed to pay a \$325,000 civil penalty for violating U.S. law. Criminal charges against the master of the ROK vessel were dropped. The *Dong Won No. 707* departed U.S. waters on 13 October.

According to the NMFS Office of International Fisheries, the *Dong Won No. 707* is the third of four ROK fishing vessels that have been seized for violating U.S. fishing laws during 1976. On 9 February the *Dong Won No. 709* (621 GRT) was seized and fined \$530,000 for fishing inside the U.S.

Contiguous Fishing Zone (CFZ), a 12-mile limit around the coast. On 21 July the ROK stern trawler *Kyung Yang Ho* (5,377 GRT) was seized for violating CSFR laws by retaining crab and fined \$575,000. The third seizure of an ROK vessel was that of the *Dong Won No. 707* on 1 August. A fourth ROK vessel, the longliner *Kwang Myong No. 21* (499 GRT), was seized 3 September for a CSFR violation. That case is still pending. Detailed reports on the seizures of the *Dong Won No. 709* and the *Kyung Yang Ho* can be obtained by requesting International Fisheries Reports 76/96 and 76/203 from the Office of International Fisheries, NMFS, NOAA, U.S. Department of Commerce, Washington, DC 20235.

GERMANY REPORTS HERRING IMPORTS

The total supply of Federal Republic of Germany (FRG) herring in 1975 was 145,000 metric tons (t), compared with 149,000 t in 1974. The Common Market (EC) was the major supplier, accounting for 68 percent of all FRG imports. Canadian imports were 15.2 percent of all imports, and U.S. imports, 6.3 percent (Table 1).

Common Market exports to Germany have decreased from 114,000 t in 1973 to 77,000 t in 1975, reflecting the decline in North Sea herring stocks. Canada and the United States, during the same time period,

have increased their share of the total German herring supply from 3 to 12 percent, and from 1.5 to 5 percent, respectively.

The amount of fresh and frozen whole herrings was 45,000 t in 1975, a decline from 49,000 in 1974. Fresh and frozen butterfly fillets were 68,000 t, an increase of 5.6 percent over 1974. Imports of pickled butterfly fillets and spiced products were 3,322 t, an increase of 8 percent over 1974. Salted herring imports were 22,000 t in 1975, almost the same as in 1974. Declining herring stocks in the North Sea will probably result in increasing imports of herring. (Source: Irish Sea Fisheries Board.)

Denmark, Norway Tell New Fisheries Jurisdictions

Danish Prime Minister Anker Jorgensen announced on 5 October that the Government would present a proposal for a 200-mile fisheries limit for Denmark, Greenland, and the Faeroe Islands. The proposed extension would take place at various times in as yet unannounced zones at the discretion of the Prime Minister. Jorgensen explained that this method was chosen because of the uncertainties surrounding Law of the Sea negotiations and Common Market (EC) fishery policy discussions. The fisheries limit of Greenland was expected to be extended by 1 January 1977, but jurisdiction of the Faeroes depends on final negotiations with the EC over Faeroese fishing in British waters and a reciprocal fishing agreement with Norway.

The NMFS Office of International Fisheries notes that the Danes are attempting to protect the waters of the Faeroe Islands and Greenland, and at the same time retain full access for the Danish and Faeroese fleets to other nations' waters, especially Britain's.

Norwegian Prime Minister Nordli also announced on 5 October that Norway would enforce a 200-mile economic zone on 1 January 1977. Norway signed a bilateral fisheries agreement with the USSR on 15 October over Soviet fishing privileges and met with Poland and the German Democratic Republic before the end of 1976. Norway will also negotiate with the EC over reciprocal fishing rights, as it catches 25-30 percent of its catch in waters which will be included in the EC's new 200-mile limit. (Sources: U.S. Embassies in Copenhagen and Oslo.)

Table 1.—Federal Republic of Germany herring imports, 1973-75.

Exporting Country	Imports (mt)		
	1975	1974	1973
Common Market (EC)			
Denmark	46,822	57,060	71,755
Ireland	2,745	5,817	5,406
Netherlands	11,330	11,209	14,153
United Kingdom	12,502	14,484	17,282
Other	3,649	2,716	5,554
Total EC	77,048	91,106	114,150
Non-EC			
Bulgaria	—	260	1,141
Canada	17,428	8,964	5,227
German Democratic Republic	1,181	2,994	1,455
Iceland	706	151	621
Norway	7,087	4,199	6,238
Poland	2,404	4,524	4,802
Sweden	631	159	653
USSR	378	997	—
USA	7,270	3,381	2,611
Other	7	11	39
Total Non-EC	37,092	25,640	22,787
Grand total	114,140	116,746	136,937
Total FRG herring supply (FRG production and imports)	144,868	149,315	172,564

Source: Irish Fisheries Board.

tons, which was six times the amount harvested in 1950. On a worldwide basis the current fish catch by the USSR is exceeded only by Japan. Most of the Soviet catch in recent years has been from trawl fisheries in distant ocean waters which were entirely unknown to its prewar fishermen.

FISHERIES IN THE BERING SEA, AROUND THE ALEUTIAN ISLANDS, AND IN THE NORTHEAST PACIFIC

Beginning in 1958, the Soviets carried out extensive investigations in the North Pacific, with most of the

effort being concentrated in the eastern Bering Sea. These were comprehensive studies and provided knowledge not only of the distribution and abundance of fisheries resources, but also much new information on water masses, currents, and the topography and geomorphology of the sea floor. As such, they were typical of the large-scale scientific support the Soviets characteristically have provided to the global expansion of their distant-water fisheries.

Soviet fishing vessels first appeared off Alaska in the eastern Bering Sea in 1959 and expanded their area of operations into the Gulf of Alaska and along the Aleutian Islands in 1962-63. By the end of 1963, Soviet fleets were carrying out year-round operations along much of Alaska's vast coastline for herring and a variety of species of bottomfish. A large-scale fishery for Pacific hake, *Merluccius productus*, was launched by the Soviets off Oregon and Washington in 1966. This fishery subsequently was extended to include waters off British Columbia and California and other species of bottomfish besides Pacific hake.

Types of Fishing Operations

Soviet fishing operations involve catcher vessels which deliver their catches to factoryships or to transports for processing or freezing, and vessels which process their own catches. Off the Pacific and Bering Sea coasts of the United States all the bottomfish and herring harvested by the USSR are caught with trawl gear. This is in contrast to Japan which, although relying most heavily upon trawl gear, also employs Danish seines and longlines for catching bottomfish and gill nets for catching herring.

The USSR, perhaps more than any other nation, relies on the expeditionary or flotilla concept in its fishing operations. This involves the deployment of a variety of vessels in close support of its catcher fleet. Support vessels include factoryships (Figs. 1

Figure 6.—Small side trawler of SRT class engaged in fishery for Pacific hake off Oregon, July 1966. Note catch of hake in forward deck bins and fish strung up to dry aft of wheelhouse. Fenders of tires are used when alongside another vessel.



Figure 5.—Personnel transport *Grigory Ordzhonikidze* with side trawler *Lunnyi* of SRTM class nested alongside off Kodiak Island, February 1974.



and 2) for receiving and processing catches, refrigerator transports (Figs. 3 and 4) to replenish stores aboard the catcher vessels and to receive, freeze, and transport their catches to the homeland, oil tankers, personnel transports (Fig. 5), tugs, patrol vessels and, occasionally, even hospital ships.

Refrigerator transports are the mainstay of the support operations and even receive and transport fish products from large factoryships instead of the factoryships delivering their products to home port. This practice permits the factoryships to remain on the fishing grounds longer, since they do not have to leave for home when their holds become full. The refrigerator transports are of varied sizes with some upwards of 200 meters in length and 25,000 gross tons or more. A large refrigerator transport of 25,000 gross tons has a hold capacity capable of storing about 12,000 tons of frozen products, which is equivalent to the capacity loads of about 13 of the factory stern trawlers now in use and the capacity loads of 6 to 8 of the new *Gorizont* and *Meridian* classes of factory stern trawlers which were recently scheduled for serial production.

The two basic kinds of fishing vessels that have been used by the Soviets are side trawlers and factory stern trawlers. Side trawlers shoot and haul their nets over the side of the vessel and are considerably smaller and less versatile than the factory trawlers which deploy their nets over the stern of the vessel.

Three classes of side trawlers have been used. Smallest and oldest of the side trawlers is the SRT class of 265-335 gross tons and a crew of 22-26 (Fig. 6). Next largest of the side trawlers is the SRTR class of refrigerated medium trawlers of 505-630 gross tons and a crew of 26-28. Largest of the refrigerated side trawlers is the SRTM class of around 700 gross tons with a crew of about 30 (Figs. 7 and 8). Side trawlers, particularly SRTM's, often operate independently by processing and freezing their own catches; however, they also may offload their catches to factoryships for processing or freezing. In recent years, a new class of stern ramp trawler, apparently designed as an improvement on the SRTM, has appeared on the fishing grounds off Alaska. These vessels, known as

SRTK's (Fig. 9), are about 775 gross tons and reportedly have the same basic hull and general machinery below deck as the SRTM's, but above deck the SRTK's are redesigned for more efficient trawling over the stern.

Factory stern trawlers are the largest and increasingly common kind of catcher vessel employed by the Soviets. There are almost 800 factory stern trawlers in the Soviet worldwide

fleet. Collectively, they account for over 15 percent by number and about 33 percent by gross tonnage of the Soviet high-seas fishing and support fleet. Factory stern trawlers typically process and freeze their own catches in contrast to the smaller side trawlers which often offload their catches to support vessels for processing and freezing. Because of their larger size and layout for handling the trawl net



Figure 7.—Side trawler *Sadgorod* of SRTM class on an exploratory fishing mission in the Bering Sea, February 1970.



Figure 8.—Side trawler *Kombainer* of SRTM class with catch of pollock and flatfishes taken off Kodiak Island, February 1974. Note several large Pacific halibut on deck just forward of winches.

Table 3.—Continued.

Year and type of fish	Eastern Bering Sea and Aleutian Islands	Northeast Pacific ^a	Total
1971			
Herring	23,000	—	23,000
Flatfish	143,000	2,000	145,000
Rockfish	7,000	33,000	40,000
Pacific hake	—	152,000	152,000
Sablefish	3,000	1,000	4,000
Alaska pollock	236,000	trace	236,000
Other species	8,000	1,000	9,000
Total	420,000	189,000	609,000
1972			
Herring	54,000	—	54,000
Flatfish	61,000	4,000	65,000
Rockfish	25,000	27,000	52,000
Pacific hake	—	117,000	117,000
Sablefish	2,000	1,000	3,000
Alaska pollock	215,000	20,000	235,000
Other species	109,000	27,000	136,000
Total	466,000	196,000	662,000
1973			
Herring	34,000	—	34,000
Flatfish	21,000	16,000	37,000
Rockfish	3,000	14,000	17,000
Pacific hake	—	153,000	153,000
Sablefish	1,000	trace	1,000
Alaska pollock	290,000	44,000	334,000
Other species	32,000	24,000	56,000
Total	381,000	251,000	632,000
1974			
Herring	20,000	—	20,000
Flatfish	39,000	2,000	41,000
Rockfish	33,000	17,000	50,000
Pacific hake	—	159,000	159,000
Sablefish	trace	trace	trace
Alaska pollock	331,000	31,000	362,000
Other species	32,000	33,000	65,000
Total	455,000	242,000	697,000
1975			
Herring	19,000	—	19,000
Flatfish	50,000	3,000	53,000
Rockfish	39,000	13,000	52,000
Pacific hake	—	154,000	154,000
Sablefish	—	—	—
Alaska pollock	220,000	38,000	258,000
Other species	49,000	31,000	80,000
Total	377,000	239,000	616,000

^aDuring the period 1967-75 approximately 10 percent of the total landings from the northeast Pacific area were from off Canada; the remaining 90 percent was from off the United States. Sources: Chitwood (1969) and Forrester, Beardsley, and Takahashi (in press) for 1969-66 data. Later data is from statistics provided by the USSR under terms of bilateral agreements with the United States, with some changes based on observations by NMFS personnel.

recovery of the catch in 1974 and 1975, but only because of an increasing diversion to pollock as a target species.

Northeast Pacific (Gulf of Alaska to California) Pacific ocean perch was the target of the Soviet fishery in the Gulf of Alaska until the abundance was reduced to where it was necessary to seek other species. Both the USSR and Japan contributed to the great reduction in abundance of Pacific ocean perch, although the larger Soviet catches in the early years of the fishery set the stage for the subsequent declines. Indicative of the depletion of the Pacific ocean perch resource are

the following average, annual catches of rockfish by the Soviets from the northeast Pacific (mostly Gulf of Alaska): 242,000 metric tons in 1964-66; 68,000 tons in 1967-69; 21,000 tons in 1970-72; and 15,000 tons in 1973-75. The catch of rockfish in the northeast Pacific was limited to 12,500 tons in 1975 and 1976 by agreement with the United States.

As the catches of Pacific ocean perch declined, the Soviets began to seek other species in the Gulf of Alaska such as Pacific cod, sablefish, Atka mackerel, flounders, and grenadiers. Starting about 1972, Alaska pollock became a target of the Soviet fishery in the

Gulf of Alaska and catches of that species exceeded 30,000 metric tons in 1974 and 1975. By agreement with the United States, the Soviet catch of pollock will not exceed 40,000 metric tons in 1975 and 1976.

The launching of a new Soviet fishery for Pacific hake off Washington and Oregon in 1966 largely was to compensate for the reduced abundance of Pacific ocean perch in the Gulf of Alaska. Initially, Pacific ocean perch was a secondary target in the Soviet fishery for hake. This led to the depletion of stocks of Pacific ocean perch on some grounds traditionally fished by U.S. trawlers and the demise of a local fishery of considerable importance to Oregon trawlers. Since 1971, the Soviet catch of Pacific hake has been limited by agreement with the United States to 150,000 metric tons per year, the amount believed by U.S. scientists to be the maximum sustainable yield. The recent commencement of fishing for Pacific hake by other nations, particularly Poland, which reported its catch to be 57,000 tons in 1975, has resulted in the all-nation harvest exceeding by a substantial amount what the hake resource is believed to be capable of sustaining.

IMPACT ON U.S. FISHERIES

The kinds of impacts have been much the same from the distant-water fleets of the several nations participating in fisheries off the Pacific coast of the United States. The most obvious impacts have been the preemption of fishing grounds and the destruction of fishing gear employed by U.S. fishermen. A series of bilateral fisheries agreements has been the major factor in minimizing the number and severity of conflicts over fisheries between the United States, the USSR, and certain other distant-water fishing nations. Under terms of these agreements the other nations have refrained from fishing in some areas of special interest to the United States in exchange for concessions to fish and transfer cargoes at several places within the United States' 12-mile fisheries zone.

In recent years, the agreements with the USSR, Japan, and Poland have included quotas on the catches of some species and provisions not to target on other species of particular concern to the United States. The agreement with

South Korea does not contain catch quota provisions and prohibits only the taking of Pacific halibut among the several species of bottomfish of concern to U.S. fishermen. The United States has not signed any official agreements with the Democratic Republic of Germany (East Germany), Bulgaria, or the Federal Republic of Germany (West Germany), none of whom have yet mounted large-scale fishing operations off the Pacific or Bering Sea coasts of the United States. A special feature of the agreement with the USSR has been the establishment of a board to facilitate the settlement of monetary claims arising from the destruction of fishing gear or the interference with fishing operations.

Less obvious than the above-mentioned impacts have been those arising from overfishing. For lack of adequate statistics on catches and fishing effort, it has been particularly difficult to assess the effects of Soviet operations on stocks of fish. This situation has been aggravated by the pulse nature of the Soviet fisheries, which has tended to generate massive fishing effort on localized stocks and thereby rapidly reduce their abundance. United States investigators often have not been aware that this process was occurring until after the Soviet vessels had abandoned their operations to move on to other stocks, species, or fishing grounds. This was the typical situation for Soviet, as well as Japanese operations, until recent years when safeguards in the nature of quotas on the catches of some species and provisions not to target on other species were incorporated into the bilateral agreements.

Another kind of impact has been the reduction of stocks by foreign fleets to levels at which U.S. fishermen cannot afford to fish. Such levels often have been reached before biological depletion occurred. An example is in the eastern Bering Sea, where, among the many species of bottomfish present, only Pacific halibut is sought by U.S. fishermen. There are many reasons for this anomalous situation, including distance from U.S. markets and processing plants, but a contributing factor has been that foreign fishing, particularly by Japan and the USSR, has reduced stock densities of many

desirable species to the level where they no longer are capable of yielding catch rates at which U.S. fishermen can afford to fish. The early foreign fisheries operated at high catch rates as a result of fishing on previously unutilized stocks. The effect of these high catch rates was to subsidize some of the costs required to develop the harvesting and processing technology for utilizing the resources. The U.S. fishing industry will not have the same advantage unless foreign fishing is reduced or stopped for a period of several years to allow the stocks to rebuild to higher levels of abundance.

Since the Soviet fleets are operated by the State and are not governed by the same economic considerations as U.S. vessels, it is clear they could preempt the fishing grounds if it was judged to be worthwhile to do so for strategic or political reasons. While this is possible in theory, there are no documented instances where it has occurred in relation to U.S. fishermen or to those fishermen of other nations operating off the Pacific or Bering Sea coasts of the United States.

To a greater degree than Japan, the Soviets have mounted large trawl fisheries for bottomfish in the Gulf of Alaska and off Washington, Oregon, and California where there is greater opportunity for impacting on established U.S. fisheries. Although confrontations have occurred between United States and Soviet fishermen, particularly in the years immediately after the arrival of the Soviet fleets, they have been fewer than perhaps most people expected. This can be partially attributed to the different character of the U.S. and Soviet fisheries in that they tend to seek different species off Washington, Oregon, and California and, as yet, there is no large U.S. trawl fishery for bottomfish off Alaska.

On the other hand, incidental as well as some intentional catches of Pacific ocean perch by the large Soviet hake fleet has so reduced their abundance that U.S. trawlers no longer find it profitable to fish for Pacific ocean perch on certain grounds off Oregon and Washington. A similar situation occurs as regards the impact of foreign fisheries, particularly those of Japan and the USSR, on the United States

and Canadian setline fishery for Pacific halibut in the Bering Sea and Gulf of Alaska. Foreign catches of halibut, particularly incidental catches of small and immature halibut, have contributed to a decline in the abundance of fish available to setline gear. This has necessitated a great reduction in the catch quotas allocated to United States and Canadian fishermen to halt the decline and hopefully to rebuild this valuable resource.

Contributing to the fewer conflicts than expected with U.S. fishermen has been the way the USSR closely directs and monitors the activities of its fishermen. Each flotilla of fishing and support vessels is directed by a Fleet Commander who considers not only the Soviet production targets but also the need to comply with US-USSR bilateral agreements, including the minimizing of conflicts with United States fishermen. Compliance of Soviet fishermen with bilateral agreements and with the Fleet Commander's decisions is monitored by a higher degree of Soviet patrol activity than by Japan and probably any other nation seeking bottomfish off the Pacific and Bering Sea coasts of the United States. A reflection of this control has been that fewer Soviet vessels in relation to the total number employed have been apprehended by the United States in violation of its fisheries zone than has been the case for Japan, South Korea, and Taiwan. For example, a large Soviet fleet has fished for Pacific hake off the Pacific Northwest and California every year since 1966; yet, no Soviet vessels have been apprehended there in violation of the contiguous fishing zone of the United States.

THE FUTURE OF SOVIET FISHERIES

Predictions for the future should consider past performance, and the performance of the Soviet fishing industry has been most impressive. Within the two decades following 1946, the USSR had rebuilt its fishing fleets, ports, harbors, and other facilities which had suffered great war-time damages. A whole new deep-sea fishing tradition, was developed and Soviet fishing fleets ploughed the world's seas. By 1967, the USSR had become the world's third largest fish-producing nation, being

parent halibut violation and the government of Japan will fine the vessel's owner if the charges are substantiated.

The 197-foot long *Tomi Maru No. 85*, a modern 499 GRT stern trawler built in 1972 and owned by the Kanai Fisheries Co., Ltd., of Nemuro, Japan. Detention of this vessel brings to nine the number of enforcement incidents involving fishing vessels of Japan off U.S. coasts in 1976, according to the MFS Office of International Fisheries.

OTHER VIOLATIONS

In March 1976, the *Eikyū Maru No. 11* was seized for violating the U.S. Contiguous Fishing Zone (CFZ) off Alaska and fined \$580,000. In April, the *Kohoku Maru No. 12* was seized off Alaska for retaining CSFR and fined 700,000. In July, the *Okuni Maru* was seized off the New Jersey coast for a CSFR violation and fined \$200,000. In the same month, the *Yamasan Maru No. 85* was seized off Alaska for violating the U.S. CFZ and fined \$625,000.

The other detentions of Japanese vessels took place in July 1976 when four Japanese salmon gillnet vessels were transferred to the custody of JFA patrol vessels for fishing salmon east of long. 175° W an INPFC violation. (Source: National Marine Fisheries Service, Law Enforcement and Surveillance Division.)

Peru Issues Ultimatum To Anchovy Fishermen

Peruvian anchoveta fishermen were scheduled to begin the second phase of the 1976 fishing season on 18 October. The Peruvian Government fishing company, PESCAPERU, estimates that up to 1 million metric tons (t) of anchoveta could have been obtained by the end of the year, bringing the total 1976 anchovy catch to above 4 million t, or over 0.5 million t more than was caught in 1975.

According to the Peruvian Government, however, the Fishermen's Federation (formerly the bulwark of the Government's own trade union, the CTRP) pressured its affiliated unions and fishermen to stay in port. The Government further charged that the Fishermen's federation has threatened new owners of fishing boats and in-

dividual fishermen, forcing them also to stay in port. The Fishermen's Federation had opposed PESCAPERU's recent sale of its fishing fleet as well as a projected personal cutback affecting many fishermen who have been on the PESCAPERU payroll.

Faced with what the Government considers Federation intransigence amounting to a sabotage of production, the Fisheries Ministry issued a communique on 18 October giving fishermen 48 hours to put their boats to sea or be summarily fired by PESCAPERU.

FISHING VESSEL SEIZURES NOTED

Listed below are some of the more important fishing vessel seizures as of September 1976, and related incidents. These incidents are a demonstration of international tensions in coastal areas and of the increasing competition for fisheries resources and have been compiled by the NMFS Office of International Fisheries.

SEIZURES BY THE UNITED STATES

The Japanese stern trawler *Eikyū Maru No. 81*, seized 31 March for a Contiguous Fishing Zone (CFZ) violation off Alaska, was fined \$580,000 on 12 April. Another Japanese stern trawler, *Kohoku Maru No. 12*, (349 tons) was seized on 14 April off Semisopochnoi Island, Alaska. On inspection, 30 pounds of frozen processed king crab and 7 whole female crabs were found. The vessel is owned by the Hokkaido Gyogyo Kosha of Sapporo, Japan. The owners paid a penalty of \$700,000 for the Continental Shelf Fisheries Resource (CSFR) violation. The U.S. Coast Guard took custody of the vessel after the CSFR case was settled, because of violations of International North Pacific Fisheries Commission (INPFC) regulations. After case documentation, the vessel was released from U.S. custody 28 May.

The Spanish fishing vessel *Anna Maria Gandon* was seized 26 miles off the U.S. coast for a CSFR violation on 5 April. The vessel was fined \$100,000 and released 19 April.

The Japanese stern trawler *Yamasan Maru No. 85* was released from U.S.

Coast Guard custody on 24 July after its owners paid a fine of \$625,000 for a 10 July CFZ violation near Amlia Island, Alaska.

The Korean stern trawler *Kyung Yang Ho* (5,377 GRT) was seized 30 miles south of Unimak Pass, Alaska, on 21 July. King crab, halibut, and marine mammals were found on board in violation of U.S. laws and bilateral agreement. The vessel departed U.S. waters on 21 August after paying a fine of \$575,000. Three Japanese land-based gillnet vessels were detained during July 1976 by the U.S. Coast Guard for suspected violations of the INPFC Convention which prohibits salmon fishing east of long. 175° W.

The Korean longliner *Dong Won 707* (620 tons) was seized off Baranof Island, Alaska, for a CSFR violation on 1 August. King and golden king crabs were found when the vessel was inspected by NMFS enforcement agents. The Italian vessel *Amoruso Quarto*, seized by U.S. authorities on 21 July for a CSFR violation, was fined \$100,000 and released from custody on 4 August and the Japanese stern trawler *Okuni Maru*, seized off New Jersey on 28 July for a CSFR violation, was fined \$200,000 and released on 3 August.

A Mexican shrimp trawler, the *Casitas I*, was seized by the U.S. Customs Bureau for a territorial sea violation off Texas on 20 July. Criminal and civil charges were dropped by the Assistant U.S. Attorney in Houston, Tex., and the vessel was released. The owner of the vessel was reimbursed \$1,740 for the value of the shrimp which had been impounded and sold at public auction.

The Greek side trawler *Atlanticos II*, seized on 18 June by the U.S. Coast Guard and the National Marine Fisheries Service for a CSFR violation, was fined \$115,000 and released on 18 August. The captain was also fined \$115,000 and given a 2-year suspended sentence.

The Canadian halibut longliner *Alaska Queen II*, seized by U.S. authorities on 6 August for a territorial sea violation, was released from custody on 9 August. The catch of 16,500 kg, valued at \$46,000 was seized, and the master and crew were fined \$33,750. which was suspended.

Two Canadian purse seiners, seized by U.S. authorities on 18 August for violation of U.S. territorial waters, were fined and released on 20 August. The *Sea Luck* was fined \$1,500 and the *Attu*, whose master was described as uncooperative at the time of arrest, was fined \$2,000.

The Japanese stern trawler *Tomi Maru No. 85* was boarded on 26 August

off Cape Yakataga, Alaska. An inspection discovered 60 halibut, a violation of the INPFC Convention. The 499-gross ton Japanese vessel was escorted to Kodiak by the U.S. Coast Guard Cutter *Confidence*, then released into the custody of a Japanese Fisheries Agency patrol vessel.

The Republic of Korea longliner *Kwang Myong No. 21* (500 GRT) was

seized 3 September south of Cape Spencer, Alaska, for retaining Continental Shelf fishery resources. The vessel is registered in Panama, but is owned by the Korea Wonyang Company.

The Republic of Korea stern trawler *Kum Kang San* (740 GRT) and the R.O. cargo vessel *Chilbosan No. 5* (1,65 GRT) were detained after being observed inside the U.S. Contiguous Fishing Zone off Rook Island, Alaska on 13 September. The two vessel were released with a strong warning.

SEIZURES OF U.S. VESSELS

Two U.S. fishing vessels, *Donna* and *Roberta Jean*, were seized by Mexico on 17 June for fishing in Turtle Bay, a "restricted" area along Mexico's Pacific coast. Although both vessels had valid Mexican fishing licenses they were assessed fines of \$800 each. The U.S. shrimp vessel, *Shiloh*, was seized on 17 June for fishing in Mexican-claimed waters in the Gulf of Mexico. And, the U.S. fishing vessel, *El Lobo*, a San Diego-based 50-foot charter boat, was seized by Mexico for fishing albacore in Mexican-claimed waters without a license.

OTHER SEIZURES

Sri Lanka seized 38 Indian fishing vessels in February during its assault on poachers inside its 12-mile fishery zone. The boats were held for 48 hours and released. Egypt seized four Greek trawlers in March and April. Greece has claimed that they were more than 14 miles off the Egyptian coast. There are also three Greek trawlers still in the custody of Libyan authorities.

The Romanian vessel *Negoia*, seized on 25 May for illegal fishing off the coast of Ireland, has been released. Its captain was fined \$270 and his gear, valued at \$70,000, was confiscated. British authorities seized 11 Dominican fishermen in June for fishing illegally in the waters off Turks Island.

Mexico reported on 30 June that five Cuban shrimp trawlers had been seized for fishing in Mexican waters off Campeche state. The vessels were released after paying fines.

The *Song Sung No. 12*, a 100-ton South Korean trawler, was seized by

French Fishery Product Imports Rise in '76

French imports of fishery products continued to increase in 1975. Preliminary statistics indicate that 309,800 metric tons (t) of fishery products valued at US\$444 million were imported in 1975 compared to 297,864 t valued at US\$410.9 million in 1974. French fisheries exports in

1975 were US\$98 million, resulting in a trade imbalance of US\$346 million. The deficit was US\$325 million in 1974.

The trade balance of fishery products is shown in Table 1 and imports, by species, are shown in Table 2.

Table 1.—French fish product imports, exports, and trade balance by quantity (in metric tons) and value (in million US\$), 1975. (Source: Pêche Maritime.)

Product	Quantity			Value		
	Imports	Exports	Balance	Imports	Exports	Balance
Fish						
Fresh and frozen	161,349	44,793	-116,556	\$193	\$46	-\$147
Salted, dried, and smoked	12,286	4,644	-7,642	16	8	-8
Canned	43,349	3,387	-39,962	77	6	-71
Total	216,984	52,824	-164,160	286	\$60	-226
Shellfish						
Fresh and frozen						
Crustaceans	18,764	3,361	-15,403	72	10	-62
Mollusks	62,756	12,719	-50,039	51	16	-35
Canned	11,294	1,875	-9,419	35	12	-23
Total	92,816	17,955	-74,861	158	36	-120
Grand total	309,800	70,779	-239,021	\$444	\$98	-\$346

Table 2.—French imports of principal species of fish by quantity (in metric tons) and average price (francs/kg at US\$1.00 = 4.4 French francs), 1974-75. (Source: Pêche Maritime.)

Species	Quantity		Average price		Species	Quantity		Average price	
	1975	1974	1975	1974		1975	1974	1975	1974
Fish, fresh	845	275	1.86	—	Mackerel	7,254	6,639	1.00	1.39
Anchovy	1,756	1,511	3.84	3.12	Salmon	13,593	9,491	18.79	15.55
Blackfish	21,972	21,795	4.09	4.67	Sardine	14,368	17,100	1.44	1.56
Cod	3,142	2,784	7.18	7.58	Fish, cured or salted	1,548	3,743	3.64	3.39
Cod fillets	3,827	3,077	4.39	4.78	Anchovy	3,455	3,163	4.12	7.23
Herring	7,755	7,297	2.28	1.81	Cod, salted	2,752	2,247	9.08	10.99
Mackerel	10,058	5,119	0.78	1.04	Herring	3,125	3,029	2.36	2.17
Sardine	8,662	11,052	2.04	1.74	White tuna	1,053	3,744	—	6.36
Sole	5,991	5,546	20.86	18.94	Whiting	2,622	2,367	2.37	2.96
Whole lobster	694	622	37.63	33.48	Whole lobster	694	622	37.63	33.48
Lobster tails	1,043	561	47.43	40.16	Lobster tails	1,043	561	47.43	40.16
Spiny lobster	868	860	25.65	26.80	Spiny lobster	868	860	25.65	26.80
Mussels	40,369	34,378	1.12	1.11	Mussels	40,369	34,378	1.12	1.11
Gray shrimp	2,987	3,113	7.34	12.41	Gray shrimp	2,987	3,113	7.34	12.41
Other shrimp	9,926	7,443	14.27	18.54	Other shrimp	9,926	7,443	14.27	18.54
Squid	5,357	5,416	5.67	5.83	Squid	5,357	5,416	5.67	5.83

Proceedings Articles

U.S. Coast Guard Targets Illegal Pacific Fishing

The U.S. Coast Guard Confidence patrols the Bering Sea for illegal fishing during the early 1970s.

Commander Tom Martin, U.S. Coast Guard (Retired)

August 2021 | Naval History Magazine | Volume 35, Number 4

ARTICLE

VIEW ISSUE



COMMENTS



USCGC Confidence from the time the author was serving aboard. (Courtesy of the Author)

Two of our boardings stick out in my mind. The first is one in which I didn't participate. The boarding team went aboard a South Korean trawler in mid-afternoon, inspected the catch, and found a large quantity of halibut hidden behind a large pile of permit-authorized fish. At the time (and I think it's true today), it was illegal for foreign trawlers to have halibut on board. So, working with Coast Guard District 17, we decided the South Korean long liner would be seized and ordered to go to Kodiak to be turned over to the National Marine Fisheries Agency for prosecution. I was picked to lead the custody crew and spent three days on board the boat getting her to Kodiak.



The bridge of the South Korean trawler after permission was granted to seize her. The author slept on the floor of the bridge during the ride back to Kodiak. (Courtesy of the Author)



The South Korean fishing trawler tied up in Kodiak (Courtesy of the Author)

CONNIE, Unknown South Korean trawler sometime between 1976 and 1978 (?)

Verified as KWANG MYONG via other sources

The Economics of a 200-Mile Fisheries Zone

By Ensign Robert J. Slye, USCG

February 1977 | Proceedings | Vol. 103/2/888

ARTICLE

VIEW ISSUE



This html article is produced from an uncorrected text file through optical character recognition. Prior to 1940 articles all text has been corrected, but from 1940 to the present most still remain uncorrected. Artifacts of the scans are misspellings, out-of-context footnotes and sidebars, and other inconsistencies. Adjacent to each text file is a PDF of the article, which accurately and fully conveys the content as it appeared in the issue. The uncorrected text files have been included to enhance the searchability of our content, on our site and in search engines, for our membership, the research community and media organizations. We are working now to provide clean text files for the entire collection.

Perhaps at least one of the Coast Guard cadets lining the rail of the training bark **Eagle** off Cape Cod is asking himself "Why are that Soviet trawler and mothership hauling in our fish this close to our shore?"

A

JL JLs a result of legislation passed by Congress and signed by the President, a unilaterally imposed 200-mile economic zone in the coastal waters of the United States will go into effect on 1 March. A major thrust of the new law is the protection which will be afforded to the American fisherman, whose stature in world fisheries has been dwarfed by the influx of foreign fishing vessels into waters which have traditionally been fished by people from this country. In fact, Commerce Department figures indicate that ". . . U. S. fishermen [took] 92.6% of the total catch off the Atlantic coast in 1960, but that by 1974 the fishermen [took] only 50% of the catch."^{1]}

This reduction in the size and effectiveness of the U. S. fishing "fleet" is by no means a reflection of domestic demand for fishing goods. On the contrary, the need for fish products has escalated to an all-time high, and statistics for the period 1950-1966 show the United States becoming more and more heavily dependent upon the importation of fish goods for consumption and assorted industrial purposes. In 1966, for example, ". . . the U. S. produced 4.4 billion [pounds] of fishery products (round weight), slightly over 5% of the world's catch, but used more than 11% of the world supply."^{2]} To elaborate on that year's catch, "U. S. fishing fleets were able to supply only 47% ... of the supply of edible fishery products and only 25% ... of the supply of industrial products . . .,"^{3]}

Why does the United States fishing industry lag behind so many other foreign nations in productivity if there is such a substantial home market?

"There were 9 percent more fishermen employed in 1967 than in 1940, yet total landings were about the same. In an economic sense, this represented a decrease in domestic supply. That is, a higher cost in manpower was required to produce the same quantity of products."^{4]}

This higher cost, in relation to the costs of other nations, makes our product too expensive for the consumer.

1977 Article Part 1

We are a "fresh-fish" nation, yet our demand for fresh fish, as opposed to poultry, meat, and grain, is so small that any major investments for the production of fresh filets would be unprofitable. Our demand for industrial fish products, such as fishmeal for fertilizers and feed is great, but it cannot afford the prices that would be asked by an American firm in the business, due primarily to these same high costs of labor and capital. In effect, "If labor and capital cannot realize earnings in fishing, at least equal to what they can earn in other occupations, they will not be willing to enter the fishing industry."⁵ In other words, if our investment dollars can earn more in industries other than fishing, and still provide a profit that can readily be used to purchase the goods we need at a fair exchange price, we will not fish.

There is no doubt that the fisheries within 200 miles of the North American coast are among the richest in the world. The enforcement of a 200-mile economic zone, which would prohibit foreign fishing without prior permission, in effect cuts out from world supplies a vast stockpile of ocean resources which we as a nation could not possibly utilize alone. It should be pointed out that the need of foreign nations for these resources is real, not contrived. These fish-eating nations, primarily Japan which stands to lose half of its 10 million ton annual catch due to the 200-mile zone, have a genuine need for the fish as a source of protein.⁶ The U.S.S.R., on the other hand, is dependent upon fishing for the creation of markets where it can acquire foreign currency for exchange. In light of these foreign needs, in conjunction with our own inherent inability to harvest the resources of the seas, an examination of the reasons for the unilateral U. S. action should be made.

The major problem which the United States faces in dealing with foreign nations fishing off its coasts is that they are over-fishing whole stocks and reducing the long-term supply. "Over-fishing means that more and more fish are taken before they have grown to a size that makes their capture worthwhile."⁷

As more effort is applied to the acquisition of a given stock of fish, again in the long run, an ever-growing yield results until such a point where extended effort actually results in fewer fish, simply because there are fewer remaining. Inasmuch as there seems to be no immediate way to increase the populations of fish species, the only reasonable means available to control the diminishing returns of the fishing

sustainable yield," an elusive figure to determine.

Because the United States has claimed for itself a vast

and rich fisheries area, careful consideration should be given to the avenues open to the U. S. in managing its new resources. Certainly an appealing thought economically is to send our "fleet" of fishing vessels out to catch the fish necessary to turn us into a leading exporter of fisheries products overnight. However, "The U. S. operates no large oceangoing factory ships, in striking contrast to the Japanese and Russians. Over 90% of the U. S. vessels are less than 70 [feet] in length and 95% are less than 100 gross tons."⁹ How are we to meet this world need?

As previously explained, the reason underlying this country's lag in world fishing has been our market economy and the values placed by that economy. These values have dictated that labor and capital be directed to other enterprises. Thus, in the short run at least, it would seem that the United States will be unable to meet the world demand for fisheries products. However, it is not impracticable to assume that the United States could generate large profits from the fishing industry in the near future.

The theories of supply and demand in our market economy state that as the supply of a good decreases while the demand for that good remains the same or increases (inelastic demand), the price paid for that product will increase. When that price increases to the point where labor and capital stand to realize a profit, the capitalist system encourages entering the market. Thus, in the case of U. S. fisheries, if the United States chooses to strictly enforce the 200-mile economic zone, incentive might well exist for larger, more efficient firms to enter the fishing industry and reap the profits once gained by the foreign fleets.

One impetus that could be made available to American fishermen lies in the form of government-sponsored programs aimed at subsidizing the development of private fishing industry in the same manner as they were applied to the small family farms of the 1920s and 1930s. In the farming industry, technological advances improved the productivity of large farms to such an extent that the

supply of goods completely overran demand. The prices of all farm goods fell sharply, driving farmers who could not produce large quantities out of business.

Its origins are obscure, but many Americans have read the amusing, "I envy not the man who has more money, a better home, or a prettier wife than I; but I loathe and despise the man who catches more fish than I do." Maybe it was written by a Yankee fisherman, working his ancient wooden trawler, below while seeing a modern Soviet mothership, left.

The fishing industry, on the other hand, is a rising- cost industry, a function of a depleting resource. Any increase in the size of the industry (more vessels and crews) will result in a corresponding increase in the cost per pound of fish landed for all vessels.¹⁰

Any proposed subsidy for the fishing industry would not be equivalent to a farming subsidy, because the conditions for which they would be granted are totally different. The farm problem required a subsidy to offset the low wages of farmers as a result of their overproduction. A fisheries subsidy would be required to offset the high costs of fishermen as a result of their underproduction. It is felt by some that any artificial means of diverting labor and capital to the fisheries will result in a decrease in our standard of living by the factor of an "opportunity cost," or the difference between what that same labor and capital can earn in another industry as opposed to fishing. However, the practice has met with some success in other countries so that ". . . the impact of the increased cost per pound of fish harvested has not rested directly on the economic resources employed in fishing."¹¹

Subsidy programs, as they apply to agriculture, are based primarily on price supports, or the establishment of parity prices for goods: (" . . . parity simply says that year after year for a given output of farm products a farmer should be able to acquire a given total amount of goods and services.")¹² The major drawback of farm price supports is that they inevitably result in a surplus of farm goods stemming from a consumer reluctance to purchase the available quantity at the inflated price. This surplus is then purchased by the government and used for its various food assistance programs.

Such an indirect method of federal subsidy cannot apply to the fisheries, however. Again, the primary goal in fisheries subsidy is to offset costs due to under-production, not overproduction. A plan for a "parity" price for fish products is demonstrated in Figures 1 and 2.

As the American fisheries industry is developing newer and more efficient vessels, its present fleet, working on a completely inelastic supply of fish products in the oceans, would bear very high costs. These costs of construction and added manpower would exceed the price which the consumer would be willing to pay, so it would become necessary for the government to subsidize the industry through a direct price-support system: that is, without passing the costs on to the consumer. (See figure 1). The proposed plan calls for a direct subsidy, resulting in the payment of P_2 minus P_x to the fisherman. Otherwise, the result would be as shown in Figure 2. There would be a surplus of fish (which are a great deal more difficult to store than grain).

This plan would necessitate imposing a restricting tariff on imported fish products so as to keep American prices competitive in the home market. Eventually, through the economies of scale associated with any major industrial operation, the cost of fishing would decrease, and the subsidy paid directly by the government could be reduced, or possibly even eliminated,

thus passing all real costs on to the consumer.

Another method by which to stimulate American fisheries to meet this country's needs, as foreign nations withdraw their own fishing fleets, is to offer a direct grant of money or capital investment incentives to any major industry interested in starting its own fishing operation. Most corporations steer away from such a venture because the initial investments prohibit turning a profit in the short run. A valid justification for the granting of such large sums of money could be found in the defense interests of the nation. The advent of the nuclear submarine has brought about a need for ships with a submersible tracking capability. If the capacity for such equipment could be incorporated into the design of new trawlers during their construction, the benefits of that adaptability in wartime would be immeasurable. The partial sponsoring of shipbuilding for the fisheries would also have the advantage of planning, while still on the ramp, just what type of fishing a vessel will do, thus making fisheries management an easier job.

An organized fleet of fishing vessels has the advantage of being able to move when it has been decided that the yield, or catch per unit effort, has reached its maximum. This, as described earlier in the article, is defined as the maximum sustainable yield. A new concept has arisen, however, based upon the marginal profit received from fishing. It is known as maximum economic yield. The basis for this theory is that in looking at the relationship between the costs of fishing and the value of the catch, it can be seen that the costs

associated with a catch increase proportionately with the value of the catch until they reach the point of maximum economic yield, where it requires an excessive marginal cost to gain a small increase in the value of the catch. Again, by organizing a large U. S. fishing fleet, the fishermen could take advantage of economic statistics for the entire fisheries operation and work toward a maximum economic yield instead of the old maximum sustainable yield, which at this stage of oceanographic development is not able to be determined.

Both of the previously mentioned means of stimulating the fishing industry in the United States have focused on ways to increase capital investment. The other commodity which must be recruited to ensure its growth is labor, and the only way to attract labor to the industry is through the prospect of higher wages than the average laborer is now earning. As an industry that is totally dependent upon an unknown (the amount of fish), "Fishermen are not paid wages but draw their earnings in the form of a share of the value of the catch for each trip." This arrangement is known as a "lay system."

Although granting of direct subsidies for building programs and establishing a program for parity prices to support the costs of fishing appear socialistic rather than the "American Way" of doing business, they are merely means by which to stimulate domestic fishing and are not incompatible with free enterprise. Therefore, any lay system devised to give a maximum return to those doing the work is an incentive which, under the capitalist system, will draw persons to seek employment as long as they cannot earn more elsewhere. Federal monies could be established, however, to maintain the income of fishermen at a "parity" level, thus assuring the labor force that even if the fishing is poor, they will still receive a

reasonable wage. Such a program would pay the difference between the money earned as a result of labor's efforts and a preestablished minimum level. Any money earned above and beyond that minimum, would, of course, go to the worker.

The establishment of a 200-mile economic zone does not in itself imply that the United States is either ready or willing to undertake fishing on a scale comparable to that of foreign nations in our waters at the present time. Indeed, though the prospects of U. S. industry being able to capitalize on a market with inelastic demand for "our" resources is heartening, it is unreasonable to assume that we could do so without considerable government intervention.

An alternative to promoting American fisheries with American fishermen lies in allowing foreign nations to continue their fishing efforts under license and with the close supervision of regulatory agencies to monitor them for compliance with U. S. law and bilateral agreements for the fisheries. This license could be obtained through the State Department in conjunction with the National Marine Fisheries Service to establish quotas, seasons, and fees payable to the U. S. Treasury for use in developing our own fishing capabilities. An action to allow certain countries limited entry to our fisheries also carries with it a utility value for cooperation in future endeavors.

In discussing the U. S. stand on a 200-mile economic zone, it becomes readily apparent that the United States faces a paradox. We do not want foreign vessels taking "our" fish to market, yet we do not have the capability to land even enough fish for our home markets, let alone others.

Should the United States, then, revert to a defensive stand and allow the foreign fishing to continue under federal controls, or should we commit ourselves economically to the development of our own fishing fleet, a step which will entail the reallocation of a great number of resources? As the U. S. approaches the enforcement of a 200-mile economic zone, we should be asking ourselves if we can really afford it, economically and politically.

Ensign Slye, a native of Baldwinsville, New York, graduated from the U. S. Coast Guard Academy in the Class of 1976. This article, written while he was a cadet first class, won an honorable mention (second prize) in last year's Coast Guard Academy essay contest, sponsored by the Naval Institute. He is now assigned to the USCGC Confidence (WMEC-619) as weapons officer and deck watch officer. He has also been designated as a foreign vessel boarding officer. In the latter capacity, he participated in the seizure of two vessels off the Alaskan coast—the Japanese Tomi Maru No. 85 and the South Korean Kwang Myong No. 21.

¹ Facts On File Yearbook 1975 (New York: Facts on File, Inc., 1976), p. 782.

² Frank E. Firth, ed., The Encyclopedia of Marine Resources (New York, 1969), p. 703.

³Ibid., p. 710.

⁴ Sidney Shapiro, editor, Our Changing Fisheries (Washington, D.C.: U. S. Government Printing Office, 1971), p. 130.

³Ibid., p. 127.

⁶ Wells, Japan and the U.N. Conference on the Law of the Sea.

⁷James A. Crutchfield, editor, The Fisheries: Problems in Resource Management (Seattle, University of Washington Press, 1965), p. 46.

⁸ Ibid., p. 47.

⁹F. Firth op. cit., p. 705.

¹⁰Sidney Shapiro, op. cit., p. 132.

¹¹ Ibid.

YES!!!



ABOUT US

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PROCEEDINGS

SUB MENU ▾

CONNIE, HIGHLY 301
(1 Sep 1977)(Taiwan)

Naval and Maritime Events, July 1977-December 1977

Compiled by Commander Brent Baker, U. S. Navy

May 1978 | Proceedings | Vol. 104/5/903

ARTICLE

VIEW ISSUE

fragmented-wing prototype airframe designed for vertical take-off and landing at Rockwell International Aircraft Division, Columbus, Ohio.

31 August Total numerical strength of the Armed Forces on 31 August 1977 was 2,073,284, a decrease of 6,070 from the previous month. Navy and Marine Corps figures were 528,002 and 191,592, respectively, compared to 528,194 and 190,744 one year ago.

1 September According to the Maritime Administration, there are 559 vessels of 1,000 tons or over in the active oceangoing merchant fleet as of this date. There is an increase of 1 active vessel and an increase of 3 inactive vessels as compared to 1 August 1977. The number of vessels in the privately owned fleet is 581. Of these, 538 are active. The total U.S.-flag merchant fleet increased from 1 August 1977 by 4 to 846.

Secretary of the Navy Claytor announced the selection of Sikorsky Aircraft Division of United Technologies Corporation, Stratford, Connecticut, as the helicopter airframe contractor and General Electric Company, Aircraft Engine Group, Lynn, Massachusetts, as the engine contractor for the new Light Airborne Multi-purpose System (lamps) mk iii full scale development. The cost plus fixed-fee sustaining engineering contracts were funded at \$2.7 million for airframe and \$547,000 for engine work.

3 September The Associated Press reported that a boarding party from the uscgc Confidence (wmec-619) seized the Taiwanese fishing vessel Highly 301, for violations of the 200-mile fishing zone, 100 miles north of Dutch Harbor, Alaska, marking the first such seizure off the U.S. West Coast since the fishing zone went into effect on 1 March 1977.

Kodiak Daily Mirror

Confidence completes cruise

by SN Brice Kenny

Returning Tuesday Aug. 3rd, the Coast Guard Cutter Confidence completed another fisheries patrol along the Aleutian Chain and the Bering Sea, covering 2,892 nautical miles.

A total of 89 vessels were sighted, 23 of which were boarded, setting a new record on the Confidence for the number of fishing vessels boarded on one patrol.

National Marine Fisheries agent Ed Wickersham accompanied the Confidence boarding team, adding his knowledge and experience in the sometimes complex fisheries matters. Mr. Wickersham also offered a "crash course" to the crew on the basic operations of the foreign fishing fleets with an informative slide show and lecture.

Writer, novelist William McCloskey whose articles about Coast Guard involvement with foreign fishing in Alaska have appeared in the New York Times, was aboard gathering

more information for another in-depth report which he hopes to publish soon. McCloskey went along on numerous boardings of foreign vessels and brought back a wealth of personal experience to round out his composite of statistics.

Mid-way through the patrol the Confidence stopped over night in the quiet harbor of Sand Point where the crew was able to go ashore and "unwind". Sand Point is a small cannery town on the western side of Popof Island, providing a

sheltered harbor for the many fishing boats which supply the cannery year around. Wooden board walks connect local houses and businesses and makes an interesting walk, reminiscent of early days in Alaskan History.

There were many sightings of killer whales, seals and other marine life.

After one more patrol the Confidence and crew will be on their way to Seattle for a long awaited yard period in the big city.

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Seize Soviet Ship In Alaska Waters; Towing to Kodiak

JUNEAU (AP) — The Coast Guard says it seized a Russian fishing vessel 30 miles northeast of Dutch Harbor, for allegedly violating the 12-mile limit.

The Coast Guard cutter CITRUS is escorting the 187-foot Russian trawler to Kodiak, Alaska.

KODIAK — According to P.O. Albright of the C.G. rescue, the boat is part of a Russian fleet that has been fishing in the Dutch Harbor region. The boat, called the VODOLAZ is a commercial side trawler, and is reported to have a load of flounder on board. The vessel was boarded without incident.

The CITRUS is expected to arrive in Kodiak around 6 p.m. Monday (today).

The Coast Guard says the Russian vessel was first sighted Thursday by the RESOLUTION, a ship of the Alaska Department of Fish and Game. The report was submitted to the Coast Guard which dispatched the CITRUS to seize the vessel.

A boarding party consist-

Ken Forster, owner of the Captain's Keg, located upstairs in the Berg Building, is donating all profits from all food sales on Wednesday to the Kodiak Chapter of the American Cancer Society.

fabulously reasonable price, too: \$2.25 for adults; \$1.75 for ages 12 to 15 and one cent per pound body weight for children under 12. Now how can you beat that!

BULLETIN —

U.S. ATTORNEY HASN'T GOT STATE DEPT. WORD

ANCHORAGE (AP) — The U.S. Attorney for Alaska today declined to say what federal action will be taken against a Russian fishing vessel seized Saturday in the Aleutian Islands.

U.S. Attorney G. Kent Edwards said he could not comment on the case until he had conferred by telephone with unnamed government officials in Washington, D.C. later today.

ing of one officer and five crewmen from the CITRUS is aboard the Petropavlovsk, Kamchatko-based trawler skippered by Master Viacheslav Diachenko. Her communist agency is identified as the "Collective Farm of the October Revolution." She has 1800 kilograms of flounder aboard. She will be docked under custody at the

fuel pier aboard the naval base. The case is to be turned over to the U.S. attorney for legal disposition.

Unknown Person Torches Boat to Tune of \$5,000

Friday night at 8:17, a fire was reported on the vessel SANTANNA, which was dry docked at Whitney-Fidalgo Fisheries.

Three units of the Kodiak Volunteer Fire Department responded, and the blaze was extinguished shortly thereafter.

Fire Chief Magnusen stated this morning that it is believed the fire was the result of a lit match or cigarette, left by an unknown person who had decided to stay the night in the boat.

Magnusen estimated damages to be in the neighborhood of \$5,000.

GROCERIES ARE BEING BROUGHT HERE BY GIANT AIRCRAFT

KODIAK AIR FREIGHTER— "A challenge met — a confidence kept," so said Jerry MacDonald of MacDonald's Market. With obligations to those Kodiak housewives and fishermen customers who have learned to depend on

CITRUS, VODOLAZ

... was found on the floor there, which smashed and employees.

... for this contract are: Bill Parker, office manager; Don Julius, superintendent; and, Bill Hannah, engineer.

... voice vote shortly after the House passed it 376 to nothing.

... will take tests on the day of the underground blast, if the blast is approved by President Nixon.

Holding Soviet Trawler Until \$50,000 Fine Paid

KODIAK (AP) — Until a \$50,000 fine is paid the Coast Guard says it will hold a Soviet fishing boat in Kodiak. The boat was seized Saturday and charged with violating the United States' 12-mile fishing limit.

The skipper of the Soviet vessel was fined a total of \$50,000 yesterday by a federal judge in Anchorage. The captain settled a civil complaint out of court and was fined \$30,000. He pleaded no contest on a criminal complaint and was fined another \$20,000.

The money is supposed to be paid today by the Soviet embassy in Washington, D.C. During the court hearing yesterday the Soviet captain said he thought he was fishing in legal waters off Alaska. U.S. Attorney General Kent Edwards said the ship was in an area that had been covered by a U.S.-Russian treaty, but the treaty expired Sept. 15th. That was four days before the ship was arrested.



by Ed Naughton

HOLDING—The Soviet commercial side trawler **VOLOLAZ** is now moored out at the Kodiak Naval Station where she is being held in custody until a \$50,000 fine levied against her skipper yesterday in federal court in Anchorage — is paid. The 87-foot vessel is shown moored with the Coast Guard Cutter **CITRUS**, which took her into custody and brought her into port under direction of a boarding crew placed aboard her. She was reported to have approximately 3,600 pounds of flounder aboard when she was apprehended in violation of Alaskan fishing grounds and U.S. territorial waters about 30 miles northeast of Dutch Harbor (Unalaska). She is operated by the communist agency commune named, "Collective Farm of the October Revolution" in Petropavlovsk, Siberia. Her master is Captain Viacheslav Diachenko. She will not be released until her fine is paid. (Official U.S. Navy Photo).

CITRUS, VODOLAZ

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Latest Korean seizure 'reflects two-faced attitude': Hammond

JUNEAU, Alaska (AP) — The government of South Korea is "running up its record for fisheries violation arrests off Alaska" while at the same time negotiating for higher fisheries quotas, Gov. Jay Hammond says.

Hammond issued the criticism Monday in a telegram to President Ford on the eve of the opening of negotiations between the U.S. and South Korea over a new fishing treaty to go into effect when America's imposes the 200-mile limit next year.

Hammond asked Ford to make sure the State Department realizes that a nation which cannot regulate its fishermen "cannot be trusted to harvest fish in areas where the resource is already in a precarious state."

Hammond's blast came in the wake of Sunday's seizure of a South Korean fishing boat by the U.S. Coast Guard on a charge of illegally catching king crab. It was the third alleged South Korean fishing violation off Alaska this year.

In addition, five Japanese fishing vessels have been detained or seized by the Coast Guard within the last two weeks.

Hammond said the latest seizure "suggests a two-faced attitude on the part of the Republic of Korea government—a brigand on the Pacific and a needy petitioner in Washington."

The governor also accused the South Koreans of "drastically

increasing their level of fishing off Alaska this year in an attempt to grandfather themselves in under our nation's new extended jurisdiction law."

Hammond said Korea had four vessels fishing off Alaska in July 1975 compared to 53 this year.

CHRISTIE ANN capsizes

Larry Tousignant and Kim Buckman were rescued yesterday evening after clinging to the overturned hull of the 26-foot fishing vessel CHRISTIE ANN, Coast Guard Air Station spokesman Tom Manners told the MIRROR this morning.

Although details of the incident were sketchy, Manners said the 26-foot commercial fishing vessel had capsized in the Marmot Pass area near

Shuyak Island. Tousignant, listed as owner-operator of the boat, and Buckman were picked up by the fishing vessel CAROL ANN, owned and operated by Calvin Coberg of Seldovia. Both the rescued men give their address as general delivery, Kodiak.

The two men were taken to Kodiak Island Hospital where their condition was listed as fair to good, Manners said.

Crab oil millionaires

come the new oil wealthy: Alaska Natives

shareholders, promises great wealth and changes for those 90,000. The corporations are born from the 1971 Alaska Native Land Claims Settlement, ap-

poration that spreads across central Alaska, about the size of Vermont and New Hampshire combined.

"It's a tight question, and deals with assets and has tax

cubic feet of natural gas. That compares with an estimated 9.6 billion barrels of oil that Prudhoe Bay is expected to produce.

The corporation also has real estate holdings in this city,

"I think they'd rather st put. We've learned to live off land and that's where we ar said Doyon receptionist Mag Titus, 20, who has seen much the Lower 48 and said she came to the city because needed work. "I'd rather b

Fairbanks Daily News Miner

Anchorage Daily Times, Wednesday, February 9, 1972

Cutter 'Citrus' Arrives For Conference

The U.S. Coast Guard cutter Citrus, a 180-foot buoy tender which seized a Russian fishing vessel last September, will dock at the port of Anchorage Feb. 16 to 19 during the 16th annual Western Sectional Conference of the Navy League of the United States.

Presently homeported in Kodiak, the ship was commissioned in 1942 and participated in military operations in the Aleutians during World War II.

At the end of the war, she

was moved to Ketchikan where she stayed until 1964 when she was assigned to Kodiak.

Her primary mission now is navigational aids from Kodiak to Unimak Island at the end of the Alaska Peninsula. In addition to ensuring that all navigational aids are functioning properly, she participates in law enforcement and search and rescue missions.

She is manned by 47 enlisted personnel and six officers.

Her power plant consists of two Cooper Bessemer diesel engines capable of delivering 1,000 horsepower to her single shaft. She has a 12-foot draft and icebreaking capabilities.

Commanding officer of the Citrus is Lt. Cmdr. J.T. Montonye, a native of Michigan who graduated from the U.S. Coast Guard Academy in 1959.

From 1962 to 1963, he was aboard the cutter Northwind and made the last Bering Sea patrol in 1963 delivering medical and dental assistance

to remote Alaskan seacoast communities.

He returned to school from 1964 to 1966, getting a masters degree in optics and electrical engineering from the University of Rochester. From 1967 to 1970, he was assigned to the office of Research and Development Aids to Navigation in Coast Guard

headquarters in Washington, D.C.

Montonye became commander of the Citrus in July of 1971.

On Sept. 18, 1971, the Citrus was involved with the seizure of the Vodolaz, a Russian vessel apprehended for illegal fishing north of Akutan Island in the Bering Sea. This seizure resulted in a \$50,000 fine.

Following her visit to Anchorage, Citrus will return to Kodiak.



Coast Guard Cutter Returns

Briefly

Taiwanese fishing boat siezed

KODIAK (AP)—Alleged repeated violations of the U.S. 200-mile fisheries limit have prompted the Coast Guard to take its case against a seized Taiwanese fishing vessel before the U.S. attorney in Anchorage today.

The seizure is the first on the West Coast since the U.S. 200-mile fisheries zone went into effect last March, the Coast Guard said. A Soviet vessel was taken into Boston for violating the limit last May.

Commander Terry Montonye, commanding officer of the Coast Guard cutter Confidence, which captured the Taiwanese vessel, said the 191-foot ship was seized Friday about 85 miles north of Dutch Harbor. He said the boarding party found "significant quantities of turbot, rock fish, grey cod, one salmon, and some halibut."



VESSEL SEIZED--The Taiwanese ship, Highly 301, was the first foreign vessel seized on the West Coast for violating the 200-mile limit. The vessel, escorted by a Coast Guard cutter, arrived here Sunday night.

(AP wirephoto)

Congressional Records

SECTION 6

It appears that state taxes on the transfer of securities may be applied in such a way as to impede development of needed systems for clearing and settling securities transactions. Section 6 of the bill would prevent the application of such taxes only insofar as they impede clearance and settlement of interstate securities transactions. The section is designed to have the least possible effect on state tax laws while accomplishing a needed objective.

By Mr. STEVENSON (by request) : S. 3298. A bill to improve the laws relating to the regulation of insurance companies in the District of Columbia. Referred to the Committee on the District of Columbia.

HOLDING COMPANY SYSTEM REGULATORY ACT
Mr. STEVENSON. Mr. President, I am introducing a bill called the Holding Company System Regulatory Act which was recently transmitted to the Congress by Graham Watt, assistant to the Commissioner of the District of Columbia.

This bill would regulate the merger or acquisition of insurance companies with or by noninsurance interest. Because this is a part of the administration's legislative program, I am introducing this bill by request.

By Mr. STEVENS : S. 3299. A bill to amend the act prohibiting certain fishing in U.S. waters in order to revise the penalty for violating the provisions of such act. Referred to the Committee on Commerce.

Mr. STEVENS. Mr. President, I am today introducing a bill which would amend subsection (b) of 16 U.S.C. 1082 to require that all fish on board any vessel found fishing in American territorial waters must be forfeited. Under the current law, only fish actually taken within our territorial waters need be confiscated.

The present statute does indeed provide a rebuttable presumption that all fish on board were in fact taken within our territorial waters. However, the import of my bill is to replace that rebuttable presumption with a conclusive presumption that they were so taken.

It is clear both from the statutory language and from the legislative history of section 1082(b) that fish can be ordered forfeited even though the vessel itself is not confiscated.

Mr. President, I believe this bill is necessary in light of the present situation facing our fishermen within our coastal waters. A number of nations, time after time, have been caught fishing well within the contiguous zone. Only last January, two Russian fishing vessels, the 362-foot *Lamut* and the 278-foot *Kolyvan* were caught along with a number of other Russian fishing craft only 9.4 miles off St. Matthew Island in the Bering Sea. This well-publicized incident resulted in a classic sea chase which was only terminated by the threat of force. Even the presence of an armed Coast Guard boarding party on the bridge of the Soviet vessels was not enough to stem their flight. Such intrusions into American territorial waters must be dealt with harshly.

I am also submitting a list of all vessels seized during the last 5 years for viola-

tions of our territorial waters. Although the list presently numbers 26, it does not include the two vessels just seized last January off Alaska. A quick glance at this extensive list indicates that by and large, penalties have been increased drastically. It is also evident that because of the continuing nature of the violations by the same nations, these increased penalties have, thus far, done no good. This, then, is the reason I deem my bill of such great importance.

Finally, Mr. President, I would like to enclose three letters. I have received these letters from several United States Attorneys I contacted. They were asked for the total value of fish on board foreign vessels captured violating U.S. waters within their districts. As you can see, the values varied enormously. However, some of these vessels carried fish worth many thousands of dollars. Even the threat of losing such valuable cargoes should prove a powerful deterrent.

Mr. President, I ask unanimous consent that my bill be printed in its entirety in the Record at this point along with the attached list and letters.

There being no objection, the bill and material were ordered to be printed in the Record, as follows:

S. 3299

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That subsection (b) of section 2 of the Act entitled "An Act to prohibit fishing in the territorial waters of the United States and in certain other areas by vessels other than vessels of the United States and by persons in charge of such vessels", approved May 20, 1964, as amended (16 U.S.C. 1082(b)), is amended by striking out all of such subsection following "subject to forfeiture and all fish" and inserting in lieu thereof "aboard such vessel or the monetary value thereof shall be forfeited."

U.S. DEPARTMENT OF JUSTICE,
U.S. ATTORNEY,
Boston, Mass., February 16, 1972.

HON. TED STEVENS,
U.S. Senator, Senate Office Building,
Washington, D.C.

DEAR SENATOR STEVENS: This is in reply to your letter of February 9 in which you requested certain information relating to the seizure of the German fishing vessel "Conrad" in this District in July of 1970.

VALUE OF FISH FORFEITED

The Conrad was allowed to leave Boston on July 3, 1970 without actually discharging its catch, after posting a \$10,000 bond in lieu thereof. The \$10,000 figure was not intended to reflect the actual value of the catch, but rather represented the amount of security desired by the Government with respect to the satisfaction of an eventual judgment in the Government's favor in the judicial forfeiture proceeding.

On May 10, 1971 a consent judgment-decree of forfeiture was entered in the Court, and the Conrad's owner paid the Government \$10,000 in lieu of the forfeited cargo of fish.

ESTIMATED VALUE OF TOTAL FISH ON VESSEL
We do not have a reliable figure for the value of the total catch aboard the Conrad. A very speculative guess would be about \$14-15,000.

The above-mentioned speculative figure is derived as follows: A Fisheries official who boarded the Conrad on July 2, 1970 inquired of the First Mate (the Captain was

ashore, being arraigned) as to how much fish was aboard. The Mate declined to reveal this information in the Captain's absence. However the ship's radio operator, who was acting as translator, volunteered the figure of "60 tons." He did not indicate what type of fish was involved. The Fisheries man believes that it was probably herring. If so, he estimates that its value was probably about \$14-15,000, based upon one comparable transaction of which he is aware. (There is not much of a market for raw herring in this country.)

If I can be of further assistance, please do not hesitate to write.

Very truly yours,
JOSEPH L. TAUBO,
U.S. Attorney.

U.S. DEPARTMENT OF JUSTICE,
U.S. ATTORNEY,
Miami, Fla., February 25, 1972.

Re United States of America vs. Emberto Del Sol Rodriguez, No. 71-298-Cr-WM; Gustavo Sespedes Gabriles, No. 71-299-Cr-WM; Jorge Pena Atulla, No. 71-300-Cr-WM; Pedro Rodriguez Sanchez Prito, No. 71-301-Cr-WM.

Senator TED STEVENS,
U.S. Senate,
Committee on Commerce,
Washington, D.C.

DEAR SENATOR STEVENS: Your letter dated February 9, 1972, with enclosure, has been received, and we do appreciate the interest which prompted your communication.

With reference to your inquiry, a transcript of the proceedings at trial reflects that a search of the four Cuban fishing vessels resulted in a total of seventeen (17) fish found on board. These included thirteen (13) grouper, three (3) snapper, and one (1) dolphin. The specific number of fish found on each vessel is not known. The total value of the fish is estimated at \$12.80 wholesale and \$17.30 retail by East Coast Fisheries in Miami.

We sincerely trust the information submitted is sufficient for your purposes.

Sincerely yours,
ROBERT W. RUST,
U.S. Attorney.

U.S. DEPARTMENT OF JUSTICE,
U.S. ATTORNEY,
Seattle, Wash., February 16, 1972.

HON. TED STEVENS,
U.S. Senator,
Washington, D.C.

DEAR SENATOR STEVENS: This is in response to your letter of February 9, 1972 in which you request data on fishing vessels seized in United States territorial waters off the coast of the State of Washington.

Our files reflect that only two vessels were proceeded against by this office.

On June 24, 1971 the Canadian fishing vessel, Wendy Dawn, was seized in territorial waters of the United States. The entire catch, weighing 36 pounds, was forfeited and sold for \$9.87. The operators of that vessel were fined \$300.00.

On August 24, 1971, the Canadian fishing vessel, Edm Mor, was seized in territorial waters of the United States. The entire catch, weighing 431 pounds, was forfeited and sold for \$219.20. The operators of that vessel were fined \$600.00.

A check with the United States Coast Guard indicates that on June 21, 1971, the Canadian fishing vessel, Dark Thunder, was seized in territorial waters. The entire catch—six under-sized salmon—was seized and held but not sold since it is illegal to sell under-sized fish. The case was never presented to this office for prosecution.

If I can be of further assistance in this matter, please let me know.

Sincerely,
STAN PITKINS,
U.S. Attorney.

Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in
Mar. 2, 1967	SRTM 8-413	U.S.S.R.	Alaska	\$5,000	Territorial sea.
Mar. 22, 1967	SRTM 8-457	do	do	10,000	CFZ.
July 16, 1967	Tanyo Maru No. 3	Japan	do	5,000	Territorial sea.
Aug. 3, 1967	SRTM 8-457	U.S.S.R.	do	20,000	CFZ.
June 3, 1969	Zempo Maru	Japan	do	5,500	CFZ.
Do	Kon Maru	do	do	3,500	CFZ.
Sept. 22, 1969	Matsuei Maru	do	do	10,500	CFZ.
May 3, 1970	2 long-liners	Canada	do	5,000	Territorial sea.
June 27, 1970	Abshann Maru	Japan	do	30,000	CFZ.
July 2, 1970	Conrad	West Germany	Massachusetts	20,000	CFZ.
Aug. 18, 1970	Kaki Maru	Japan	Alaska	35,000	CFZ.

By Mr. GRIFFIN (for himself, Mr. COTTON, Mr. PEARSON, Mr. COOK, and Mr. ALLOTT) : S. 3300. A bill to amend the Communications Act of 1934 to provide that renewal licenses for the operation of a broadcasting station may be issued for a term of 5 years and to establish certain standards for the consideration of applications for renewal of broadcasting licenses. Referred to the Committee on Commerce.

BROADCAST LICENSE RENEWAL

Mr. GRIFFIN. Mr. President, today, for myself and Senators COTTON, PEARSON, COOK, and ALLOTT I am introducing a bill which would provide a more rational basis for consideration of broadcast license renewal applications.

First, the bill would authorize the Federal Communications Commission to grant renewal applications for periods up to 5 years. However, a first-time license could be issued for only a 3-year period.

Second, the bill provides that once an applicant for license renewal demonstrates that his broadcast service has been responsive to the needs and interests of his community, the burden of proof would shift then to any competing applicant or opposing party who claims that the public interest would not be served by renewal of the license.

Third, the bill would require the Federal Communications Commission to expedite its processing of renewal applications.

During the last 3 years, considerable confusion has arisen concerning the standards by which a renewal applicant should be judged. Part of the confusion stems from FCC action and part of the problem results from court decisions, particularly by the Court of Appeals for the District of Columbia.

However, in the words of Prof. Louis Jaffe of Harvard Law School, the noted administrative law expert, the real root of the confusion is the fact that "the FCC is the victim of congressional failure to provide guidance"—see L. Jaffe, WHDH: The FCC and Broadcasting License Renewals, 82 Harvard Law Review 1693, at 1700, 1969.

In 1969 the license of station WHDH in Boston, Mass., was taken away because the station was a wholly owned subsidiary of a local newspaper. Ironically, the same newspaper relationship existed when the WHDH license was awarded in the first instance.

Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in
Aug. 20, 1970	Kyo Maru No. 18	Japan	Alaska	\$45,000	CFZ.
Sept. 17, 1970	Clipper II	Canada	do	5,000	Territorial sea.
Sept. 27, 1970	Kyoyo Maru	Japan	do	50,000	CFZ.
Feb. 10, 1971	SRTM 8484	U.S.S.R.	do	50,000	CFZ.
Feb. 24, 1971	Lambda 54	do	Florida	25,000	CFZ.
do	Lambda 52	do	do	do	do
do	Lambda 91	do	do	do	do
do	Sandero 25	do	do	do	do
July-August 1971	3 trawlers	Canada	Washington	1,500	Territorial sea.
July 9, 1971	All Star	do	Alaska	3,300	Do.
Aug. 18, 1971	Vodolaz	U.S.S.R.	do	50,000	CFZ.
Nov. 6, 1971	Ryusho Maru No. 5	Japan	do	115,000	CFZ.

Thereafter, the FCC issued a policy statement which declared that if a renewal applicant could show that his program service had been "substantially attuned to the needs and interests of its area," and there had been no serious deficiencies in the operation of the station, then the renewal applicant would be preferred over any competing applicant and a renewal license would be granted.

Subsequently, however, on June 11, 1971, the U.S. Court of Appeals for the District of Columbia in a far-reaching decision—Citizens Communications Center against FCC, 447 F. 2d 1201, 1971—overruled the FCC and, in effect, put renewal applicants on the same footing as any other applicant. Under the decision, past performance is discounted for all practical purposes unless a licensee measures up to some vaguely defined standard of "superior" service. It seems clear that Congress needs to step in and provide the FCC as well as the courts with guidelines and standards that are more realistic and more in keeping with the public interest.

Does it really serve the public interest to hold a broadcaster in such perpetual jeopardy of losing his license? Since a license renewal proceeding now often lasts for 2 or more years, and since a renewal applicant must begin preparing for his case at least a year in advance, a broadcaster can be, and often is, involved in a continual struggle just to hold on to his license. Such a complete diversion of time, energy, and resources can have an adverse effect upon a broadcaster's ability to serve his community, particularly when he is a small broadcaster serving a small community.

When a license renewal application is under consideration, it makes common sense to me that attention should focus primarily on the licensee's past performance. Furthermore, when a licensee under such circumstances can show that he has done a good job, he should be able to look forward to renewal of his license unless a competing applicant or objector bears the burdens of proving otherwise.

My bill would establish two criteria for judging past performance. First, the licensee would have to establish that he had made a "good faith effort to serve, and demonstrated a responsiveness to, the needs and interests of its area." This goes beyond standards proposed in other bills in that it would require not only a good faith effort but also a showing that in fact the broadcaster has been respon-

sive to the needs and interests of his community.

Such a standard would be consistent with the FCC's efforts to encourage a continuing dialog between the broadcaster and his community. At the same time, the standard is designed to minimize bureaucratic control over program content.

The second criterion relating to past performance would require a renewal applicant to show that "the operation of the station has not otherwise been characterized by serious deficiencies." This conforms to the FCC policy statement and, as the Commission noted in that statement, this standard relates to specific operational regulations, "such as rigged quizzes, violations of the fairness doctrine, overcommercialization, broadcast of lotteries, violation of racial discrimination rules, or fraudulent practices as to advertisers."

Mr. President, this legislation would establish a longer license period for those broadcasters who have experience and who have done a good job. Providing a 5-year renewal period in such cases would reduce the administrative burdens on the FCC, thereby allowing the agency to do a better job on each case as it comes up.

As already mentioned, my bill would retain the existing 3-year maximum license period for first-time applicants. This places no additional burden on new entrants. However, by extending the license period to 5 years in the case of renewals, the legislation recognizes that past performance is a more reliable basis for judgment than mere promises of would-be licensees.

The dual license period serves another important purpose: it would put the FCC on notice that Congress wants and expects very close scrutiny of first-time licensees.

It should be emphasized that while this legislation would authorize a 5-year renewal license period, the Commission would still be free to grant only a 3-year renewal if it saw fit to do so in particular situations.

The bill would also prohibit the FCC from issuing a renewal license for more than a 3-year period where a licensee acquired the station by purchase or assignment during the immediately preceding license period. This seems reasonable because there is no requirement for comparative hearings at one time of such a purchase or acquisition.

Finally, the bill prods the Commission

Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in	Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in
Mar. 2, 1967	SRTM 8-413	U.S.S.R.	Alaska	\$5,000	Territorial sea.	Aug. 20, 1970	Kiyo Maru No. 18	Japan	Alaska	\$45,000	CFZ.
Mar. 22, 1967	SRTM 8-457	do	do	10,000	CFZ.	Sept. 17, 1970	Clipper II	Canada	do	5,000	Territorial sea.
July 16, 1967	Tenyo Maru No. 3	Japan	do	5,000	Territorial sea.	Sept. 27, 1970	Kyoyo Maru	Japan	do	50,000	CFZ.
Aug. 3, 1967	SRTM 8-457	U.S.S.R.	do	20,000	CFZ.	Feb. 10, 1971	SRTM 8484	U.S.S.R.	do	50,000	CFZ.
June 3, 1969	Zempo Maru	Japan	do	5,500	CFZ.		Lambda 54				
Do	Koai Maru	do	do	3,500	CFZ.	Feb. 24, 1971	Lambda 102	Cuba	Florida	25,000	CFZ.
Sept. 22, 1969	Matsuei Maru	do	do	10,000	CFZ.		Lambda 91				
May 3, 1970	2 long-liners	Canada	do	5,000	Territorial sea.		Sondero 25				
June 27, 1970	Akehono Maru	Japan	do	30,000	CFZ.	July-August 1971	3 trawlers	Canada	Washington	1,500	Territorial sea.
July 2, 1970	Conrad	West Germany.	Massachusetts.	20,000	CFZ.	July 9, 1971	All Star	do	Alaska	3,800	Do.
Aug. 18, 1970	Kaki Maru	Japan	Alaska	35,000	CFZ.	Aug. 18, 1971	Vodolaz	U.S.S.R.	do	50,000	CFZ.
						Nov. 6, 1971	Ryusho Maru No. 5	Japan	do	115,000	CFZ.

Note: The wrong month (August vice September) is reflected here in the Congressional record for the seizure date of VODOLAZ. September 18 is the confirmed date via several other sources including the New York Times and Kodiak Daily Mirror. All are consistent either by date (18 SEP 1971) or by day (Saturday). 18 SEP 1971 was a Saturday, whereas 18 August 1971 was a Wednesday.



United States
of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 93^d CONGRESS, FIRST SESSION

9396

CONGRESSIONAL RECORD—SENATE

March 26, 1973

SENATE—Monday, March 26, 1973

The Senate met at 12 o'clock meridian and was called to order by Hon. JAMES ABUREZK, a Senator from the State of South Dakota.

PRAYER

The Chaplain, the Reverend Edward L. R. Elson, D.D., offered the following prayer:

Almighty God, who has given us this good land for our heritage, grant to the people clean hands and pure hearts worthy of a nation whose trust is in Thee. Spare us from careless manners, compromising conduct, impure thoughts, unbrotherly ways, and unloving attitudes. In the penitential days of Lent make us honest in repentance and eager to accept Thy forgiveness and renewing grace. Make us new that we may be the peacemakers who are called the children of God and the pure in heart who see God.

We pray in the name of Thy Son, Amen.

APPOINTMENT OF ACTING PRESIDENT PRO TEMPORE

The PRESIDING OFFICER. The clerk will please read a communication to the Senate from the President pro tempore (Mr. EASTLAND).

The assistant legislative clerk read the following letter:

U.S. SENATE,
PRESIDENT PRO TEMPORE,
Washington, D.C., March 26, 1973.

To the Senate:
Being temporarily absent from the Senate on official duties, I appoint Hon. JAMES ABUREZK, a Senator from the State of South Dakota, to perform the duties of the Chair during my absence.

JAMES O. EASTLAND,
President pro tempore.

Mr. ABUREZK thereupon took the chair as Acting President pro tempore.

REPORT OF A COMMITTEE SUBMITTED DURING AJOURNMENT

Under authority of the order of the Senate of March 22, 1973, Mr. KENNEDY, from the Committee on Labor and Public Welfare, reported favorably, with an amendment, on March 23, 1973, the bill (S. 1136) to extend the expiring authorities in the Public Health Service Act and the Community Mental Health Centers Act, and submitted a report (No. 93-87) thereon, which was printed.

XXIX—592—Part 8

THE JOURNAL

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the reading of the Journal of the proceedings of Thursday, March 22, 1973, be dispensed with.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

MESSAGES FROM THE PRESIDENT

Messages in writing from the President of the United States, submitting nominations, were communicated to the Senate by Mr. Marks, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session, the Acting President pro tempore (Mr. ABUREZK) laid before the Senate messages from the President of the United States submitting sundry nominations, which were referred to the appropriate committees.

(The nominations received today are printed at the end of Senate proceedings.)

MESSAGE FROM THE HOUSE

A message from the House of Representatives by Mr. Berry, one of its reading clerks, announced that the House had passed the following bill and joint resolutions, in which it requested the concurrence of the Senate:

H.R. 5445. An act to extend the Clean Air Act, as amended, for 1 year;

H.J. Res. 5. Joint resolution requesting the President to issue a proclamation designating the week of April 23, 1973, as "Nicolaus Copernicus Week" marking the quinquacentennial of his birth;

H.J. Res. 210. Joint resolution asking the President of the United States to declare the fourth Saturday of September 1973 "National Hunting and Fishing Day";

H.J. Res. 275. Joint resolution to authorize the President to issue a proclamation designating the month of May 1973 as "National Arthritis Month"; and

H.J. Res. 289. Joint resolution to authorize the President to proclaim the last Friday of April 1973 as "National Arbor Day."

HOUSE JOINT RESOLUTIONS REFERRED

The following joint resolutions were severally read twice by their titles and referred to the Committee on the Judiciary:

H.J. Res. 210. Joint resolution asking the President of the United States to declare the

fourth Saturday of September 1973, "National Hunting and Fishing Day";

H.J. Res. 275. Joint resolution to authorize the President to issue a proclamation designating the month of May 1973, as "National Arthritis Month"; and

H.J. Res. 289. Joint resolution to authorize the President to proclaim the last Friday of April 1973, as "National Arbor Day".

ENROLLED BILL SIGNED

The message also announced that the Speaker had affixed his signature to the enrolled bill (H.R. 3298) to restore the rural water and sewer grant program under the Consolidated Farm and Rural Development Act.

The enrolled bill was subsequently signed by the Acting President pro tempore (Mr. ABUREZK).

WAIVER OF THE CALL OF THE CALENDAR

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the call of the legislative calendar, under rule VIII, be dispensed with.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

COMMITTEE MEETINGS DURING SENATE SESSION

Mr. MANSFIELD. Mr. President, I ask unanimous consent that all committees, except the Committee on Commerce, may be authorized to meet during the session of the Senate today.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

ATLANTIC UNION DELEGATION

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar No. 83, Senate Joint Resolution 21.

The ACTING PRESIDENT pro tempore. The joint resolution will be stated by title.

The assistant legislative clerk read as follows:

S.J. Res. 21, to create an Atlantic Union Delegation.

The ACTING PRESIDENT pro tempore. Is there objection to the present consideration of the joint resolution?

There being no objection, the joint resolution (S.J. Res. 21) was considered, or-

9377

greater than that of the entire contiguous United States and have jurisdiction over fish resources at least equal to those in the remaining 49 States combined, Exhibits 5 and 6 depict respectively the summaries of U.S. Coast Guard vessel fisheries patrols off Alaska in 1970 and U.S. aerial fisheries patrols off Alaska for the same year. These tables indicate the need for additional patrol and surveillance commitments to protect Alaskan fisheries.

A third solution is the one to which this bill is addressed—the stiffening of penalties for those nations committing illegal fishing practices. Public Law 92-219 provides the muscle to act under the situations covered—the violation of a multinational fish conservation program. I have used it as a legal basis to request the Secretary of Commerce to take appropriate action. On February 6, I requested the Secretary of Commerce to suspend Japanese imports and seize the fish products currently held in storage in the United States because the fish

were undersized. In response, I received a letter from the Department of Commerce under date February 21. I would like to attach copies of both of these letters in the RECORD as exhibit 7. The problems of proof in this area are great.

However, in those situations, the United States must have the ability to act. Public Law 92-219 gave this country the ability to act in certain situations. This legislation I am introducing today will permit us to act in other cases. The physical difficulties of apprehending and prosecuting the violators make even more necessary these amendments to Section 8 of Fisherman's Protective Act.

Mr. President, I believe this bill is of the utmost importance and request that my colleagues review my statement carefully as well as the exhibits attached to it. I request unanimous consent that the text of the bill be printed in its entirety in the CONGRESSIONAL RECORD at this point and followed by the several numbered exhibits.

There being no objection, the bill and

EXHIBIT 1

Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in—	Date	Name of vessel	Nationality	Territory seizure made	Monetary penalties	Violation in—
Mar. 2, 1967	SRTM 8-413	U.S.S.R.	Alaska	\$5,000	Territorial sea.	Sept. 17, 1970	Clipper II	Canada	do	5,000	Territorial sea.
Mar. 22, 1967	SRTM 8-457	do	do	10,000	CFZ.	Sept. 27, 1970	Kyoko Maru	Japan	do	50,000	CFZ.
July 16, 1967	Tenyo Maru No. 3	Japan	do	5,000	Territorial sea.	Feb. 10, 1971	SRTM 8-484	U.S.S.R.	do	50,000	CFZ.
Aug. 3, 1967	SRTM 8-457	U.S.S.R.	do	20,000	CFZ.	Feb. 24, 1971	Lambda 54	do	Florida	25,000	CFZ.
June 3, 1968	Zajzo Maru	do	do	5,500	CFZ.		Lambda 102	do	do		
do	Kozi Maru	do	do	3,500	CFZ.		Lambda 91	do	do		
Sept. 22, 1969	Matsuei Maru	do	do	10,000	CFZ.		Sandero 25	do	do		
May 3, 1970	2 long-liners	Canada	do	5,000	Territorial sea.		Lambda 91	do	do		
June 27, 1970	Akebono Maru	Japan	do	30,000	CFZ.	July-August 1971	3 trawlers	Canada	Washington	1,500	Territorial sea.
July 2, 1970	Conrad	West Germany	Massachusetts	20,000	CFZ.	July 9, 1971	All Star	do	Alaska	3,800	do.
Aug. 18, 1970	Kaki Maru	Japan	Alaska	35,000	CFZ.	Aug. 18, 1971	Vedolax	U.S.S.R.	do	50,000	CFZ.
Aug. 20, 1970	Kyjo Maru No. 18	do	do	45,000	CFZ.	Nov. 6, 1971	Ryusko Maru No. 5	Japan	do	115,000	CFZ.

EXHIBIT 2

PETERSBURG FISHERIES, INC.,
Petersburg, Alaska, March 4, 1971.
Hon. TED STEVENS,
Senate Office Building,
Washington, D.C.

DEAR TED: We have been having one hell of a problem in the eastern Bering Sea this past week. Our two crab boats, *Viking Queen* and *Viking King*, have been fishing north of Unimak Island since January 15th. The weather has been absolutely terrible and they have fished a total of seven days the first month they were out there. None the less our fellows have kept struggling and have been picking up a few crab.

Last Saturday a Russian fleet of four stern trawlers moved in the "pot sanctuary" area and started dragging right where our gear was. As of last night, March 4th, our two boats had lost a total of twenty-four crab traps with a value of approximately \$10,000. Yesterday they reported one fleet of ten Russians and a mother ship and another fleet of seventeen Russians and a third fleet of ten Japanese plus a mother ship, all north of Unimak Island approximately 20 to 30 miles off shore.

The Coast Guard cutter "*Sorrel*" was in the area on Saturday and then, for some reason of prior scheduling, went south of the peninsula and headed for Kodiak or Cordova. Immediately the foreign fleets moved into the area, which they are bound by international treaty to stay out of, and started dragging up our crab traps. The first part of the week, March 1st and 2nd, there was a tremendous storm up there so our boats had to

find shelter in the Unimak Pass area but on Wednesday, the 3rd of March, they returned to the grounds and found this great concentration of foreign gear.

Finally on Wednesday, March 3rd, the Coast Guard got a plane to the area and was able to fly over the foreign fleets and photograph them in action. I understand that there will be a cutter back in this area by this weekend and hopefully this will resolve the problem. Not, however, our terrific gear losses.

I do not know how many other boats are fishing in the area but I do know that Carl Moses's boat the *Oceanic* suffered gear losses and another boat, the *Flood Tide* is reported to have lost 15 pots this week.

I think this points out several things, Ted. One is that the foreigners are not overly concerned with international agreements if they do not think they will get caught. The second is that we do not have sufficient surveillance in this area to assure that they abide by their agreements.

I feel that we should have a Coast Guard cutter stationed in Unalaska year around. Unalaska is now one of our major fishing ports. The nearest cutters to that area presently are in Adak and Kodiak which leaves a tremendously large unprotected area, not only from surveillance but also from the search and rescue viewpoint. There are probably a hundred boats fishing in this area in the winter months, including the Sand Point crab fleet, the Squaw Harbor shrimp fleet and the King Cove-False Pass crab fleet as well as Dutch Harbor and Unalaska.

I have been working closely with Ernie on

exhibits were ordered to be printed in the RECORD, as follows:

S. 1366

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first sentence of section 8(a) of the Fishermen's Protective Act of 1967, as amended (68 Stat. 883, as amended; 82 Stat. 729, 85 Stat. 786, and 86 Stat. 1182) is further amended to read as follows: "When the Secretary of Commerce determines that nationals of a foreign country are, directly or indirectly (1) conducting fishing operations in a manner or under circumstances which diminish the effectiveness of an international fishery conservation program, (2) conducting fishing operations which are prohibited in the Act entitled 'An Act to prohibit fishing in the territorial waters of the United States and in certain other areas by vessels other than vessels of the United States and by persons in charge of such vessels', approved May 20, 1964 (16 U.S.C. 1081 et seq.), (3) destroying equipment owned by the United States fishermen, or (4) engaging in any other activity which endangers United States fish resources, the Secretary of Commerce shall certify such fact to the President."

this problem this week and he has been most helpful. Unfortunately Bud Weburg was replaced last Monday and Harold Hanson has not had very much experience in this field, in addition Harry Reetzke, of the N.M.F.S., has been away from Juneau so we were not able to work directly with him.

I have been working with Lew Williams to get some good press coverage on this deplorable situation and hope, with your help, to bring the whole problem into focus.

It is a tough enough job to keep a fishing fleet working in the Bering Sea in the winter time without having the additional threat of being trampled by foreign fishermen on our shores.

I would appreciate anything you can do.

Very truly yours,
BOB THORSTENSON.

PETERSBURG FISHERIES, INC.,
Seattle, Wash., April 2, 1971.

Senator TED STEVENS,
Senate Office Building,
Washington, D.C.

DEAR SENATOR STEVENS: In connection with the recent violation by the Soviet vessel CPT 4538, our vessels the M/V "Viking King" and the M/V "Viking Queen" lost respectively 35 and 5 King crab pots.

We therefore enclose our invoice for 40 pots at \$426.16 or a total of \$17,046.40.

We also feel that we are entitled to charge for lost fishing effort, which we are including in our invoice.

Very truly yours,
RICHARD C. KELLY,
Controller.

INVOICE

Soviet Vessel CPT 4538,
Embassy of the U.S.S.R.,
Washington, D.C.

King Crab Pots costing as follows:

7 x 7 pot	\$185.00
Buoys 2 at \$10.50	21.00
Buoy 1	6.00
33 fathoms nylon line at \$1.00	33.00
100 fathoms poly-prop. line at \$.82	82.00
4 fathoms poly. prop. line at \$1.27	5.08
1 ball decanter	.66
Labor for rigging pot	22.50
Shipping cost—Suttle to Dutch Harbor	60.00
Total	426.10
40 pots at \$426.16	17,046.40

Lost catch for the above pots March 22 to May 1, 1971 (scheduled departure of Viking King for Seattle. The vessel is returning to Seattle due to the gear shortage).

Present average of remaining pots is 25 legal King Crab per pot.

Pots are hauled every third day.

Average weight per crab is six pounds.

Pots are emptied and rebaited on the average of every third day.

39 remaining days divided by 3 equals 13 pot haulings.

40 pots x 25 King Crab x 6 pounds x 13 hauling equals 78,000 lbs. King Crab lost.

78,000 lbs. King Crab at 21¢ per lb. (current price) equals \$16,380.00.

Total Invoice, \$33,426.40.

Make check payable to Petersburg Fisheries, Inc. Fishermen's Terminal, Seattle, Wash. 98119.

PAN-ALASKA FISHERIES, INC.,
Monroe, Wash., March 24, 1971.

Hon. Senator Ted Stevens,
Senator from the State of Alaska,
Juneau, Alaska.

As you are no doubt aware, we have been having serious problems with the snagging violations of the Japanese and Russians in the negotiations pot-sanctuary area in the Alaska Bering Sea.

Two days ago, one of our vessels, the M/V Endeavor, lost 42 king crab pots that were dragged off of their original locations by these foreign vessels. These pots have a value in excess of \$350.00 per pot, which made this this vessel sustain a loss of over \$14,000.00.

Other vessels, such as the Viking King, Viking Queen and Sea Spray, have had similar experiences in the last three weeks which have been protested but have not seemed to produce results on the trawling operations in this area. Major concessions were given in the negotiations with the Russians to restrict the crab quota in the Bering Sea, raising the size limitations and prohibiting trawling operations in the pot-sanctuary area in this area. Major concessions were given in the negotiations with the Russians to restrict the crab quota in the Bering Sea, raising the size limitations and prohibiting trawling operations in the pot-sanctuary area, but needless to say, the concessions that were given to them such as, calling at U.S. Ports for refueling, supplying and R & R have been one-sided as they have not stopped and obviously, do not intend to stop fishing with the illegal gear in this area. We as the largest packer or King Crab have wholeheartedly supported the Alaska Department of Fish and Game in all the conservation methods recently taken, such as (quotas, pot limits, registration area, and Season).

Now, we find ourselves having to take necessary steps to protect the King Crab Fishing Industry being abused by these international violations.

This has got to stop. If we can't have protective measures, such as Coast Guard

Surveillance of these areas, then these fishermen should be reimbursed for their pot losses. It seems to us that protection of one's resources is equally as important as protecting one's Country.

I can only impress on you, that we need all the help possible and all the pressures brought to bear on stopping this problem, of the individual companies and fishermen will be forced to revert back to taking the matter into their own hands in protection of their property, which could lead to serious consequences.

May I please hear from you on behalf of Pan-Alaska Fisheries, Inc. and also, as President of Northwest Fisheries Association, which represents all the major fish processors in Alaska, Washington and Oregon.

Sincerely,

RONALD JENSEN,
President.

DEPARTMENT OF STATE,
Washington, D.C., March 19, 1971.

Hon. Ted Stevens,
U.S. Senate,
Washington, D.C.

DEAR SENATOR STEVENS: The Secretary has asked me to reply to your letter of March 4 regarding fishing by foreign vessels in a sanctuary area north of Cape Sarichef on Unimak Island, Alaska.

The area in question is that area of the southeastern Bering Sea described in paragraph 3 of the Appendix to the Agreement of February 12, 1971 between the United States and the Soviet Union relating to fishing for king and tanner crab. In that area, "Unless otherwise agreed by the two Governments, only pots may be used to capture king crabs and tanner crabs for commercial purposes and no trawling may be conducted for other species . . ." This area, commonly known for obvious reasons as the "crab pot sanctuary", is depicted in the small chart attached, it being understood that the sanctuary includes only the waters seaward of the 12-mile fishery limit. The provisions of the February 12 Agreement regarding this sanctuary are the same as those of the previous Agreement between the two Governments on the subject, that of January 31, 1969.

On February 27, a Coast Guard air patrol, acting on a report from the American fishing vessel *Viking Queen*, observed four Soviet vessels trawling in the sanctuary area. Message blocks were dropped advising these vessels that they were operating in violation of the Agreement. The message blocks were not retrieved but the Soviet trawlers brought aboard their gear and got under way. A Coast Guard surface vessel was on the scene the following day but detected no further violations.

On March 3 a Coast Guard air patrol observed nine Soviet trawlers fishing in the sanctuary. Again message blocks were dropped to all vessels observed in violation. During the operation three of the nine vessels attempted to obscure their identification, as had one of the vessels at the time of the observation on February 27. Coast Guard surface vessels in the area during this period informed two Soviet transport ships of the provisions of the Agreement and the violations observed.

On receipt of this information, the Department called in an officer of the Soviet Embassy on March 5 to protest these violations of the Agreement. We have had no specific response so far to our representations on the subject, but there have been no reported observations of violations since those of March 3.

The provisions of the Agreement are enforced by each Government against its own nationals and vessels; no authority is provided for enforcement against nationals and vessels of the other country. In view of this, and since the area in question is part of the

high seas beyond United States jurisdiction, the Coast Guard had no authority to seize the offending vessels.

We understand that the *Viking Queen* and perhaps other vessels have reported losses of fishing gear resulting from these trawling operations and that affidavits on this are in preparation. The Department will, of course, give careful consideration to any such documents with a view to such further action as may be appropriate.

I hope the foregoing will be helpful. If there is any further information we can provide, please let me know.

Sincerely,
DAVID M. ARSHIRE,
Assistant Secretary for Congressional Relations.

DEPARTMENT OF STATE,
Washington, D.C., April 1, 1971.

Hon. Ted Stevens,
U.S. Senate,
Washington, D.C.

DEAR SENATOR STEVENS: The Secretary has asked me to reply to your letter of March 22 regarding the continuing problem of violations by Soviet trawlers of the so-called "pot sanctuary" area north of Unimak Island. I refer also to my letter of March 19 on this subject.

On March 19, pursuant to our earlier approach of March 5, we gave the Soviet Embassy a tabulation of such sightings up to that date. The Soviet representatives informed us that the information they had received from Moscow was to the effect that investigation has disclosed no evidence of violations by Soviet vessels. We pointed out that in view of the officially confirmed reports available to us this was obviously an unsatisfactory response.

On March 24 following two additional reports of sightings of Soviet vessels trawling in the area, we again protested this matter to the Soviet Embassy in vigorous terms. Simultaneously, the Regional Director in Juneau of the National Marine Fisheries Service, Mr. Harry Rietze, was attempting to establish communications with the Soviet fleet commander with a view to arranging a meeting of the two to discuss this problem. We understand that the Soviet fleet commander has now responded and has said that he would advise Mr. Rietze shortly concerning the proposal for a meeting. The Agreements between the United States and the Soviet Union contain provisions for such meetings between local representatives for the solution of various kinds of problems.

With respect to Japanese activities, we have informed the Japanese Embassy of sightings of Japanese vessels trawling in this area. Such activities by Japanese vessels are not a violation of the Agreements with the United States. However, the Japanese Government has in the past informed us that a domestic measure it continues to prohibit trawling by its nationals and vessels, in a larger area of the southeastern Bering Sea which encompasses the "sanctuary" area. Thus, trawling by Japanese vessels is a violation only of Japanese Government regulations, although it is obviously a matter of concern to us and we seek to bring such incidents to the attention of the Japanese authorities.

The Japanese have the same rights, of course, as American fishermen to get crab pots in this sanctuary area for the purpose of taking king or tanner crab, and we have reports that Japanese vessels are in fact engaged in this activity at the present time. It is possible, therefore, that some of the reports of Japanese vessels in the area may reflect entirely legitimate activities under the Agreements.

We trust that the latest representations and the communications between United States and Soviet local authorities will lead to a speedy solution of this problem. Mean-

while, we intend to take all practicable steps to correct the situation.

Sincerely yours,

DAVID M. ARSHIRE,
Assistant Secretary for Congressional Relations.

DEPARTMENT OF COMMERCE,
Washington, D.C., April 13, 1971.

Hon. Ted Stevens,
U.S. Senate,
Washington, D.C.

DEAR SENATOR STEVENS: Thank you for your letter regarding Soviet trawling in areas of the Bering Sea closed to fishing with mobile gear by a U.S.-Soviet agreement renewed February 12, 1971.

On March 31, 1971, a meeting took place between the Commander of the Soviet fleet in the Bering Sea, and officials of the U.S. Coast Guard and the National Marine Fisheries Service. The U.S. Delegation included Robert McVey, Associate Regional Director, National Marine Fisheries Service, Juneau, Alaska, and Commander Schneider, Chief, Intelligence and Law Enforcement Division, 17th Coast Guard District.

Mr. McVey presented written and photographic documentation of Soviet violations in the pot sanctuary area in the eastern Bering Sea. The Soviet fleet Commander said it had been his understanding that the agreement establishing the pot sanctuary area had expired January 31, 1971. He claimed that the renewal of the agreement on February 12, 1971, was not reported to the fleet on the fishing grounds until March 6, 1971. He indicated he would investigate all violations reported after March 6, 1971, and penalize the masters of any vessels involved.

He also indicated that the Soviet fleet in the eastern Bering Sea had been removed to an area west of 170° W., which is beyond the pot sanctuary area. He gave assurances that there would be no further violations of the sanctuary during 1971 and 1972 while the present agreement is in effect.

We are very concerned about the incidents that took place before the meeting with the Soviet fleet Commander was arranged. We will continue to work closely with the U.S. Coast Guard and the Department of State in efforts to insure that compliance with the agreement is maintained in the future.

Sincerely,
WILLIAM M. TERRY,
(Acting for Philip M. Roedel, Director).

THE SECRETARY OF TRANSPORTATION,
Washington, D.C., April 22, 1971.

Hon. Ted Stevens,
U.S. Senate,
Washington, D.C.

DEAR TED: This is in response to your letters of March 11 and 22, 1971 concerning sightings of foreign vessels in the Unimak Island crab pot sanctuary.

As you are aware, the US-USSR King Crab Agreement of February 12, 1971 provides that no trawling may be conducted for any species in a described area north of Unimak Island and lying seaward of the nine mile fisheries zone contiguous to the territorial sea of the United States. This Agreement also specifies that each government will apply the measures of the Agreement to its nationals and vessels. Therefore, since the sanctuary in question is considered by the United States to be a high seas area, and the Agreement does not provide for coastal state enforcement, the Coast Guard's role in this regard is to conduct surveillance of the area, investigate reports of non-compliance and collect information to support appropriate action through diplomatic channels.

Since February 27 the date the *Viking Queen* reported foreign trawlers dragging in the crab pot sanctuary, Coast Guard vessels and aircraft have patrolled the area almost continuously. Message blocks dropped from aircraft, informing Soviet trawlers that they

were in violation of the Agreement, have been ignored. Therefore, it appears that this increased presence of Coast Guard forces has had no deterring effect and that the present patrol effort provides sufficient information for diplomatic protest, the only means of censure in this situation.

However, Coast Guard and National Marine Fisheries Service representatives did arrange for a meeting with the Soviet fleet commander. During this meeting, held on April 2, the fleet commander gave a verbal, personal and a written guarantee that there will be no further violations of the crab pot sanctuary for the duration of the Agreement.

Japanese trawling in the halibut nursery grounds north of Unimak Island is a matter of concern to the United States but, again, since this fishing is in an area which the U.S. government recognizes as high seas the Coast Guard has no authority to restrict these operations. However, the Japanese Government has enacted domestic regulations which prohibit trawling in this area and, again, the Coast Guard's role is to conduct surveillance of the area, investigate reports of non-compliance and collect information to support diplomatic protest.

The matter of assigning additional Coast Guard resources to the Aleutian area is, of course, one which must be weighed against overall requirements for the deployment of resources. This is an area of continual review but, although units from other Pacific Districts are regularly assigned to supplement Alaska patrol during periods of the greatest foreign fishing activity no redeployment of a high endurance cutter or reassignment of resources from other areas is anticipated.

I hope that this information will be of help. If you find the need for any additional information, do not hesitate to ask.

EXHIBIT 3
PETREBUSURG, ALASKA,
October 20, 1971.

Hon. Theodore F. Stevens,
U.S. Senate,
Old Senate Office Building,
Washington, D.C.

DEAR SENATOR STEVENS: The afternoon of the 24th of September we were in the process of setting our halibut gear consisting of 4 sets with 13 skates in each set. We were setting in depths from 100 fathoms to 90 fathoms and was midway through the 2nd set when we noticed some large boats ahead of us. Upon determining that they were part of a foreign trawl fleet we turned a right angle to the starboard for 5 minutes and then made the same move again so that we were headed in the opposite direction. We continued in this direction with the remainder of our gear hoping we would be at a safe distance from the foreign trawlers.

We placed a blinking buoylight on the last end of the last set and then dropped the anchor nearby. About 0230 the next morning we awoke to begin hauling our gear back. We were surprised and concerned when we discovered we were surrounded by boats for there were lights all around us. Daylight does not appear until approximately 0700. There were boats moving by us at slow speeds, apparently towing their nets as there was activity on the decks.

We hauled one set back, 13 skates, and there was very little fish of any kind caught. The previous trip in the same area yielded considerable halibut plus assorted species such as gray cod, black cod and turbot. There was about 250 pounds of halibut or close to 20 pounds per skate average which is considered extremely poor. This average held up for the remaining gear that was hauled during the day.

The next set was very much the same, except that we hauled back only 10 full skates and half of another. Three and one-half skates were lost, plus one 45 lb. anchor, 150 fathoms of buoyline, one bag and flagpole.

The next end of the third set should have been close by but was not where it should have been.

We had to run to the other extreme end and haul from there and back. The entire set was hauled back without incident. During this time Russian trawlers were towing from the deep part of the edge and up towards shallower water. The next set had eleven and one half skates left on it, a loss of 2 1/2 skates plus 1 anchor, 150 fathoms of buoyline, one bag and one flagpole.

We conducted an extensive search for our missing gear with no sightings of any fishing. Altogether we lost five skates of gear, 30 fathoms of buoyline, two 45 lb. anchors, 5 fathoms of 1/2" galvanized chain, two 75" buoy bags and 2 flagpoles for a total value of \$764.50. In addition we were not able to use as much gear during the trip. We had 40,000 pounds and hauled 699 skates averaging 58.1 lbs. per skate and we could have more if we had our full string during the trip. We had some spare gear with us that we used to replace what was lost. However, if we had no losses we could have hauled a total of 728 skates and at a 58.1 lb. average would have given us a total of 1685 pounds more. At 39¢ per pound, which we received for our fish, would have meant an additional \$657. Therefore, our total loss considering gear and fish would come to approximately \$1,421.50.

When it was apparent that our gear was lost we were able to read numbers on three of the boats and these were recorded in the logbook. It is not known which boat was involved in our gear because of the distance between our ends and the various trawlers. There were at least seven Russian ships in sight most of the time. The name and number of one ship was the Ternery, no. 0987. The other two were 06981 and T6-1935.

The entries in the logbook include the loran readings IL6 and IL7 at each end of each set. When all the gear was in I notified the Coast Guard in Kodiak and gave them the loran reading IL6-3291, IL7-2788 as the position where our gear was lost. I also stated the value of the gear lost as approximately \$1,000.

We were forced to leave this area and move somewhere else. We felt we were being escorted away from the area as ship number T6-1935 moved along with us for a considerable distance.

Information constantly given to the fisherman indicates that the foreign trawlers are towing their gear above the bottom fish, thus not tampering with bottom fish. The obvious decrease in fish caught plus the fact we had a portion of trawl web brought up on one of our hooks near where one of our ends had parted clearly shows that trawls are bouncing along the bottom and scooping up everything in its path.

The efforts of the International Harbor Commission becomes more meaningless as a regulatory body because we cannot control the areas foreign fleets operate. We are no longer operating on a sustained yield basis but on successive seasons of diminishing returns and it will become worse before it ever improves. The very slow growth rate of halibut means that it will be years before the younger fish can replace those that have been caught by foreign fleets. With the effort on pollock in the Bering Sea and the high mortality rate of the hundreds of thousands immature halibut caught in their foreign trawls they are destroying entire yearly quotas had they been allowed to mature. What is there to look forward to?

We would appreciate any effort you make that will lead to the recovery of our loss.

Sincerely,
Ed Frolov,
Captain, M/V *Symphony*.

P.S.—I have pictures of several of the vessels that were in the area which will be sent to you as soon as they have been developed.

EXHIBIT 4

TABLE 13.—DAMAGE TO U.S. FISHING GEAR BY FOREIGN FISHING VESSELS, 1970

Table with columns: Date, Reported by, Alleged offender, Location, Losses and remarks. Rows include incidents involving Soviet freezer-trawlers and Japanese stern trawlers.

EXHIBIT 5

TABLE 5.—SUMMARY OF U.S.-VESSEL FISHERIES PATROLS, 1970

Table with columns: U.S. patrol vessels (Name, Period of patrol, Miles patrolled), Number of sightings of foreign vessels (Japanese, Soviet, South Korean, Canadian), Total sightings.

EXHIBIT 6

TABLE 6.—SUMMARY OF U.S. AERIAL FISHERIES PATROLS, 1970

Table with columns: Number of patrols, Hours flown, Miles patrolled, Number of foreign ships sighted (Japanese, Soviet, South Korean, Canadian), Total sightings.

EXHIBIT 7

FEBRUARY 6, 1973.

HON. FREDERICK B. DEMT, Secretary of Commerce, Department of Commerce, Washington, D.C.

DEAR MR. SECRETARY: I am informed that Japanese fishermen have taken substantial amounts of halibut from the area of the Bering Sea east of the abatement line.

that they report being taken from west of the abatement line plus their reported catches east of the line indicate that it would be impossible for them to have exported this amount of halibut to this country.

I call upon you to utilize the authority of the amendments to the Fishermen's Protective Act (PL 92-219) by suspending imports from Japan and seizing the import filets which are currently in storage in Seattle as having been taken in violation of the International Convention for the High Seas Fisheries of the North Pacific Ocean.

Cordially, TED STEVENS, U.S. Senator.

U.S. DEPARTMENT OF COMMERCE, Rockville, Md., February 21, 1973. HON. TED STEVENS, U.S. Senator, Washington, D.C.

Imports of halibut filets from the Japanese indicate that the size of the fish being taken by the Japanese is also in violation of the International Convention for the High Seas Fisheries of the North Pacific Ocean.

From the information I have received the Japanese exported to this country over 19,000,000 pounds of halibut in the first eleven months of 1972. Yet, the amount of halibut

Information from a Japanese trade source indicates that Japanese land-based trawlers did, in fact, retain halibut taken incidentally to other species in the eastern Bering Sea in contravention of the conservation recommendations of the International North Pacific Fisheries Commission (INPFC).

The Japanese fish the eastern Bering Sea (east of 175° W. longitude) throughout the year primarily for pollock and other ground fishes. However, they have agreed to an INPFC recommendation that halibut taken incidentally with trawl gear be discarded. They can fish halibut in the eastern Bering during the halibut season with longline gear but must observe the 26-inch size limit recommended by INPFC.

Representatives of the halibut industry called to our attention the fact that sublegal halibut were being imported into the United States from Japan. The Pacific Fisheries Products Technology Center of the National Marine Fisheries Service, located in

Seattle, which examined some filets identified as halibut from Japan, has concluded that: (1) the filets came from true halibut, and (2) they were from undersized fish. In view of the limited sampling, the Center is planning to conduct further tests to verify their preliminary findings.

With respect to the statement in the third paragraph of your letter, this needs some clarification. A total of 19 million pounds of halibut was not imported into the United States during the first 11 months of 1972. The actual amount of halibut imported totalled 14.5 million pounds, consisting of dressed fish and filets.

Japan has annually submitted to the INPFC data on halibut landings for its mothership trawl and longline/gillnet fisheries. The data show that in 1971 Japan landed 12,590 metric tons (27.7 million pounds) of dressed halibut from the Bering Sea west of 175° W. longitude.

The retention of land-based trawl caught halibut by Japanese vessels east of 175° W. longitude was brought to the attention of the Government of Japan at the November 1972 meeting of the INPFC held in Vancouver, British Columbia. The Japanese officials assured us that they would seek to control this problem.

We hope this clarifies the situation in the Japanese fishery. We are currently studying further the implications of all aspects of this matter, including your suggestion concerning the amendments to the Fishermen's Protective Act (P.L. 92-219), and will keep you informed of any developments.

Sincerely, ROBERT M. WEITZ, Administrator.

By Mr. CHURCH: S. 1367. A bill relating to the income tax treatment of charitable contributions of copyrights, artistic compositions, or a collection of papers. Referred to the Committee on Finance.

CHARITABLE CONTRIBUTIONS EQUITY FOR GIFTS BY AUTHORS AND ARTISTS OF THEIR OWN PROPERTY

Mr. CHURCH, Mr. President, the legislation which I introduce today is similar in intent, though not in language, to S. 1212, which I introduced during the last session of the Congress. Changes have been made in the text of the bill which I introduced last year to rectify a serious technical flaw in the legislation which would have granted tax benefits beyond the scope intended.

This bill is designed to change the Tax Reform Act of 1969's inadvertent mistreatment of authors and artists under the tax law.

As some Members will recall, it was during the consideration of the 1969 Tax Reform Act that it came to light that some political figures, both Democratic and Republican, would reap large tax benefits by donating their public papers.

It was the feeling of the Congress that, inasmuch as the taxpayers had once underwritten the making of these papers, they should not again be asked to subsidize them, via the tax code, when they were given away by a public officeholder at the conclusion of his career.

In an attempt to solve that problem, Congress changed the tax law. However, in so doing, Congress swung too broad an axe. It not only eliminated the deduction allowable for the donation of public papers by politicians, but eliminated the deduction, based on fair market value, which had previously been granted to authors and artists.

The result has been that acquisitions by libraries, museums, and art galleries have been seriously harmed. All my amendment would do is to partially reinstate the tax treatment given to authors and artists prior to the passage of the Tax Reform Act of 1969 for up to 50 percent of the fair market value of their works.

The intent of the Congress will thus be carried out, and the oversight in the original act in part, at least, corrected.

Since the situation has not altered since I introduced my earlier legislation, I ask unanimous consent that my remarks in support of the change in the law which appeared in the CONGRESSIONAL RECORD at the time I originally introduced similar legislation, together with the supportive material which I presented at that time, appear at this point in the RECORD.

I further request that the text of my new bill, together with an in-depth study which was done by Mr. Mike Wetherell of my staff on the background of this problem and the need for a change in the law appear at this point in the RECORD.

There being no objection, the remarks, bill, and material were ordered to be printed in the RECORD, as follows:

GIFTS TO LIBRARIES INCENTIVE ACT

Mr. CHURCH, Mr. President, I introduce for appropriate reference a bill to amend section 170(e) of the Internal Revenue Code. This bill will equate the incentive to donate certain income property to specified nonprofit and governmental institutions with the incentive to sell those materials on the open market.

Congress created an unfortunate hardship for its own Library when it enacted the Tax Reform Act of 1969. Through changes in section 1221(3) and in coordination with 170(e), that act eliminated one of the Library's most important incentives to donations of materials that the donor had created. That incentive was the right of the donor to deduct from his gross income the market value of his own original materials when given to a nonprofit institution.

This bill will furnish a solution without any untoward consequences. As some Members will recall, it was during the consideration of the 1969 Tax Reform Act that it came to light that some political figures, both Democratic and Republican, would reap large tax benefits by donating their public papers.

The problem was brought to my attention by Archibald MacLish, former Librarian of Congress, who wrote me that—

"The principal glory of the Library is its Manuscript Division and one of the great achievements of the Manuscript Division has been its acquisition of American literary manuscripts and related correspondence. Writers, public men and others were encouraged by the Internal Revenue Code as it stood prior to 1969 to give materials of this kind to the Library and its collections made significant gains. In 1969, however, the Tax Reform Act of that year * * * (made a) distinction between donors who themselves created literary and historic documents and others who collected them. The collector, commercial or academic or whatever, received tax advantages if he gave the materials to a library; the creator did not."

Therefore, Mr. President, in the form of this bill I would like to see Congress take corrective action which will enable our own Library, and her sister institutions, to enjoy at least an equal chance, along with private collectors, to obtain original manuscripts of great historical and cultural value.

The severity of the impact of the 1969 change is startling, particularly when one examines figures furnished to me by officials of the Library of Congress. In 1967, 1968, and 1969 the Manuscript Division of the Library received an average of 313,826 manuscript pieces. In 1970, only 69,803 pieces were received and many of these were of negligible value.

Since the situation has not altered since I introduced my earlier legislation, I ask unanimous consent that my remarks in support of the change in the law which appeared in the CONGRESSIONAL RECORD at the time I originally introduced similar legislation, together with the supportive material which I presented at that time, appear at this point in the RECORD.

I further request that the text of my new bill, together with an in-depth study which was done by Mr. Mike Wetherell of my staff on the background of this problem and the need for a change in the law appear at this point in the RECORD. There being no objection, the remarks, bill, and material were ordered to be printed in the RECORD, as follows:

TAX REFORM: A "HALF AX" EFFECT ON MANUSCRIPT CONTRIBUTIONS

(By John J. Kominski, General Counsel, Library of Congress)

Among other changes it made in the Internal Revenue Code, the Tax Reform Act of 1969 amended Section 1221(3) by providing that letters, memoranda, and similar property (or collections thereof) are not to be treated as capital assets if they are held by the taxpayer whose personal efforts created the property or for whom it was prepared or by a person who owns the property as a gift from the one who created it.

These two changes, perhaps more than any others, went a long way toward deferring gifts of manuscript materials to public institutions, such as the Library of Congress (which opposed these changes), or other

*When the 1969 Act became effective in July of 1969, by far the greatest number of donations in that year came before the effective date.

USCGC CONFIDENCE ALPAT
Report for the Period
5 July 1977 to 31 December 1977

ANNEX A

Annex A
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USCGC CONFIDENCE ALPAT Report for the Period
5 July 1977 to 31 December 1977

1. 20-30 July ALPAT

After boarding 2 JA, 1 UR and 1 KS off Albatross Bank, encountered easterly weather and pulled into Homer for a night's liberty. Two days later put NMFS observer Verne Scholey aboard a second JA longliner off St. Elias before checking the loading zone, which was empty. After recovering Scholey, headed for Dixon Entrance along a track opposite to our guessed track for a narcotics-smuggling lookout vessel. At Dixon Entrance after boarding a CA halibut longliner and finding some Salmon aboard put Scholey aboard his third longliner for about 8 hours before boarding a JA longliner and a stern trawler to the north. For a night's liberty, ducked into Pelican where the MSB and five men refloated a sunk seiner upon the owner's request. Also heard that the M/V MARLIN would be coming to Pelican from Yakutat two days later. Out of Pelican found nothing on Fairweather Grounds and headed for Lituya Bay looking to intercept the MARLIN which we had seen with apparant general cargo on her deck while we were boarding Russians in the area four months earlier. After boarding a rare troller off Lituya Bay just before sunrise, spotted the MARLIN and boarded her just before breakfast. Suspicions confirmed. Much general cargo. (Maximum penalty for her assorted violations totaled in Kodiak four days later: \$1,400,000). Boarded two JA longliners SE of St. Elias and two JA stern trawlers off Portlock Bank on the way home. Throughout the trip enjoyed the sunny presense and boarding officer performance of LT Mike EBERHARDT, the prospective operations officer of JARVIS.

operations officer of JARVIS.

2. 25 August to 4 September ALPAT

The major accomplishment of this patrol was the seizure of the HIGHLY 301, which had been warned three weeks earlier by STORIS to take only pollock. CCGD17 had a message in to G-000 asking if all species for which national allocations were made were prohibited if not on the nation's list of allocations. The answer, finally, was yes and HIGHLY was seized after arrowtooth flounder, squid, a halibut and a number of other species not on her list were found buried under layers of pollock blocks in her main hold. No special tactics were used, only a thorough briefing by the STORIS CO before we got underway, one which caused an eight vice five man boarding party despite the fact that HIGHLY 301 was not boarded for a hour and a half after she steamed by dragging her trawl. It was here that we first realized something that we should have realized before: Medium stern trawlers, which "fill and go" in less than two months as a rule, are likely culprits. Obviously these vessels hope not to be boarded in that time. These are the vessels that are most likely to attempt to retain valuable prohibited species, particularly after they have already been boarded.

Almost as significant an accomplishment was the prohibited species violation detected in fog aboard a Japanese medium stern trawler three days earlier off the Islands of the Four Mountains. With no gyro, we lowered the MSB at about a thousand yards with instructions to the

coxswain to stop and listen for the sound of the fishing vessel. He did it and it worked. KINTOKU MARU No. 11 thought we were another trawler until our MSB came out of the fog fifty yards away. On that vessel Ensign SLYE and his five-man boarding team, which included two AVDET crewmen, found two king crabs, 13 cooked king crab legs, one 5 lb. frozen filet of pink salmon, 5 lbs. of pink salmon steaks and a 3 lb. bag of frozen scallops under a tarp in a non-freezer space, a transgression for which \$10,000 has since been paid. Of significance: (1) the first processed prohibited species violation aboard a Japanese vessel under the FCMA and (2) a medium stern trawler again.

The day before the HIGHLY 301 boarding, Bering Sea intelligence and a little luck put us in the track of the M/V SNOWBIRD, which was headed for Dutch Harbor from St. Paul. Again a general cargo violation, but this time on a vessel for which a "lookout" had been issued by Seventeenth.

On the way in to Kodiak, boarded the BMRT POIMA off the Shumagins while HIGHLY 301 overtook us. This made it 12 foreign and six domestic boardings in 10 days.

The basic tactic on this patrol was to hit the 100-fathom curve from seaward in darkness, board until noon or so, disappear, then repeat again the next day. HIGHLY was nabbed on the second such thrust but upon completion of a boarding that started four hours after we had hit the 200-fathom curve at 0200. The problem with this tactic is that foreign fishing vessels aren't always there when you arrive. Also, despite cautioning statements in the night orders, OODs find it difficult to resist targets in 150 fathoms or less, targets, which in the Bering Sea in summer almost always turn out to be pair trawlers reaching out from their mother factoryships. Pollock seeking medium and large stern trawlers that time of year concentrate at 200 fathoms and deeper.

and deeper.

3. 3-18 October ALPAT

Much of this patrol was wasted. Had a C-130 checked out the Aleutians before we went there, we never would have gone. Only three longliners beyond Nikolski, two of which we passed up in expectation of considerable business around Buldir. Two or three weeks later, RUSH repeated the same mistake and in fact suffered storm damage while looking to see if any foreign fishermen were up on Bower's Ridge. But that was 1977. In 1978 the regulations require check in and check out before and after fishing in Area IV, the Aleutians. Daily fleet disposition reports now report these as well as latest contact and sight report positions. No longer are advance C-130 AIRPATS so important. They certainly would have been useful for CONFIDENCE and RUSH in October, however.

Just out of Kodiak near Sitkinak heard the 4136.3 kHz distress call of the crabber COUGAR to COMSTA Kodiak. In less than ten minutes COMSTA told him we were on our way and would be to his position seven

miles off the downwind beach in two hours, our response having been passed informally to COMSTA by RATT immediately upon hearing the call. Never expected it, but RUSH relieved us of the tow just before midnight, thereby allowing us to rendezvous with BOUTWELL for a much appreciated UNREP exercise the next day.

Thence west to 169W off Unalaska Island where we issued a violation and a citation to two big Korean stern trawlers for gaffing prohibited species while returning them to the sea. Boarded two more Koreans and one JA longliner in the same area on the way back from the Aleutians before doing 10 boardings aboard crabbers and processors in or near Akutan Harbor. Five foreign and ten domestic boardings in fifteen days.

4. 3-17 November ALPAT

Did twelve boardings in two weather windows (8 BMRTs one night off the Shumagins and 4 JA stern trawlers off Cape Sarichef) in the first four days. Then, while it blew outside, fixed boats for two days in Dutch Harbor, Pan Alaska there having a transmission seal to us out of Anchorage in just six hours. NE weather forced us in to St. George while on our way up to BC. Heard the crabber POLAR SHELL just north of Unimak Island calling COMSTA on 4136.3 kHz and a blue crabber anchored with us tell him "the Coast Guard's up here at St. George, Dave". After a "who said that" on CH-16 and learning POLAR SHELL to be much too large (185 feet) for any other crabber to tow, intercepted the call to COMSTA and said we were on our way.

tow, intercepted the call to COMSTA and said we were on our way.

Then, with POLAR SHELL in tow, another SAR case. The tow line had parted between the crabber ENDEAVOR and his tow, the SMARGD. While leaving SMARGD a derelict, ENDEAVOR rendezvoused with us twelve hours later to receive 5" nylon hawser and 13' AVON rubber boat for getting a crew back aboard the SMARGD. While hauling on the 5", ENDEAVOR got in too close and knocked out our port sidelight. She broke away by powering out under the stem. On second pass she got the line but the bow section on the AVON deflated when the ENDEAVOR's crewman ruptured an old wound by banging her too hard against the ENDEAVOR. In the end, however, the inflated side sections on the AVON got the crew back aboard the SMARGD, the 5" hawser pulled the SMARGD in to Dutch Harbor, STORIS returned hawser and boat to Kodiak, CONFIDENCE pulled POLAR SHELL and 40,000 king crab to Kodiak, and the AVON won the praise of her temporary operators despite her deflated bow section (which has since been replaced).

It was actually before St. George that the excitement began. Just ten minutes after her daily check by a deck auxiliary engineer on the boat deck, the starboard MSB two blocked against the davit heads. Wind against the canvas controller cover had pushed the hoist handle into the "fast" position. The deck force knew about the defective upper limit switch, but, of course, the engineers did not. The hoister quit when its overload breaker tripped. That was the boat with the new transmission seal. (Posted operating instructions now tell how to secure power to the hoist handle after each and every use of the hoister).

5. 13-22 December ALPAT

On this patrol, sixteen boardings in fourteen days, the first off Portlock Bank with Senator Stevens aboard. Steering linkage on only MSB failed while boardings BMRTs off the Shumagins. Out of action for three days in Sand Point, King Cove and Cold Bay while awaiting weather and C-130 delivery of a replacement steering linkage. Then we set up an intercept at Unimak Pass for Russians who had just been terminated (15 Dec) in the Gulf. After three boardings were told to stop because all BMRTs had checked out of the Gulf. Then boarded the Kashima Maru, the Japanese factory mothership that processes flounder caught by her daytime pair trawlers east of the Pribilofs that time of year. Also boarded two large JA stern trawlers which were dragging mid-water trawls at night when the flounder feed off the bottom and-like Kashima's pair trawlers -- bottom trawls in 70 fathoms during the day when flounder feed on the bottom. Were forced out of the Bering by weather, passing up three boardings in the process, boardings in about 30 knots of weather which we would have been able to make had we our 13-foot AVON aboard (being repaired by the Anchorage dealer). On the way home delivered Santa to Perryville and boarded three more large stern trawlers off Chirikof (because of timely Air Station Kodiak surveillance the day before). Completed a SAREX off Ugak Island on the way into Kodiak.

ANNEX C

ALFAT ENGINEERING SYNOPSIS

1 JUL - 31 DEC 1977

During the six months ending 31 December 1977 CONFIDENCE conducted 5 ALFATS for a total of 69 patrol days. The following statistics apply for the period above:

Miles Steamed	10623
JP-5 Fuel (Ship) expended	130113 Gals (US)
JP-5 Fuel (Aircraft) expended	1565 Gals (US)
9250 Lube Oil	645 Gals (US)
4065 Lube Oil	145 Gals (US)
2110 Lube Oil	96 Gals (US)
Gasoline (Outboard)	300 Gals (US)

The total cost to operate and maintain the engineering plant of CONFIDENCE during the second six months of 1977 was \$67,739.58. This number includes a substantial expenditure for allowance 11st shortages and \$51,410.52 in ship fuel.

The following major engineering casualties occurred during the period 1 Jul - 31 Dec 1977:

a. Mr. 2 MDE SW Pump Failure

Over many months prior to the July inspection of this pump salt water pressure had been observed to be dropping slowly. INSPECTION AND INVESTIGATION revealed that the impeller had been improperly secured to the pump shaft causing wear on and loss of impeller pumping surfaces. Proper reassembly with a new impeller restored casualty.

b. Gyro Steering Stand

In June 1977 CONFIDENCE removed the MK14 Gyro and installed the MK27 model Gyro, both manufactured by Sperry. Then beginning on 23 June 1977 and lasting until 19 July 1977 CONFIDENCE experienced periodic partial and total steering casualties. The problem was traced to the new model amplifier installed in the steering stand. Upon return to old style amplifier failures ceased. Details of problem are found in CONFIDENCE ltr 9220 dtd 24 Jul 1977 on file in the 17th District.

c. Main Propulsion Control System Pitch Synchros

Complete failures of four (04) pitch indicator synchro transmitters/receivers have occurred during the last five months. Examination of failed synchros have shown much wear on electrical brushes and rings. All pitch transmitters were reconditioned and used until new synchros were received.

d. Main Gas Turbines

An oil leak in the second stage drive assembly of Mr. 2 MGT

and an oil leak in the accessory drive section of No. 1 MGT have rendered these machines inoperable except for emergencies since June 1977. Approximately 300 MH of ships force effort has been expanded to correct the problem without success. A visit by Solar representative is expected in 2nd quarter FY-78.

To date operation of turbins has been limited to approximately 20 hours/engine/partol during steady steaming runs only. This mode of operation has been followed to conserve fuel while at the same time providing enough time on turbines to keep engine operating freely and personnel familiar with turbins. Future turbine operating practice will be changed to employ turbins while operating at low speeds in the vicinity of fishing fleets while on boardings so as to reduce the amount of time that MDE's must loiter at low or no load. The same total amount of turbin time will be accomplished to continue machinery care and personnel training.

e. Motor Surf Boats

The following casualties and damage has occurred to the ship's MSB's during the period 1 July - 31 December 1977.

Starter	Both boats
Solenoid	Both boats
Steering Assembly	One boat
Transmission oil seal	One boat
Extensive Hull Patching	Both Boats
Shaft Coupling	Both boats
Tachometer Cables	Both boats
Bilge Pumps	Both boats

COMMENT COMPENDIUMMore Operating Time

Excluding availabilities, CONFIDENCE has been averaging about 130 operating days per year. Now with the lessened standby requirement (have not been called out in 18 months) caused by the presence of H-3 helicopters and more augmentation vessels, the Seventeenth is apparently willing to give us CHARLIE maintenance time just about any time we need it. This convenience, we feel, offers at least ten more days underway per year. Accordingly, Seventeenth is asked to consider CONFIDENCE capable of an average of 140 operating days yearly. Figuring about 40 days per year in Seattle for availability, this means an average of 180 days away from home port, which, due, to our short patrols, is totally tolerable from a personnel standpoint.

Augmenting 378 Maintenance vs CONFIDENCE Maintenance

Although our days away from home port are now the same (an average of 170 days per year), the 378s on the west coast operate about 40 days more per year than we do. The reason, of course, is that availabilities for the former are in their home ports. A pretty good deal for CONFIDENCE because she gets about 1.3 days (185/140) at the cargo pier in Kodiak for every day underway whereas the 378s see only .85 days (145/170) at their home piers for each operating day. Since CONFIDENCE, too, has turbines, we wonder if the 378s get proportionally more out of their availabilities or if their engineering complements are proportionally larger to allow them to get more maintenance done when they are at their home piers. Because many of the 378s don't appear to be making it, there just may be fallacy in the days away from home port equality, which appears to be the basic scheduling criterion. It's engineering maintenance more than anything else that limits our underway time. And, we have many personnel advantages over the 378s: captive single men who have little else to do than contribute to the cause, marrieds with 5 minute vice 1 hour commuting times, short (11-18 day) patrols.

Better Boats and More Ships

The Seventeenth's "Analysis of Cutter Patrols for Alaska during 1978" is excellent. Can find no fault with any of the criteria, assumptions or calculations. One boarding per FFV per quarter, 90% identification probability each week, monthly surveys for hovering vessels, etc. seem to be consistently reasonable enforcement standards.

The 177-day shortfall, perhaps, could be eliminated in future years through improved small boats and boat handling techniques as well as training. AVON rubber boats on STORIS and the tenders would make multiple boardings a cinch. The only inconvenience: loading of the AVON over the side which might mean five minutes difference in the time it takes to get the boarding party underway. Due to the speed of the craft, however, that time would many times be made up in transit time to the FFV and offloading time once alongside. If suspended over the side from a single

davit or accommodation ladder boom, one man can lower the boat once the ship is DIW. To lower an MSB, it takes three men on a 210 or 378, six men on the STORIS and up to 10 men on a buoy tender. One man can raise an empty AVON with a hand winch.

Even with elimination of the 177-day shortfall, it seems to us that more augmenting 378s are needed on the west coast to shorten the duration of their patrols (we're ready to come back after only 14 days, not to mention 70) as well as to increase their maintenance time at their home piers.

Helo Ops Hazard at Night

No AVDET generally means helo ops with Kodiak Air Station the day we get underway on ALPAT. On 3 October a black night, five degrees pitch, two degrees roll, relative wind 15 kts two points off port bow, five night "touch and goes" and one tie down landing completed. The aircraft approached high and fast and was properly waved off by LSO Trainee, LT BROWN. The aircraft pulled to port and slid forward to off the port boat deck. It then ascended to starboard with full power missing the truck by what appeared from the flight deck to be only a few feet. The pilot had misjudged his approach due to the effect of the pitching on his perception of the flight deck lights, his only visual references. Then, he was off the port beam forward of the flight deck with no visual references.

The fault was as much that of the CO of CONFIDENCE as it was that of the pilot. We should not have been practicing in those conditions. To make cancel decisions easier in such situations as well as to emphasize the dangers of helo landings on pitching decks on dark nights, the following is being proposed via Air Station Kodiak for CG-419:

"511.2. Pitch. The maximum acceptable pitch angles are 4 degrees for clear deck operations (such as WAGBs), 7 degrees with a grid installed on WHECs, 7 degrees with a grid installed on WMECs in daytime, 5 degrees on WMECs at night. When training with no horizon at night, practical limitations are 5 degrees on WHECs and 3 degrees on WMECs."

CONFIDENCE now shows her amber deck lights on the foc's'le during helo ops to provide visual reference forward of the flight deck.

Identification by Aircraft vice Cutters

Boardings are the primary cutter objective. Prohibited species enforcement is the primary pursuit of each boarding party. The importance of the element of surprise in the detection of prohibited species has been shown over and over again. Since knowledge of the presence of a cutter by all vessels of the same nationality can be presumed once the cutter is first sighted, it makes sense that cutters should avoid rather than seek contacts except when conditions are right for boarding. FFV identification, it seems to us, should basically be left to surveillance aircraft.

Call Sign Response to "AA AA AA"

Suggest 50CFR611.6b(c) be amended to require only the vessel's call sign on a signal light or its yardarm blinker lights in response to all international unknown station calls within the FCZ.

Unnecessary Cutter Addees on Contact Reports

COs, let alone administrators in offices, may not realize that long messages often have to be re-transmitted five or six times before the receiving ship has enough to acknowledge receipt. And then most times, the receiving ship has to type the message over before it can be put on its routing board. The whole process for just one contact report between COMSTA Kodiak and the floating addressees typically takes half to three-quarters of an hour. In winter and during bad comms, it is not unusual for this retransmitting process to take two hours. Hence, it seems logical to us that cutter info addees should be eliminated from all but the Friday and Saturday contact reports except for those few containing intelligence info. Since daily position and intention information on the other enforcement units is important, the Monday through Friday Fleet Disposition Reports should summarize this info from the contact reports of the previous day and the AIRPAT schedule. The savings for ALPAT cutters and COMSTA alike will be about one man-hour per contact report. Savings in teletype paper, too, will be a spinoff advantage, CONFIDENCE now spending \$400 per quarter for the stuff. This does not apply to aircraft "sight reports" which must continue to go to all cutters underway or about to get underway on ALPAT.

Ship to Air Communication

Ships do not routinely guard UHF. Nor do they appreciate being called on VHF-FM even if they are not on radio silence. In the future aircraft commanders will wait a few minutes for the ship to come up on 381.8 kHz after getting the ship's attention with a flyover.

Vessel Type on Fleet Disposition Reports

A single letter for each vessel showing its type (e.g., M for medium stern trawler, P for pair trawler, D for Danish Seiner, L for longliner, S for large stern trawler) would be very useful for cutters if included in Fleet Disposition Reports.

Sighting Histories

One was obtained for the BMRT SHTURMAN YELAGIN and used for a check of the vessel's fishing log. Of the eleven listed sightings, none were in error. A very useful tool for boarding officers. Perhaps might be useful as well for determining the vessels that are traveling together.

AVON for St. Paul

A trailerized 18-foot AVON rubber boat at St. Paul Loran Station might simplify Bering Sea transfer of observers significantly. Imperative: a "Kicker" and an FM in the boat.

Voice Radio Silence

Tried continuous voice radio silence on the November and December patrols, maintaining continuous RATT comms (see communications). No violations. With blessing of District (oc), reverting to frequent use of total radio silence.

National Marine Fisheries Agents

It is our considered opinion that National Marine Fisheries Agents are needed aboard cutters doing foreign fisheries enforcement to train; critically review catch statistics, identify fish when Coast Guardsmen can't, to provide continuity and intelligence, to advise to CO on domestic as well as foreign fisheries. They are not needed for enforcement itself. In other districts and perhaps even in Alaska when the domestic regulations under the FCMA are completed, NMFS enforcement people may be critical to domestic enforcement from Coast Guard patrol boats as well as ashore.

AN/SPS-64 parts pool at Kodiak

An excellent idea by RESOLUTE. Obviously should be included in the 378 parts pool proposal being put together by MIDGETT. We, too, love our new radars. (Our word from District (eee) is that COMSTA is gearing up for full support of the new radar as well as all other major electronic equipment on cutters.)

Shoulder Holsters

CONFIDENCE officers and petty officers are now wearing shoulder holsters vice hip holsters on both foreign and domestic boardings. They prevent entanglement in the Jacobs ladders when mounting FFVs and inhibit "cowboy" impressions aboard domestics. AIRSTA Kodiak modified "Colt Commander" holsters for us for this purpose.

MSB Fenders

Slamming damage to MSBs during hoisting and lowerings can be prevented with a cylindrical crab pot marker buoy that we found aboard one crabber. It also may save an ankle or leg caught between the boat and the side of ship sometime. It is the Fiberform, F-3 fender which is available through Seattle Ship Supply. Overinflation is required and it is important that the valves face downward since they have been known to blow upon hard compression of the buoy.

Float Coat Grab Loops

Large loops have been sewn onto the back collars of all CONFIDENCE float coats and float suits for use in grabbing personnel who might fall out of a boat or off a Jacobs ladder. This trick from CO AIRSTA Astoria, which performed the same service for the Bar Pilots on the Columbia River.

Boarding "Checked out" FFVs

Knowledge of his recent fishing within the FCZ to us seems to be justification for boarding a FFV before he departs the FCZ even after he has given proper notification of termination of fishing. That knowledge seems to be ample justification for boarding if in fact reasonable arithmetic shows that he could not possibly have departed the FCZ since his last known fishing activity. Seventeen BMRTs were coming through Unimak Pass that day. To us there is nothing wrong with their passing through the boarding gate on their way home. (Our lawyer has not yet declared it legal, however.).

Inlingua is "good enough"

If not blessed with a Japanese or Russian linguist, Inlingua training for the boarding officers is good enough. Its chief advantage is that it speeds things up and that alone is justification for it. Thorough boardings can be accomplished without it, however.

Salmon Aboard CA Longliners

We use law enforcement inspection petty officers for boardings of CA as well as US fishermen. The boarding of the OCEAN TWILIGHT off Cape Decision on the July ALPAT taught our "LEIPOS" a lesson: determine how the salmon were obtained and consult with the ship. The only ways authorized by the US/CA Reciprocal Fishing Agreement for 1977 were the following:

- a. Procurement commercially (for which a receipt must be shown)
- b. Trolling outside 12 miles in the Gulf of Alaska
- c. Trolling outside 12 miles and west of 175W in the Bering Sea
- d. By longline outside 3 miles

This type of information we hope to include in the Boarding Officers Manual.

Annex –

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Alaska Seas and Coasts

April 1978

ALASKA Seas and Coasts

A Newsletter for the Alaska Commercial Fishing Industry



We Salute Rear Admiral John B. Hayes

By Mark Hutton
Assistant Executive Director NPFMC

While working with fishing vessel safety for the University of Alaska and now, as Assistant Executive Director to the North Pacific Fishery Management Council, Mark has had long experience with Rear Admiral J. B. Hayes, Commander of the 17th Coast Guard District. We are pleased that they have consented to this interview, as they both have been key figures in Alaska's evolving fisheries. We at Alaska Seas and Coasts join the fishing industry in paying tribute to Rear Admiral Hayes for his service here in



Mark Hutton

in Japan in the early '50s. Returning to the sea, Hayes became Commanding Officer of the cutter *Ariadne*. Then he served a short time as Commander of the Coast Guard base in Key West, Florida. He then shipped out as Commanding Officer of the cutter *Sagebrush*.

After completing Naval War College at Newport, Rhode Island, in 1960, Hayes became Chief of the Long Range Planning branch of the Coast Guard's Program Analysis Division. While serving as a member of the special task force to study Coast Guard roles and missions, he received his first major commendation for outstanding accomplishment from the Secretary of the Treasury. Later he served as liaison to the House Appropriation Investigative group.

Hayes was next awarded the Secretary of Treasury's commendation medal for his role in a long range plan for the replacement of aging Coast Guard vessels and for modernizing shore stations,



Rear Admiral J. B. Hayes

Rescue Division. As Chief of the Planning

I have been in the Coast Guard. The things that I have been privileged to be a part of up here will certainly prepare me for some of the problems that I'll encounter as Commandant of the Coast Guard. For example, working with the pipeline terminal in Valdez, we had some interesting discussions with the industry, fishermen, environmentalists, and the State of Alaska. The discussions and the conflicts were healthy. They point out that no matter what one does in this day and age, it is going to be done in an environment of, if not conflict, at least disagreement on what is best.

Another example is the Fishery Conservation and Management Act of 1976. It is quite clear that the Coast Guard has become even more involved with the fishing industry as a result of it. As you well know, I have had the privilege to be a member of the North Pacific Fishery Management Council here in Alaska. I truly consider that experience to be one of the high points in my involvement with government organizations. We have been plowing new ground, and it has been a fascinating interplay of the different interests, as represented on the Council. It is my candid view that the North Pacific Council has done an outstanding job of carrying out the intent of the law.

Hutton: As Commandant, do you think that some of the issues that you have faced in the past are at a point of change?

Hayes: Yes, I think that you have to say that about almost anything. The Coast Guard, particularly in the last 15 or 20 years, has been in almost a constant state of change. While we have dropped our traditional weather patrol and Bering Sea Patrol, we now have our Alaska Fisheries Patrol. We have maintained our search and rescue responsibility. We have expanded our efforts in environmental protection and marine safety. My real concern is that we somehow manage to retain a balance between our seagoing forces and our regulatory responsibilities.

Hutton: Weren't the major issues you faced here in Alaska more regulatory than seagoing? I am thinking of the pipeline problem, the North Pacific Council, and the particular enforcement problems of extended jurisdiction.

Hayes: Well, you have to make a distinction between regulations, regulatory responsibilities, and enforcement. Regulatory responsibility is developing the need for certain regulatory action and following the rulemaking

process to get regulations. Once you have done that, then it is up to others within our organization to enforce it. Enforcement is the operational side of things. I don't see the Alaska Fisheries Patrol as a regulatory function in this sense, but as an enforcement operation.

Hutton: I think a lot of people have that misconception.

Hayes: Let's look at it in this way: I would classify our regulatory functions as boating safety, commercial vessel or merchant marine safety, ports and waterways safety, and marine environmental protection. Our operational activities include aids to navigation, search and rescue, ice breaking, and law enforcement, including the fisheries patrols. These operational activities require the extensive capital investment in aircraft, ships, etc.

Hutton: Those activities would also include the Loran C navigation changeover efforts, marine safety for recreational and commercial fishing, the Trans-Alaska Pipeline, and the activities on the Council. Were any of these a particular thorn in your side, or more time consuming than anything else?

Hayes: Well, from the summer of 1976 to the summer of 1977 Valdez occupied a disproportionate amount of my time. While the State of Alaska was developing its Tanker Law, we were developing our regulatory action, and entering the final stages of our construction program. This construction program resulted in our three new Loran C stations, the traffic center in Valdez, plus our air station move to Sitka. Since that time, however, fisheries has occupied the greater portion of my personal time. I see fisheries continuing to occupy a substantial portion of the District Commander's time in the immediate future.

Hutton: It almost has to. I would like to note that while the Coast Guard has statutory responsibility on the Council because of its surveillance and enforcement functions, your personal time has gone far beyond those commitments. Everyone is impressed with the personal interest you took in fisheries. I was wondering if you could sum up your feelings on that?

Hayes: Well, first the fisheries are the largest user of Coast Guard resources in Alaska. As I recall, about 40 percent of our dollar expenditures are either directly or indirectly associated with our fisheries operations. That, in itself, dictates a substantial interest and involvement on

my part. Secondly, I have to confess to being extremely excited about being a part of what I consider to be a new form of government: a new form of government in which the public and all interest groups can participate in the development of a very complex management machinery. Thirdly, it was obvious from the outset that this was to continue to be a major mission for the Coast Guard. I wanted to be sure that we were strongly represented on the Council and were strong participants in developing those concepts that we were to enforce once they became law.

Hutton: As staff to the Council, it is noteworthy to me that you were continually bringing up points that we had overlooked. These were often high policy or principle problems that reached far beyond strict enforcement and surveillance issues. I know that the Council would strongly commend you for your time and assistance.

Hayes: Looking at that aspect of my involvement with the Council, I have to give a substantial portion of the credit to Commander Ralph Giffin and Lt. Commander Jim Ellis. They have really been imaginative and innovative in approaching the whole business at hand.

Hutton: While on that subject, there are three people in the Coast Guard that the marine industry in Alaska recognize as outstanding contributors to the welfare of the industry. Besides you, the industry has also singled out Commander Bob Nichols and Commander Terry Montonye. I wonder if you can say something about them?

Hayes: Well, you keep talking about the great things that have accomplished, Mark, but I have to make a very strong observation that it has all been possible because of the fine people that I have had working for me.

Commander Nichols was intimately involved with developing the concepts for our vessel traffic system in Valdez. He is one of the most outstanding officers who has ever worked for me. He was nominated for a very special leadership award a year ago, which indicates the sort of person that he is. He has been a strong advocate for the fishermen, while being pretty tough when it comes to enforcement and fairness. I think that is important, because it is all well and good to be a good guy, but at the same time you can be respected for enforcing the law justly and accurately. I think that is so something special.

Commander Terry Montonye, skipper

of the cutter Confidence, has been an extremely aggressive commanding officer. He has become one of the most knowledgeable people in the District concerning the fisheries laws and regulations, as well as the whole broad arena of law enforcement. Terry has been a strong right arm. I would like to recognize Commander Lee Krumm, skipper of the Storis, who has done a first-rate job. In addition, the skipper of the air station, Captain Bill Bickford, and the skipper of the support center, Captain Charlie Clark, have performed magnificently over the last two or three years. The list of people goes on and on.

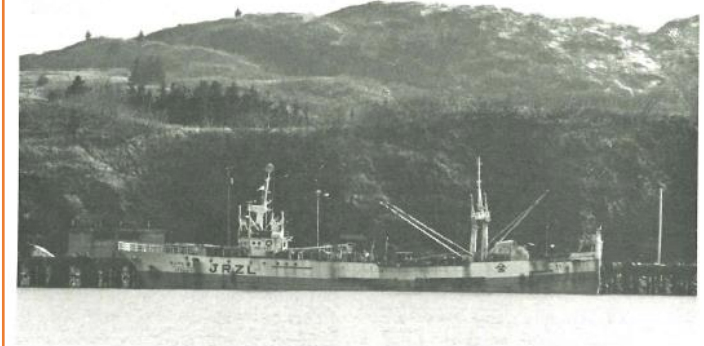
Hutton: This must be a strange time for the Coast Guard in Alaska from the personnel standpoint. About this time every year you lose between 30 and 40 percent of your people to normal rotations and transfers. Few people can recall a time, however, when so many key people were lost at one time.

Hayes: From my experience in the Coast Guard, you don't have to worry too much. We select those people to be put in command very carefully. First, the new District Commander will be someone who wants to come up here. Secondly, I am sure the new Commander will be someone well qualified to step in and do the job. There are arguments for extending the tours of duty, but then you have to be very careful about the impact of those kinds of changes on the families. All facets of the question have to be weighed carefully. I can tell you that the present system seems to be working fairly well. I have had several different sets of skippers in the three years since I have been up here, and yet I can't really distinguish any difference in performance between them. I don't worry too much that quite a few of us are leaving at once because there are a lot of good people to take our place.

Hutton: We tend to be a little provincial here in Alaska because of our isolation and unique problems. I suppose that we have become self-centered, but a lot of people wonder if your becoming Commandant won't create an awareness, both within the Department of Transportation and the Commandant's Office, of what is needed here in Alaska. I suppose that everyone is secretly hoping that with you as Commandant there might be easier access for Alaskans to both the Department of Transportation and the Commandant's Office to discuss such things as policy decisions that affect Alaska.



The U.S. Coast Guard cutter Confidence under Commander Terry Montonye has been a leader in apprehending vessels violating the conditions of our 200-mile limit. It is shown in Woman's Bay on the Coast Guard base at Kodiak after seizing the Japanese stern trawler Sachi Maru No. 22. (Photo by Hank Pennington)



The Japanese stern trawler Sachi Maru No. 22 has been impounded at the Coast Guard base in Kodiak. It was caught fishing in the Misty Moon halibut nursery grounds in the Bering Sea, an area closed to trawling inside our 200-mile limit. (Photo by Hank Pennington)

Hayes: Sure you are provincial, but so am I, as long as I am an Alaskan. I suspect that may be forever now. I am not likely to create a great deal more financial interest in Alaska than has already occurred. If you really want to look at the facts, in the last four years Alaska has had a very disproportionate share of our construction and improvement money. This is both in terms of shore facilities and in terms of vessels and aircraft dedicated to mission performance.

Any reply that I can make had to be given with that background. We have put more resources into this district than any

other district. We are at the point now that we are the second largest district in the Coast Guard behind New York in terms of operating costs. If you added in all the costs of the equipment dedicated to the Alaska fisheries patrol, I would suspect that we are the biggest district in the Coast Guard.

With all that background, now I will answer your question: I don't think that there is any question that you will see me up here a couple of times when I am Commandant. I can assure you of that, but the other districts will also see me.

(Continued on Page 12)

HAYES . . .

(Continued from Page 3)


This is a complex piece of real estate up here, and my experience here will help me make decisions about this area a lot more accurately.

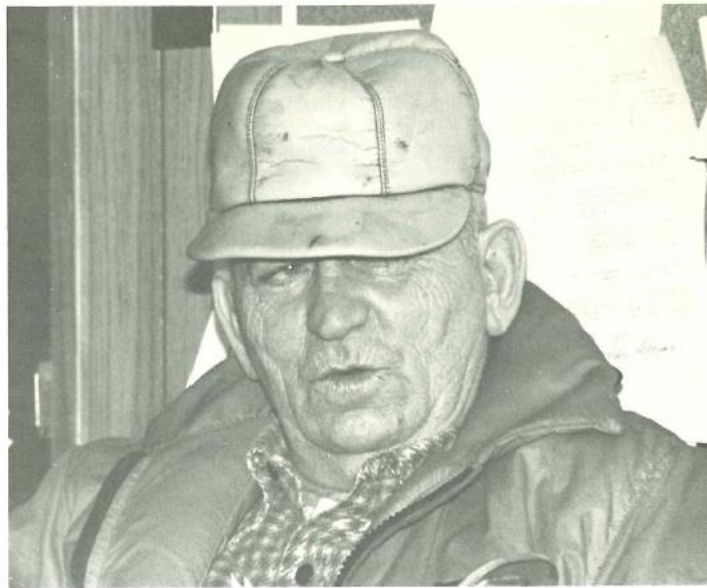
You are aware that I am on the Field Coordinating Committee of the Department. That group includes Lyle Brown of the Federal Aviation Administration, Bill Dorsey of the Alaska Railroad, and Gene Hannah and Lou Lybecker of the Federal Highways. We have been working closely to try and make the Department of Transportation aware of Alaska and its special transportation needs. I think to some extent we have been making some inroads. Most certainly I will be able to enhance that effort once I get back there as Commandant.

Hutton: Will you miss living in Alaska?

Hayes: You really don't have to ask that question do you, Mark?

Hutton: I just wanted to ask for the record.

Hayes: I'll miss it more than any other place I have ever been. It has a special charm and attraction for my family. 



April 15 marks the final deadline for 1977 income taxes. Upon discovering his share of the national debt, Mr. Oral Burch of Kodiak summed up the feelings of many fishermen after the lucrative 1977 fishing season. Unfortunately, after careful editing of his comments there wasn't too much left for us to print.

(Photo by Hank Pennington)

ALASKA Seas and Coasts



UNIVERSITY OF ALASKA
ALASKA SEA GRANT PROGRAM
FAIRBANKS, ALASKA 99701

ADDRESS CORRECTION REQUESTED

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Commander Terry Montonye, skipper of the cutter *Confidence*, has been an extremely aggressive commanding officer. He has become one of the most knowledgeable people in the District concerning the fisheries laws and regulations, as well as the whole broad arena of law enforcement. Terry has been a strong right arm. I would like to

Note: Pertinent portions zoomed out. Above quote from Rear Admiral (Upper Half) J. B. Hayes, USCG, Commander of U.S. Coast Guard 17th District (Alaska), documented in the *Alaska Seas and Coast* newsletter by Mark Hutton, Assistant Executive Director NPFMC. Interview was conducted as RADM Hayes was about to promote and take charge as the Coast Guard's next Commandant.



The U.S. Coast Guard cutter Confidence under Commander Terry Montonye has been a leader in apprehending vessels violating the conditions of our 200-mile limit. It is shown in Woman's Bay on the Coast Guard base at Kodiak after seizing the Japanese stern trawler Sachi Maru No. 22.
(Photo by Hank Pennington)



The Japanese stern trawler Sachi Maru No. 22 has been impounded at the Coast Guard base in Kodiak. It was caught fishing in the Misty Moon halibut nursery grounds in the Bering Sea, an area closed to trawling inside our 200-mile limit.
(Photo by Hank Pennington)

Navy Times

Two in CGd To Receive Navy League Awards

WASHINGTON — Coast Guard Cmdr. James T. Montonye and Coast Guard Master Chief Boatswain's Mate Carl D. Young have been named to receive national awards from the Navy League.

Names of the 11 Navy and Marine Corp people and three civilians selected for the awards were published in the April 17 issue of *Navy Times*.

Montonye was named to receive the Capt. David H. Jarvis Award for Inspirational Leadership and Professional Competence.

He was cited for "his dynamic leadership while serving as commanding officer of the cutter Confidence. While Montonye was in command, Confidence became the most effective of the 11 cutters regularly engaged in law enforcement activities in the Alaska area. Confidence crewmen became known for their thoroughness in carrying out foreign fisheries enforcement and also brought enforcement of federal marine safety and pollution laws to the coastal communities of the Alaska peninsula and the eastern Aleutians, where there had been none before. In addition, Montonye and his crew were successful in encouraging commercial fishermen to join in a voluntary safety and inspection program which has paid marked dividends in prevention of loss of life and property in Alaska's harsh waters. Montonye is a veteran of 19 years of service. His home of record is Arnold, Md."

Young was selected for the Douglas A. Munro Award for Inspirational Leadership and Professional Competence.

His citation praises his "continued superb performance of duty not only within his rating and during more than 18 years at sea aboard cutters, but also while serving as human rights counselor, as teacher, as lecturer, as motivator and morale builder, and, above all, as an unusually gifted leader during a career that has spanned 31 years. Young is from Washington, D.C."

Montonye and Young were chosen by a board headed by Coast Guard Rear Adm. Charles E. Larkin, Chief, Office of Personnel.

All the Navy League awards will be presented May 4 during the organization's 1978 convention, which will be held May 1-5 in Seattle.

McKee Will Relieve Rich in BuPers Post

WASHINGTON — Fran McKee, the Navy's first female line rear admiral, has received orders to the Bureau of Naval Personnel.

McKee currently is Director of Naval Education Development on the staff of the Chief of Naval Education and Training. She will relieve Rear Adm. Harold G. Rich as Assistant Chief of Naval Personnel for Human Resource Management in April or May. Rich is retiring.

Jarvis Award

Navy League of the United States



The Captain David H. Jarvis Award for Inspirational Leadership and Professional Competence

Captain Jarvis displayed the ultimate in leadership and professional ability in conducting an extraordinary mission across fifteen hundred miles of frozen Arctic to save a stranded whaling fleet of several hundred men from starvation. In midwinter of 1897, under the most dangerous and demanding conditions, he organized and directed a remarkable expedition which braved blizzards and 50 degree below-zero temperatures to bring reindeer to the starving men. His outstanding leadership was responsible for organizing the distressed fleet and providing the guidance and discipline essential to their survival. Captain Jarvis was awarded a Gold Medal by a special Act of Congress for this outstanding service.

In tribute to one who has followed a course of honored leadership, the Navy League of the United States makes the Award of 1978 to:

Commander James T. Montonye, USCG

by his remarkable professional competence, dynamic leadership ability and innovative efforts he contributed significantly to the accomplishment of the goals of the Coast Guard while serving as Commanding Officer of USCGC CONFIDENCE (WMEC 619). His exceptional dedication to the operational requisites of his command, unhesitating assumption of a broad spectrum of demanding responsibilities, and superb guidance provided the direction and leadership that enabled CGC CONFIDENCE to vigorously pursue its mission requirements. As a result, his command has amassed an enviable record while enforcing the Fishery Conservation and Management Act of 1976; and, for the first time, has established a viable program for the enforcement of marine safety and pollution laws in the outlying areas of the Alaska Peninsula and eastern Aleutian Islands. Additionally, he has been actively involved in fostering a voluntary safety and inspection program for commercial fishermen. Commander Montonye's sincere interest and tireless efforts have earned him the highest level of respect of all with whom he associates. His inspirational leadership and outstanding devotion to duty have measurably enhanced the leadership traditions of the United States Coast Guard.

Presented this 4th day of May, 1978.

Roy R. Charles
Chairman, Committee on Awards



Vincent J. Hirsch
National President

Jane Collins Grover
Executive Secretary

Personal Letter
from Marie Montonye (Mom)
to Aunt Lynns (dad's sister)

Michelle
picked out the
card - like it?

29 August, 1976



29 August, 1976

Dear Zee,

Just received your letter & while I'm in the mood to reply, had better do so — now!

BIG NEWS: The Confidence caught a Japanese fishing vessel illegally catching & processing halibut! They — the Connie — were out only a couple of days on an ALPAT (Alaska Patrol) when they boarded the TOMI MARU, slogged through the mackerel to find the carefully concealed halibut — hurrah! The U.S. cannot fine the TOMI since the boat was outside the 12 mile limit; however, a treaty exists between the two countries where Japan agrees not to fish for halibut east of Adak. It's up to the Japanese government to fine their boat.

In case I don't get a letter off to Mom & Pop, pass the news on to them. The Connie's second patrol & they caught one! Of yes, there was...

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approximately 5 tons of halibut on board the TOMI. No wonder we can't catch any halibut!

We're really enjoying our skiff. It's ideal for around here. A couple of weeks ago we + the Krumms (skipper of Storis + partners in the boat) putted over to a little island for a picnic dinner. It was great!

This Thursday night I'm having 24 wives from the ship for dinner. When I started this thing I was told there were 15 or 17 gals. Well, after counting + recounting I came up with 26. Glad I have Michelle to help me. → Just get a phone call - we have 27.

This weekend 6 Admirals wives are arriving for what I suspect is a bon Voyage. The CO's wives have been invited to a luncheon on Sat. + that night I + some other wives will be going to a dinner. There is something happening on this house a good deal of the time.

Look who is really busy - you certainly have a schedule for this year, Lynn. Sounds exciting! Save your money + come up with you.

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This Thursday night I'm having 24 wives from the ship [over] for dinner...



UNITED STATES COAST GUARD

12
This is from Shell — "I sure do

This is from Ben — I'm to take
the kiddie to the movies.
Thank you for the card & letter.

Love,
Marie

P.S. If Bill doesn't do a painting
for you I'll send something from
here.

Other



Coasties

My Service in the United States Coast Guard, 1952-1986

By

Captain Richard H. Wight, USCG (Ret.)

p. 165-166

. The Russian fleet commander certainly wasn't what I expected. He was a youngish fellow, perhaps late thirties, a slim and trim fellow sharply dressed in a welltailored suit, with expensive looking shoes and accessories. I really wondered to myself if he really KNEW anything about fishing! One of the fellows in the U.S. delegation was actually fluent in Russian, but was not introduced as bilingual. He was actually a CIA man, I think. We had a fairly lively meeting in the ship's wardroom, discussing issues such as big Russian trawlers dragging nets through U.S. fishing boat set gear such as halibut long lines. The Russians claimed they would like to be more cooperative, but unless they were notified of U.S. fishing activities, they had little way of knowing there was gear in the water. They claimed most U.S. gear was poorly marked, sometimes with no lighting on the buoys at all, and difficult to avoid. I silently concurred with the Russians, and believed nothing constructive would result from the discussions on that subject. U.S. commercial fishermen tended to be pretty secretive about where they intended to fish, to avoid competition from other fishing boats. We discussed medical emergencies in some detail, with we Coast Guard people promising prompt response when needed. But I complained about difficulties in communicating and with the Russians' propensity for secretiveness. I asked the fleet commander, through his interpreter, if we could get permission to visit some of his large fishing ships just to inform ourselves a little more about the ships and their capabilities. He responded that we could visit one at any time - all we needed to do was seek his approval. I responded that we really didn't know where he was nor how to reach him. He smiled and acknowledged that this was a problem. In other words, forget the courtesy visits, fellows! Nonetheless, it was an interesting meeting.

While hoardings of foreign vessels fishing off the United States have been a matter of cautious routine since 1966, foreign captains show greater interest these days in being hospitable: In fact, Soviet captains have just begun to allow U.S. boarding parties. As this is written, the U.S. Congress is on the threshold of passing a monumental piece of legislation that establishes United States jurisdiction and management of fishery resources for 200 miles from its shoreline. Up to this time, the nation has controlled only a 12-mile strip, except through treaties and negotiations. Meanwhile, a 200-mile fisheries jurisdiction for all coastal nations could be a result of the Law of the Sea Conference, which on March 15 at the United Nations begins its third attempt in three years to achieve an international consensus on the sharing of the world's oceans and their resources. However the United States claims the jurisdiction, it is obvious that soon it will exercise greater control over foreign fleets fishing its

It is one of those routine summer days in the Gulf of Alaska, a place where people put to sea only for profit or duty. The sky hangs tow, the gray sea rolls in sluggish swells six feet high, a 40-knot wind kicks whitecaps off the wave crests, and the driven rain angles into every unsealed crevice. In a slippery, pitching open boat, seven men hunch into bulky orange life jackets as cold water trickles down their necks. Nearby, the 378-foot Coast Guard cutter Boutwell lies in attendance, her sleek white bow curving from the water like a shot trajectory. Several hundred yards away rides a black-hulled ship 300 feet long, with oriental characters and a name ending in "Maru" printed on the side. The word "Maru" identifies the vessel as Japanese, while heavy H-shaped towers and a stern that breaks open into a wide chute proclaim it to be a fishing trawler. In the motor surfboat are a crew of three seamen, plus a radioman who once served in Japan, a young Coast Guard officer, an agent of the National Marine Fisheries Service and myself, a civilian observer. The latter four are headed for a "courtesy" boarding to inspect the trawler, which lies more than 12 miles off the U.S. coast. Their authority to do so is based on fishing agreements between the U.S. and Japan.

CITY OF KODIAK
RESOLUTION NUMBER 15-72

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KODIAK COMMENDING CAPTAIN PHILIP HOGUE OF THE UNITED STATES COAST GUARD AIR STATION FOR HIS OUTSTANDING SERVICE TO THE COMMUNITY

WHEREAS, CAPTAIN PHILIP HOGUE has been the Commanding Officer of the Coast Guard Air Station at Kodiak for the past two (2) years, and

WHEREAS, during his tenure as Commanding Officer CAPTAIN PHILIP HOGUE has demonstrated a pre-eminence in public spirit and interest in the community welfare, and should be commended for his attitude, assistance and cooperation.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Kodiak, that CAPTAIN PHILIP HOGUE be and he is hereby commended for his attitude, assistance and his cooperation, and his public spirit and interest in community welfare during his tenure as Commanding Officer of the U. S. Coast Guard Air Station at Kodiak, and that a copy of this Resolution be directed to the Commandant, U. S. Coast Guard, Washington, D. C.

PASSED AND APPROVED this 13th day of July, 1972.

CITY OF KODIAK

By Blake M. Kirby
Mayor

ATTEST:

Linda Prentiss
City Clerk (acting)

Note: Interesting Kodiak City Council piece on CAPT Philip Hogue, who was the Air Station CO and who delivered the news to mom that "Daddy's bringing home a Russian!" (re: CITRUS's seizure of F/V VODOLAZ)

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KODIAK URGING THE CONTINUED OPERATION OF THE U. S. NAVAL STATION AT KODIAK EITHER BY THE UNITED STATES NAVY OR THE UNITED STATES COAST GUARD

WHEREAS, the U. S. Naval Station at Kodiak consists of an operating base capable of berthing ships of all sizes, refueling and supplying them and aircraft, and there is no such other facility with the same capabilities between Adak and Seattle, and

WHEREAS, the coastline of Alaska comprises some 34,000 miles, which exceeds the entire coastline of the United States, and

WHEREAS, due to defense cut-backs and the consequent reduction of ships and personnel, the United States is facing the very imminent prospect of becoming a second-rate naval power, therefore it is of the utmost importance that its limited naval forces be deployed at strategic points throughout the world, and

That Alaska in general, due to its proximity to Russia, and Kodiak in particular, is such a strategic location,

Therefore, it is of the utmost importance to the defense of this Country, militarily and for the protection of its ocean resources from depredation by Russia, Japan, Korea and possibly China, that the Kodiak Naval Station be maintained, either as a Naval Station or a Coast Guard Station, and

WHEREAS, the Kodiak Naval Station has not been funded for any period beyond June 30, 1972 and the Department of Transportation budget does not include any provision for operating the support facilities of the Naval Base at Kodiak, and

time there are no funds available for the continued operation of the U. S. Naval Station at Kodiak after June 30, 1972.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Kodiak that the Defense Department is urged to seek a supplemental appropriation for the continued operation of the U. S. Naval Station at Kodiak in the interests of the National defense.

BE IT FURTHER RESOLVED that in the alternative, the Department of Transportation be urged to seek a supplemental appropriation to its budget to enable it to maintain its Coast Guard ships and air fleet at Kodiak, and to operate so much of the Naval Station as may be necessary to service and supply these and any other vessels and aircraft protecting Alaska's ocean resources and coastline.

BE IT FURTHER RESOLVED that copies of this Resolution be sent to HONORABLE RICHARD M. NIXON, President of the United States; HONORABLE MELVIN LAIRD, Secretary of Defense; HONORABLE JOHN M. CHAFFEE, Secretary of the Navy; HONORABLE JOHN A. VOLPE, Secretary of Department of Transportation; ADMIRAL CHESTER R. BENDER, Commandant, U. S. Coast Guard; HONORABLE TED STEVENS and HONORABLE MIKE GRAVEL, United States Senators, and HONORABLE NICK BEGICH, U. S. Representative; Member of the House of Representatives in Congress; HONORABLE WILLIAM EGAN, Governor of the State of Alaska; to the Navy League of the United States, 818 - 18th Street Northwest, Washington, D. C. 20006; to the National Offices of the American Legion and the National Offices of the Veterans of Foreign Wars.

PASSED AND APPROVED this 24 day of February, 1972.

CITY OF KODIAK

By Blake M. Donley
Mayor

ATTEST:

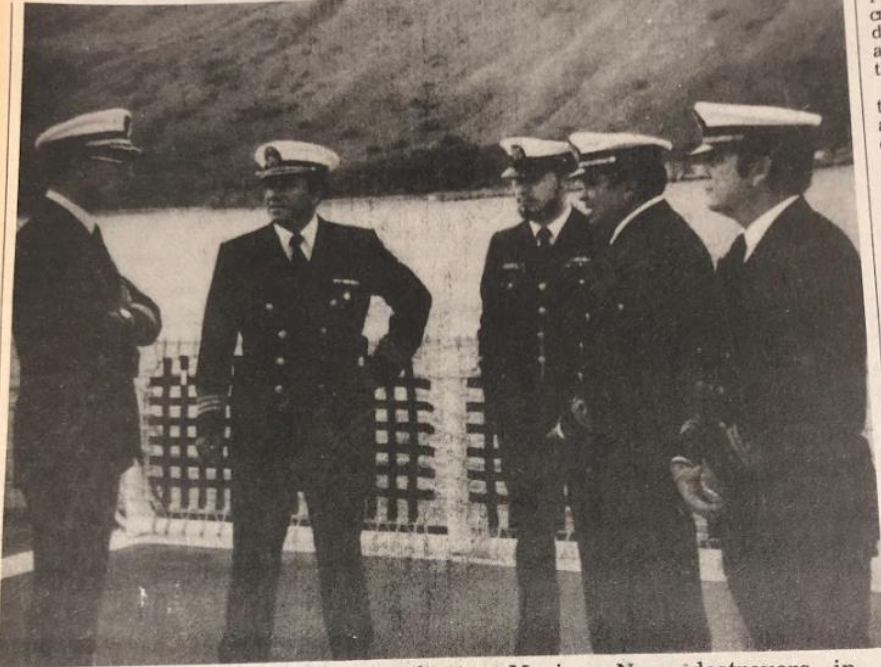
Edward A. Bokuniet
City Clerk

Note: Kodiak City Council piece defending USCG presence in Alaska, including the call for "the protection of its ocean resources from depredation by Russia, Japan, Korea and possibly China."

Bus driver can't remember tra

Kodiak Daily Mirror

Note: Dad



CREWMEN VISIT...Crewmen from the two Mexican Navy destroyers, in Kodiak over the weekend, were guests aboard the USCG CONFIDENCE Saturday. Here CONFIDENCE skipper CMDR Terry Montoyne, left, chats with Capt. Defrangata Fernando and crewmen.

Pipeline explosion kills six

CALHOUN, La. (AP) — A 20-inch natural gas pipeline blew up Monday near this north Louisiana town, killing six persons whose homes were engulfed in boiling flames which spewed from the rupture, state police said.

The explosion dug a 30-foot crater and a blowtorch of flame roared 200 feet into the sky for nearly an hour.

Police said the explosion was apparently triggered when a road grader hit the pipeline.



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The explosion dug a 30-foot crater and a blowtorch of flame roared 200 feet into the sky for nearly an hour.

Police said the explosion was apparently triggered when a road grader hit the pipeline buried under a rural road.

A witness said the blast threw a trailer home into a tree where it burned.

Three trailers and two houses were destroyed by the thundering blast which was felt 6 miles away. A spokesman for United Gas Pipe Line Co., which owned the line, said four persons were killed in one trailer near the pipeline and two died in a second trailer.

Deputy Sheriff Bennie Kennedy said the fire generated so much heat that rescue crews could not enter the area. The fire burned for almost an hour before the gas supply was cut off.

Kodiak Kalendar

TUESDAY

Beta Sigma Phi (Ritual of Jewels Chapter), 8 p.m.

Hospital Auxiliary, 7:30 p.m., Hospital

Eastern Star, 8 p.m., Temple Fisherman's Wives, 10:30 a.m., Fisherman's Hall

LWV, 1:30

Rotary, 12:15 p.m. Elks Lodge

Immunization Clinic, 1 to 4 p.m. Health Center

Elks, 8 p.m., Elks Lodge

AA Isle of Hope, 8 p.m. Hope House

Museum Open 11 a.m. to 3 p.m.

WEDNESDAY

CREWMEN VISIT...Crewmen from the two Mexican Navy destroyers, in Kodiak over the weekend, were guests aboard the USCG CONFIDENCE Saturday. Here CONFIDENCE skipper CMDR Terry Montoyne, left, chats with Capt. Defrangata Fernando and crewmen.



SPANISH SPEAKERS...Two crewmen on the CONFIDENCE speak Spanish and were able to act as interpreters. The visiting ships are named for Aztec explorers, CUAUHTEMOK and CHITLAUAK.



SECOND VISIT...The Mexican ships originally stopped at Kodiak a month ago. Homeported at Acapulco, they have visited San Diego, San Francisco, Seattle, Victoria, B.C., Kodiak, the Russian Island of Beringa, Tokyo, Shanghai and Vladivostok. Now they're heading home.

second Japan a

WASHINGTON (AP) — Henry Jackson, D-Wash., a Civil Aeronautics Board Monday to add another route between Seattle and Japan.

Currently, only Nippon Airlines flies that route between carriers--Braniff, Northwest, Continental and World Airlines--are authorized to become the carrier on the route.

Jackson appeared before the Administrative Law Judge Newmann as the consumer proceeding to decide whether an airline is needed on the route. Newmann's decision is subject to approval by the Civil Aeronautics Board and the President.

Jackson contended that a carrier would provide consumer benefits by competing. He noted that one of the five applicants offered lower fares than the current route.

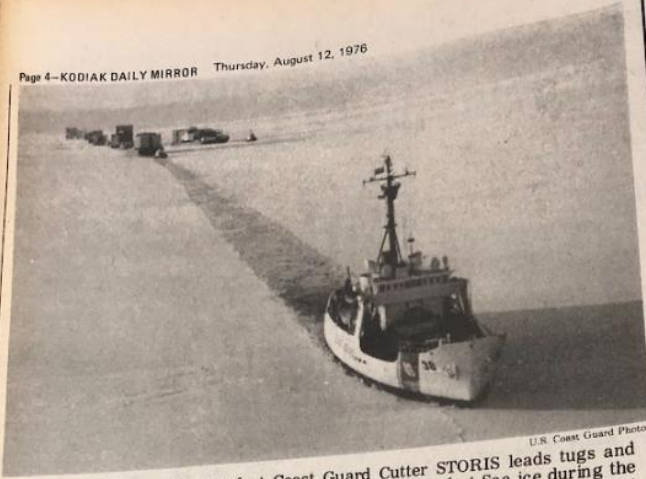
The senator also noted that the Seattle route offers savings to mainlanders going to Japan because of the lower fares.

Boat

A

Islan





U.S. Coast Guard Photo

ICE AND STORIS—The 230-foot Coast Guard Cutter STORIS leads tugs and barges to Prudhoe Bay through a precise trail in Beaufort Sea ice during the ice-choked 1975 Arctic shipping season. The STORIS, along with the 180-foot ice-breaking buoy tenders CITRUS and SEDGE, are now on standby status to assist if ice conditions block passage of Point Barrow this year.



U.S. Coast Guard photo

ICEBREAKERS—The Burton Island and the Glacier, two of the Coast Guard's westcoast icebreaking fleet, moor together near Point Barrow during last year's North Slope Resupply operation. The smaller icebreaker, the Burton Island, has recently escorted a group of Canadian vessels around Point Barrow. The Burton Island is still conducting scientific research in the Beaufort and Chukchi Sea. The Glacier is also in Alaskan waters conducting scientific research. Both vessels will standby to aid the flotilla of tugs and barges going into Prudhoe Bay if needed.

In Court

Tom Syrocki, June 29, commercial fishing in closed waters, dismissed.
 Disorderly conduct, fined \$50.00.
 John Gregorloff, June 30, trespassing, fined \$25.00.
 William Dennis Loranson, June 30, commercial fishing in closed waters, dismissed.
 Terrance Schulze, June 30, commercial fishing in closed waters, dismissed.

Church Guide



COMMUNITY BAPTIST CHURCH — 21
 Morning Service 11; Sunday School 9:45
 7:30 p.m.; Youth Fellowship 6:30 p.m.;
 Power 7:30 p.m. Rev. Wesley E. Powell
 residence.
 5355

BEREAN BAPTIST CHURCH — P
 Sunday School 9:45 a.m.; Morning Worship
 People 6 p.m.; Evening Service 7 p.m.;
 and Bible Study Wed. 7:30

HARBOR LIGHTS UNITED PENTECOSTAL
 Mission Road, Ronald Cole, Pastor.
 Sunday Evening 7 p.m.; Prayer Service
 Wednesday at 7:30

CHRISTIAN SCIENCE SOCIETY — 31
 Sunday Service 11 a.m.; Wednesday
 Sunday School 9:30 a.m.; Reading Room
 and 7 to 9 Wednesday.

KODIAK BIBLE CHAPEL — Islan
 5219. Rev. Clifford Lien, phone 48
 a.m.; Morning Worship 11 a.m.;
 7 p.m. Sunday Evening Fellowship
 Nursery Care.

SEVENTH-DAY ADVENTIST CHURCH
 Estates. Sabbath School 9:30 a.m.;
 11 a.m. Pastor Dave Brown. For
 information call 486-3632.

RUSSIAN ORTHODOX CHURCH — P
 Orthodox Church. Archpriest
 486-3854. Thursdays: 7:30 p.m.
 Alaska; Saturdays: 6:30 p.m.
 Liturgy 10 a.m.; Church School

ST. PAUL LUTHERAN CHURCH — 421
 a.m. Worship 9:15 a.m. Pastor
 5276 or 486-5263.

FRONTIER SOUTHERN BAPTIST CHURCH
 Swofford. Sunday School 9:45
 Evening Rendezvous 6. Sunday
 Wednesday: Prayer Service 8:30
 is a place for you at Frontier

ST. MARY'S CHURCH — Roman
 486-5201. Sunday Masses: 8:00
 6 p.m. Weekday Masses:
 sessions: Saturday, 6:45 p.m.
 anytime on request.

ST. JAMES THE FISHERMAN CHURCH
 Rev. Hugh Hall, Priest in Charge
 Sunday Holy Communion
 a.m.; Evening Prayer 8:00
 munion 9:30 a.m.

KODIAK CHURCH OF GOD
 School 9:45 a.m.; Worship
 Discussion Hour 7 p.m.;
 and Bible Study Wednesday
SEVENTH AND BARANOFF

CHURCH OF CHRIST
 Station. Sunday Bible
 munion 11 a.m. and 7 p.m.
 Call 486-5224 Joel B. I.

KODIAK CHURCH OF GOD
 Community Hall, 521
 Worship 10:45. Evening
 Meet 7 p.m. Rev.

ASSEMBLY OF GOD
 9:45, 11 a.m. and 6 p.m.
 7:30 p.m. Tune in River
 information call 486-38

BAHA'I FAITH

Kodiak Mirror

Mrs. Mary Anderson
 Linda Kinnear
 Lake H. Kinnear
 Lake W. Kinnear
 Fred L. Street
 Dan McKinley
 R. Blake McKinley
 Edwin Nelson
 Jim Franklin
 Mrs. Jeff Collins
 Dick Berg
 Yvonne Berg
 Harry Bentley
 Eleanor Bentley
 Carl Armstrong
 Roy Madsen
 Roy Talbot
 Barbara Talbot
 Artil Suydam
 Corraine Suydam
 Bob Bonney
 Oscar Dyson
 Peggy Dyson
 John Eufemio
 Mrs. Pat Eufemio
 David Wodlinger
 Linda Wodlinger
 Branson
 Cecilia Branson
 Bill Norton
 Mrs. Frieda Norton
 Mrs. Olga Michael
 Morris Burnham
 Ernest R. Johnson
 Lynn Johnson
 Jack Rhines
 Jean Rhines
 Gary Atwell
 Martha Atwell


KODIAK MIRROR
 Reflecting the Needs of Alaska's Most Historic Island
 No. 182—Tues., Feb. 15, 1972—Kodiak, Alaska—15c

Truly It Could Only Happen in Kodiak,' Says Storis Skipper

14 February 1972
 The Townspeople of Kodiak
 Kodiak Daily Mirror
 Kodiak, Alaska
 Dear Friends:
 There are few things as heart warming as a sincere "thank you".
 The sincerity of the "thank you" expressed by the citizens of Kodiak to the men of the Coast Guard Cutters STC-101 CITRUS and, in absence of CITRUS on Friday evening was overwhelming. Many of us have been stationed in towns that were considered to be "Coast Guard" towns but never has there been such an expression of appreciation as that experienced Friday evening at the Elks Lodge.
 Truly, it could only happen in Kodiak.
 Those of us who go on fisheries patrols have additional knowledge that what we do on those always long but never dull patrols is fully appreciated by our friends and neighbors. That knowledge can not help but add to our motivation for and satisfaction from the task.
 On behalf of all the Coast Guard recipients of your hospitality and generosity, our profound thanks.
 Sincerely,
 W. P. ALLEN
 Cmdr. U.S. Coast Guard Reserve
 Commanding Officer
 USCGC STORIS
 (WAGB 33)

Stranded Villagers
Weather
Votes

By Nancy
 Voter turnout at 8 a.m. when opened this morning. Citizens have the right to register on two Borough sales totals



KANA Meet
7 P.M. Friday
 STAR—Install
 at

USCGC Storis File photo

Note: Dad served on Storis as XO before reporting to Citrus as CO. He was assigned to Storis when I was born in Kodiak in 1970.



“China created its distant water fishing fleet in 1985, largely as a response to growing domestic demand for fish and lack of domestic supply due to overexploited waters. Its growth since then has mirrored China’s overall economic surge. With government support, the fleet now has [more than 2,000 vessels](https://www.newsecuritybeat.org/2013/11/curbing-chinas-massive-destructive-distant-water-fishing-fleet/); in comparison, the U.S. fleet has around 200.” Katie Lebling, “Curbing China’s Massive – and Destructive – Distant Water Fishing Fleet,” New Security Beat, the Wilson Center, 11 Nov 2013, <https://www.newsecuritybeat.org/2013/11/curbing-chinas-massive-destructive-distant-water-fishing-fleet/>



Executive summary

Having depleted fish stocks in domestic waters, the fleets of many industrialised countries are now travelling further afield to meet the rising demand for seafood. Much of this distant-water fishing (DWF) takes place in the territorial waters of low-income countries. As well as competing against the interests of local people, DWF in low-income countries is often associated with unsustainable levels of extraction, and with illegal, unreported and unregulated (IUU) fishing activities.

China’s DWF fleet is the largest in the world, and so is thought to have significant effects on the environment and socioeconomic impacts in developing countries. Although China’s DWF fleet is known to be large, there is little information available about its actual size and the scale of its operations. For instance, recent assessments have produced estimates ranging between 1,600 and 3,400 vessels. In addition, it is unclear whether the Government of China has a comprehensive overview of China’s DWF fleet; vessel ownership is highly fragmented among many small companies and the fleet includes vessels registered in other jurisdictions.

With information from the Krakken® database (FishSpektrum, 2018) and automatic identification system (AIS) data for 2017 and 2018, we investigated the size and operations of China’s DWF fleet using big data analytic techniques, ensemble algorithms and geographic information systems (GISs).

Key findings

China’s DWF fleet is 5–8 times larger than previous estimates. We identified a total of 16,966 Chinese DWF vessels. These include 12,490 vessels observed outside internationally recognised Chinese waters between 2017 and 2018.

Trawlers are the most common DWF vessel, and most vessels are in the Northwest Pacific. We identified 1,821 individual Chinese DWF vessels as trawlers. This is more than double the largest previous estimate of the number of trawlers in China’s DWF fleet. An analysis of 5,241 fishing manoeuvres for 1,878 vessels during 2017 and 2018 found that the most frequent area of operations was the Northwest Pacific. However, the most intense operations were squid fisheries in the Southeast Pacific and Southwest Atlantic.

Almost 1,000 Chinese DWF vessels are registered in other countries. We identified 927 vessels with Chinese owners, operators or other Chinese interests registered in other countries. 518 of these are flagged to African nations, where enforcement measures are generally limited, and where fishing rights are often restricted to domestically registered vessels. Just 148 vessels were registered in nations commonly regarded as flags of convenience. This reflects the limited incentives for adopting flags of convenience given the relatively lax regulation and enforcement of Chinese authorities.

The ownership and operational control of China’s DWF fleet is both complex and opaque. Analysis of a subsample of 6,122 vessels found that just eight companies owned or operated more than 50 vessels. The majority of vessels are owned by small- or medium-sized enterprises (SMEs). Many of these may be subsidiaries of larger corporations for tax or regulatory purposes. Labyrinthine company structures and a lack of transparency are likely to hamper monitoring and enforcement efforts, and efforts to ensure those ultimately responsible for malpractice are held accountable.

At least 183 vessels in China’s DWF fleet are suspected of involvement in IUU fishing. Just 10 companies own almost half of these vessels, and several are parastatal companies. This implies

6.1 Conclusions

The cultural, economic and political importance of the fisheries sector in China, booming economic growth and demand for fish protein, and the strategic policy of ‘going out’ has created the conditions for an extraordinary boom in China’s DWF activities. The fleet has grown from 13 vessels in the mid-1980s to as many as 16,966 vessels today, operating all over the world. The number of SMEs engaged in DWF has proliferated, and the structures and tax affairs of large corporate fleets are now managed with much greater sophistication.

This boom has benefited China, Chinese consumers and Chinese business. However, the majority of social, environmental and economic costs have been borne by developing coastal states, who have not shared equally in the benefits.

The rapid growth of China’s DWF has not been matched by capacity of the Chinese state to govern its operations. China has not acceded to a range of pertinent international agreements, and does not require high standards from its registered vessels. As a consequence, Chinese DWF companies are left to police themselves and negotiate access to the fisheries resources of developing coastal states. This contrasts with the EU’s policy of reducing its fishing fleet and exerting greater control over its global operations. The Chinese DWF vessels are often shielded from public scrutiny, and frequently take advantage of weak regulatory and governance structures in the regions where they operate.

The Chinese DWF is not solely responsible for the global fisheries crisis. Other fleets are also responsible for overfishing, and many governments in developing countries are either

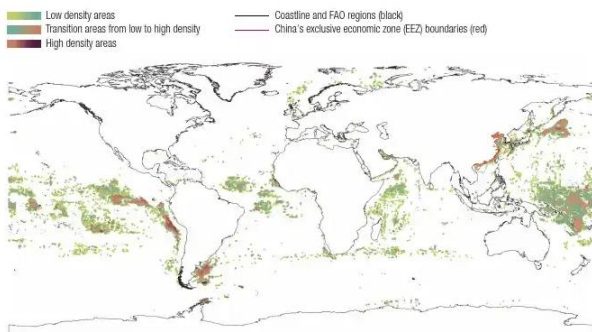
unable or unwilling to monitor their waters. Collectively, the international community has failed to establish global, centralised databases of DWF or IUU vessels. IUU fishing has still not been declared as a transnational crime.

However, China is the world’s largest exporter and consumer of fishing products, and has the world’s largest DWF fleet. Its authorities have an interest in leading the fight against overfishing and IUU fishing globally, and in managing effectively the operations of its massive DWF fleet. This is not yet happening. This inaction has led some to criticise the Government of China’s efforts to regulate fishing in domestic waters as playing the role of ‘an environmentalist at home while plundering abroad’ (Godfrey, 2018; 2019a).

The Chinese government may be increasingly sensitive to international concerns about the expansion and behaviour of its DWF fleet. In 2017, it announced plans to restrict the number of DWF vessels to 3,000 by the year 2020. An announced review of the Administration of Offshore Fisheries, which regulates overseas fishing, is expected to set higher fines and constrain the reflagging of vessels (Godfrey, 2019b).

However, the central government faces opposition from provinces reluctant to lose the economic boost provided by the DWF fleet. Both Fujian and Shandong, for example, have ambitiously expanded their DWF fleets over the last five years (Kang, 2016). Proposals are afoot to devolve responsibility for fisheries-sector development to regional governments. This would make the central government’s intention of reducing the number of vessels and addressing the drivers of expansion – including cutting subsidies – much more challenging (Kang, 2016).

Figure 2 Intensity of fishing activity by China’s distant-water fishing fleet



Source: elaborated from AIS data provided by Vulcan’s Skylight.