

SEVENTEENTH COAST GUARD DISTRICT

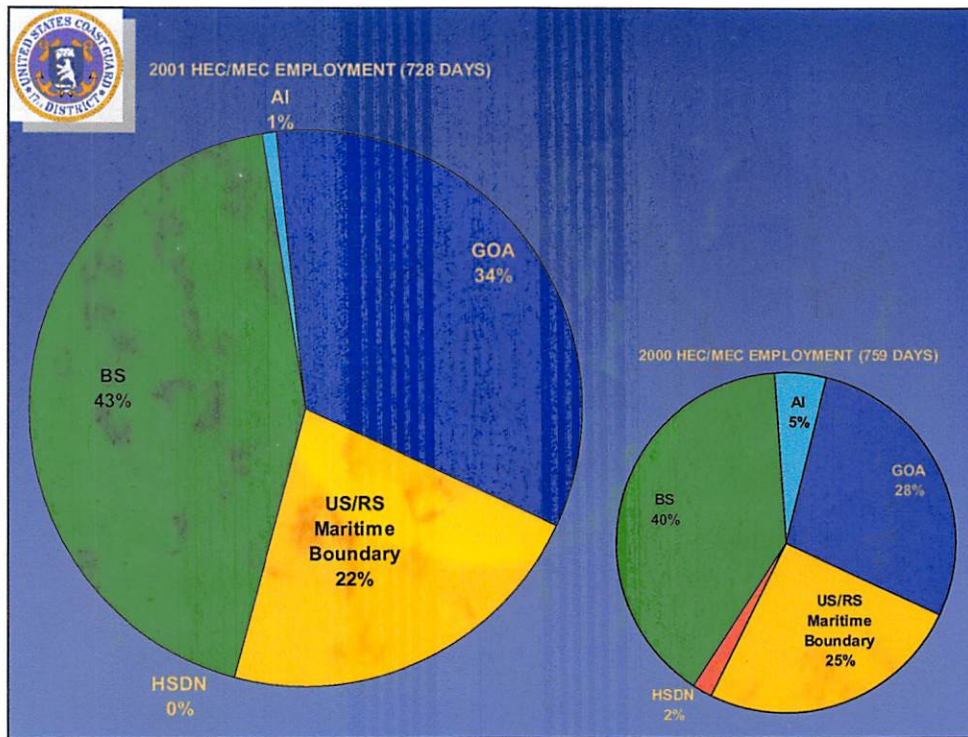


2001
Year-In-Review

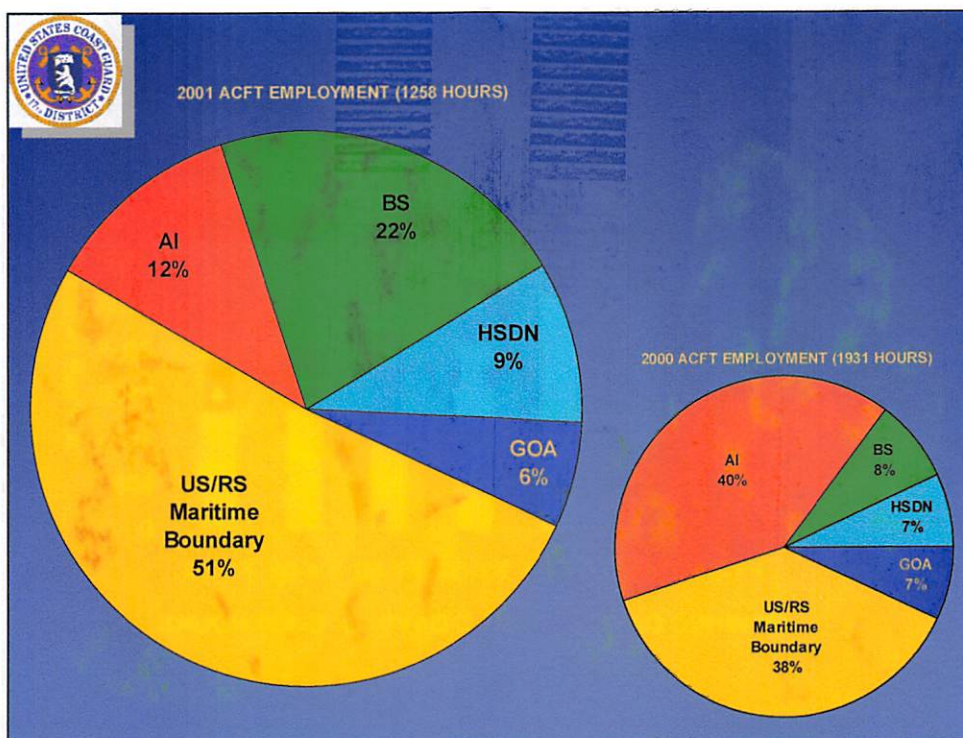
This handout has been prepared in lieu of a verbal report due to the special visit by Russian Federal Border Service staff.

This report covers Coast Guard Fisheries Enforcement and SAR operations throughout Alaska for the year 2001.

CAPT Preston is available to answer any in-depth questions that you might have.



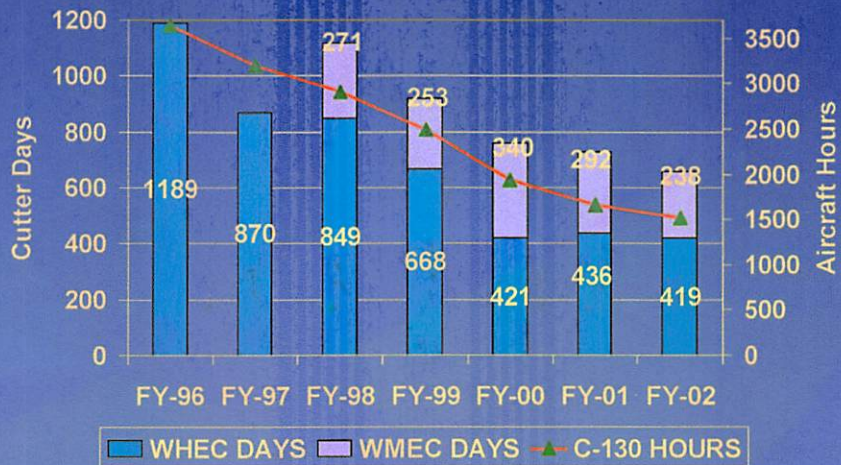
Area of medium and high endurance cutter employment by calendar year: both 2001 and 2000 show roughly comparable figures. The Bering Sea occupies roughly 40% of cutter resources, while the Maritime Boundary Line uses 22-25%. The Aleutian Islands and GOA split the remainder of the available ship days, with nearly all going to the GOA.



Lower calendar year 2001 C-130 hours due to fewer C-130's assigned to Air Station Kodiak (dropped from 6 aircraft to 5), and operating hour reductions due to budget constraints. Increase in MBL and Bering Sea patrol effort in 2001 reflects emphasis on US-RS Maritime Boundary Line and opilio crab fishery patrols.

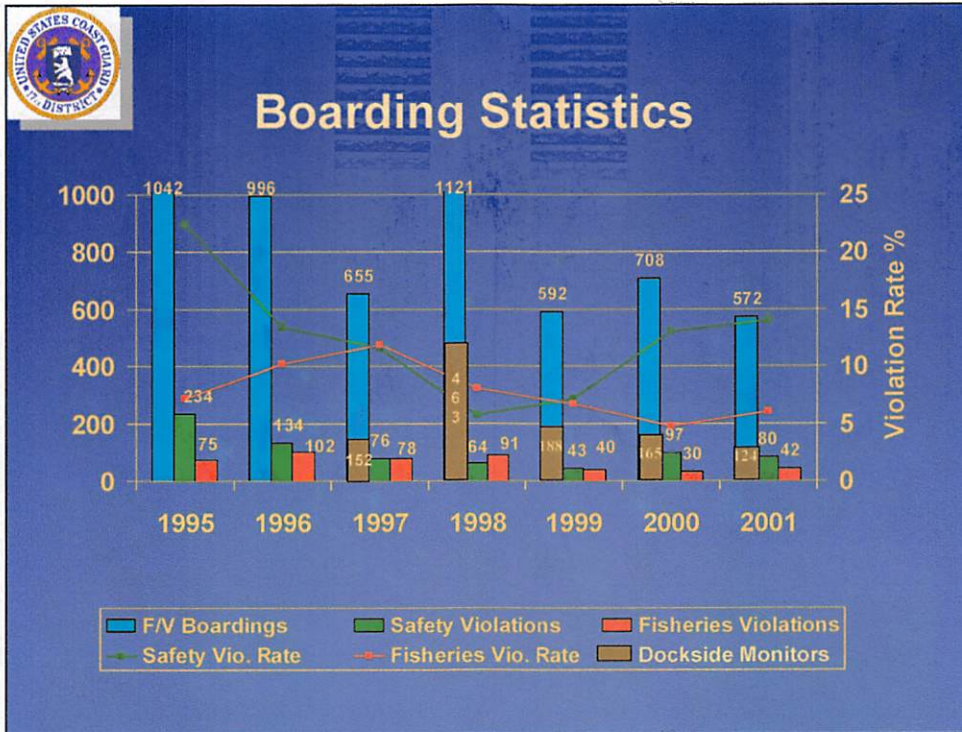


Major Cutter & C-130 Effort



Downward trend reflects fewer available resources assigned from the Coast Guard and impact of homeland security mission.

The 17th District remains committed to fisheries law enforcement and will continue to position cutters and aircraft among the fishing fleet for law enforcement and search and rescue response.



The number of boardings and dockside monitors has decreased somewhat, reflecting the events of Sept 11th, as well as the reduction in WHEC/WMEC patrol days shown in the previous slide.

The number of fisheries violations is up, while safety violations are down.

The violations rate for both fisheries and safety are up slightly. This chart includes all fishing vessel boardings.



2001 Fishing Violations

• At Sea

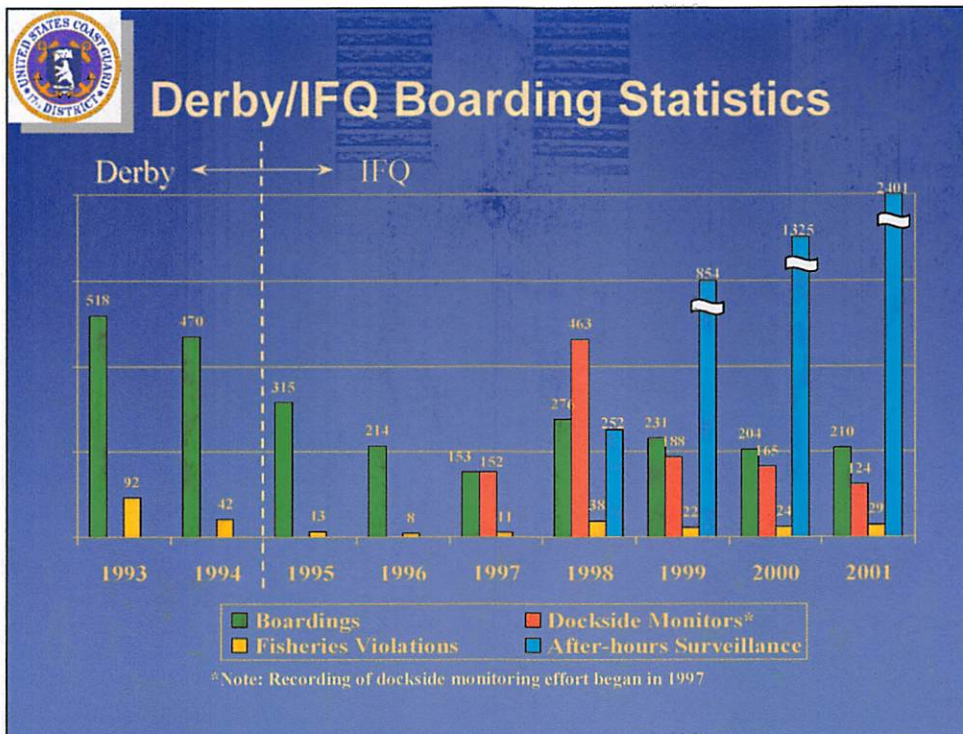
- Fishing in US EEZ (2)
- No IFQ Quota (1)
- Outside Permit Area (1)
- Bycatch Violation (2)
- Culling Legal Halibut (1)
- Permit Not On Board (13)
- Logbook Violation (11)

• Dockside

- Undersized Halibut (1)
- Halibut Overage (1)
- Bycatch Violation (3)
- Halibut Fillets on Board (1)
- Logbook Violation (7)
- Permit Not on Board (4)



As previously stated in our quarterly enforcement reports to the Council, the types of violations observed are generally minor or administrative in nature. This reflects the continuing assessment of good compliance to fisheries regulations.



IFQ Enforcement : In-port, After-hours surveillance has significantly increased, reflecting added emphasis on this program, both for it's deterrent effect upon illegal offloads, and heightened harbor security measures after September 11th. The number of boardings remains level, while in-port monitors are down slightly reflecting the shift towards after-hours surveillance. The number of dockside fishery violations remains steady.



2001 IFQ Violations

- At-sea
 - No IFQ Quota (1)
 - Culling Legal Halibut (1)
 - Permit Not on Board (8)
 - Logbook Violation (4)
- Dockside
 - Undersized Halibut (1)
 - Halibut overage (1)
 - Bycatch Violation (3)
 - Halibut Fillets on Board (1)
 - Logbook Violation (7)
 - Permit Not on Board (4)

IFQ violations are also generally minor and administrative in nature. Compliance is evaluated as good.



Maritime Boundary Line Activity

	1999	2000	2001
Incursions Detected*	83	26	15
Vessels Identified	24	22	10
US Seizures	0	4	2
RS Seizures	2	2	1
Total Seizures	2	6	3
Joint US/RS Boardings	1	4	1
Vessels Given Verbal Warnings	4	9	6

*Includes actual and suspected incursions

Overall, the activity in 2001 along the boundary line was more compliant than in 2000. The number of incursions along the MBL decreased by nearly 50%, as did the number of seizures. This reflects both the deterrent effect of our cutters and planes, as well as the positive effects of our cooperative enforcement efforts with the Russian Federal Border Service.



2001 SUMMARY OF MAJOR CASES

Date	Vessel Name	Distance Over MBL	Summary
24 Jul 01	PETROPAVLOSK (RS)	14000 YDS	Joint boarding w/ FBS Seized by US \$320K settlement
28 Aug 01	KAPITAN MASLOVETS (RS)	1000 YDS	Seized by FBS Case pends
10 Nov 01	NO. 7 MAN JEOK (KS)	500 YDS	Seized by US \$250K settlement

FFV PETROPAVLOVSK



FFV KAPITAN MASLOVETS



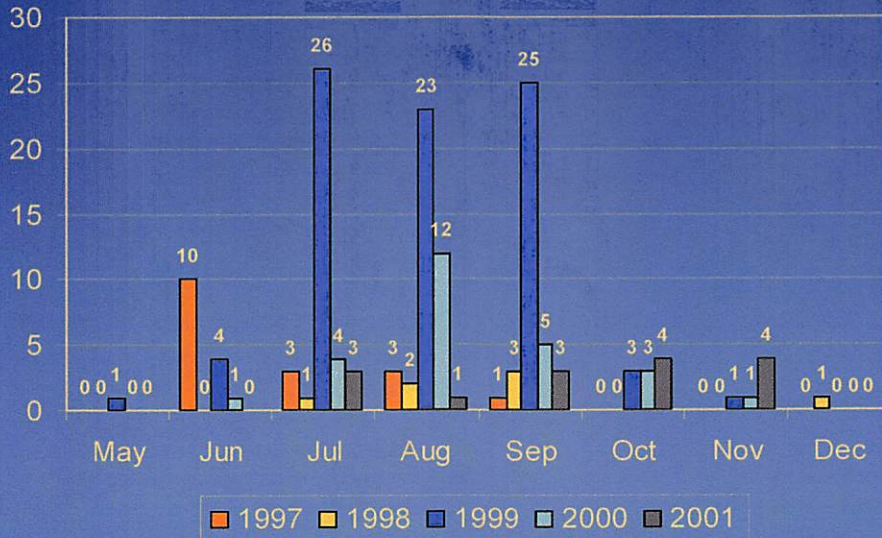
FFV NO. 7 MAN JEOK



A summary of 2001's Maritime Boundary Line seizure cases.



MBL INCURSIONS 1997-2001



This graph is self-explanatory.



SUMMARY OF HSDN ACTIVITY

Year	Detections	Seizures	Comments
2001	0	0	There was no high seas driftnet activity detected.
2000	2	1	1 HO targeting salmon. Seized by U.S. and auctioned for \$226,500.
1999	10	3	2 RS and 1 PRC targeting salmon. PRC vsl seized by U.S.
1998	9	3	2 PRC & 1 RS targeting salmon. Turned over to flag states
1997	2	1	Stateless vsl targeting tuna. Seized by U.S.
1996	1	1	Taiwan vsl targeting salmon Joint boarding, seized by Taiwan

A summary of High Seas Driftnet Activity.
There were no detections of high seas driftnet activity in 2001.



The increased lives lost reflects the sinking of the Arctic Rose (15 lives lost). Vessel sinkings are up slightly, while the number of lives saved is up sharply from 2000.



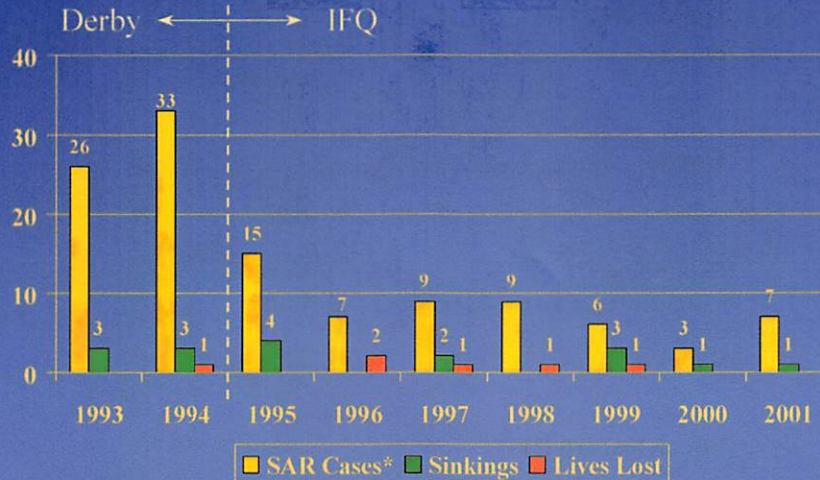
2001 Safety Violations

- Insufficient or No Liferaft	(5)	- Immersion Suite Less	
- Insufficient Survival Suits	(5)	Personal Marker Light	(8)
- No EPIRB	(6)	- No Sound Producing Device	(2)
- Insufficient Fire		- Operating Beyond License	(1)
Extinguishers	(8)	- Unserved Ring Buoy	(9)
- Insufficient Ring Bouy/PFD	(6)	- Improper Stowage of	
- No Flares	(7)	Buoyant Apparatus	(1)
- Insufficient Navigation Lights	(3)	- No Boarding Ladder	(1)
- Expired Life Raft	(15)	- Missing Placards	(6)
- Expired Hydro Release	(11)	- Expired Flares	(21)

This slide is self-explanatory. As discussed at the December 2001 Council meeting, the Coast Guard requests all vessels check the rigging of their liferafts to ensure that the hydrostatic release will function as intended. During dockside inspections in Dutch Harbor prior to the 2001 Red King Crab opener, a significant number of vessels were found to have liferafts rigged in a fashion which would have prevented the raft from deploying properly in a sinking/capsizing situation.



Derby/IFQ Safety Statistics



*Note: SAR cases occurred while the vessels were engaged in the halibut or sablefish fisheries.

In 2001 the number of SAR cases, and vessels lost in the IFQ fisheries was on par with 2000. No lives were lost.



VESSELS LOST

CAUSE

FISHERY

Flood (6)

Cod (3)
Salmon (2)
Crab (1)

Fire (8)

Salmon (6)
Cod (1)
Halibut (1)

Grounding (7)

Salmon (4)*
Cod (3)

*One Diabetic Shock and One Alcohol-Related

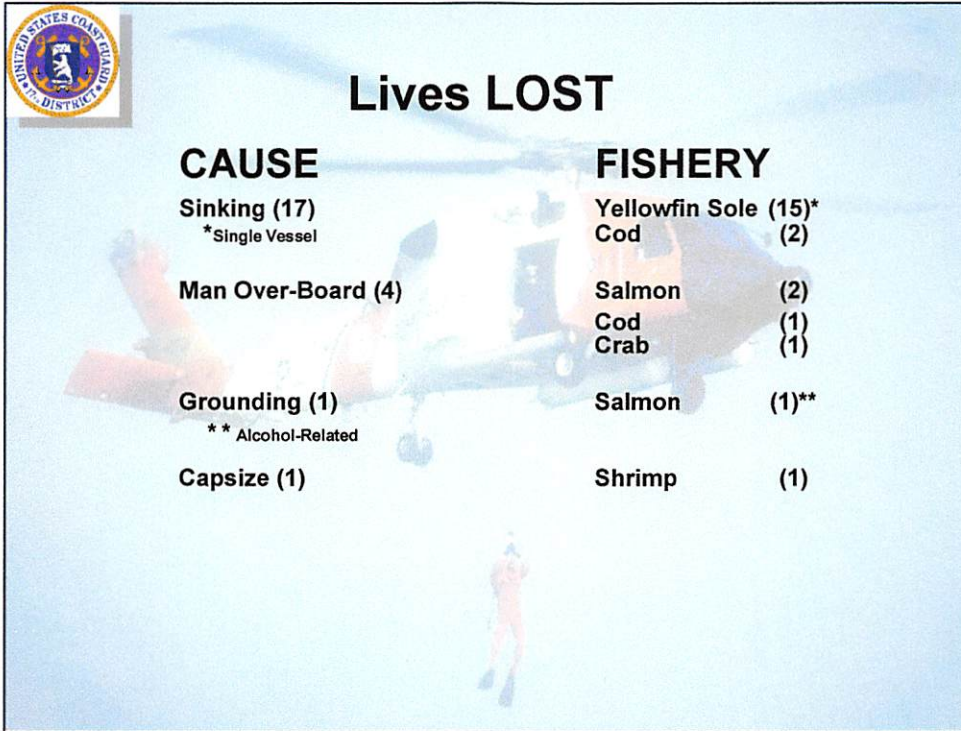
Capsize (4)

Salmon (3)
Shrimp (1)

Struck Iceberg (1)

Salmon (1)

Vessels Lost broken out by causative factor,
and also by fishery.



Lives Lost broken out by causative factor, and also by fishery. The Arctic Rose sinking while engaged in the Yellowfin Sole fishery represents 15 out of the total 23 lives lost in Alaskan waters in 2001.

U.S. Department
of Transportation

United States
Coast Guard



SEVENTEENTH COAST GUARD DISTRICT
WINTER FISHERIES SEARCH AND RESCUE REPORT
01/01/02 -- 01/31/02

This report has been prepared to provide information regarding the large number of search and rescue (SAR) cases experienced during the month of January. Enclosure 1 includes related press releases.

SUMMARY OF GULF OF ALASKA CASES:

15 JAN 02

F/V LADY ASHLEY: F/V LADY ASHLEY, a 38ft crab vessel located 19nm SW of Kodiak, was assisted by several fishing vessels in the area after running aground. CGC SPAR and an Air Station Kodiak HH-60 diverted to provide assistance. The HH-60 arrived on scene and determined no additional help was required.

16 JAN 02

F/V MISS MICHELLE: Air Station Kodiak received a Mayday call from the F/V MISS MICHELLE, a 55 foot crab vessel stating they were taking on water after grounding on rocks near Chiniak Point near Kodiak. An Air Station Kodiak HH-60J diverted from training to the vessel's position. USCGC SPAR also diverted towards the vessel's position. A Good Samaritan vessel, F/V MAXELL, took the MISS MICHELL in tow and brought her safely into Kodiak harbor.

17 JAN 02

F/V MERIDIAN: F/V MERIDIAN, a 52ft crab vessel, radioed Communications Station Kodiak for assistance on VHF Ch. 16, reporting an engine room half full of water approximately 14nm north of Kodiak. The Air Station Kodiak ready HH-60J launched to assist. The F/V CARLSEN POINT overheard the radio distress call and diverted to assist, recovering the MERIDIAN's 3 crewmembers. The helo flew over the area and observed the 52ft MERIDIAN sink.

24 JAN 02

F/V'S WINDJAMMER & MISS LEONA: The 75ft longliner F/V WINDJAMMER, accompanied by the 90ft trawler F/V MISS LEONA, encountered severe icing and 80 knot winds while transiting the GOA from Bellingham, WA to Sand Point, AK. The WINDJAMMER radioed Communications Station Kodiak to request a communications schedule. Approximately two hours later, the WINDJAMMER reported that the MISS LEONA had taken a wave in the wheelhouse, had lost HF communications, and was icing up severely as well. The MISS LEONA was idling and not making way. The WINDJAMMER continued west at 2-3 knots and later was able to maintain eight knots. The MISS LEONA maintained communications with the WINDJAMMER as long as possible, but had to take up a southeast heading to maintain stability and to avoid more icing. An Air Station Kodiak HC-130 launched to establish communications with the MISS LEONA. CGC MELLON diverted to the scene and the CGC STORIS was sortied from Kodiak to assist. Air Station Kodiak maintained constant HC-130 surveillance of both vessels until a surface asset was able to get on scene with the MISS LEONA. An Urgent Marine Information Broadcast was issued, which the F/V SEATTLE ENTERPRISE, owned by Trident Seafood Co., answered and reported being 20NM from the MISS LEONA. In addition, the M/V BOSTON SYMPHONY, volunteered to proceed to scene and offer assistance. The M/V BOSTON SYMPHONY was released and allowed to continue to its next port of call. At 0550 on 25 JAN, the F/V SEATTLE ENTERPRISE arrived on scene with MISS LEONA and stood by until CGC STORIS arrived on scene. After assessing the situation, it was decided that the safest transit for the MISS LEONA would be to travel to Ketchikan, about 650NM from the MISS LEONA's position. The MELLON escorted the MISS LEONA to Ketchikan where it arrived safely 29 JAN. F/V WINDJAMMER continued safely to Sand Point.

28 JAN 02

F/V AURORA: The 40ft F/V AURORA, operating near Dangerous Cape approximate 32nm south of Kodiak, radioed Air Station Kodiak for MEDEVAC assistance for a 22-year-old crewmember with abdominal pains. The duty flight surgeon was consulted and concurred with the request, suspecting possible appendicitis. Air Station Kodiak diverted a HH-60J from a training flight. The helo crew transported the patient to Kodiak EMS personnel.

SUMMARY OF BERING SEA CASES:

16 JAN 02

F/V ALEUTIAN ROVER: CGC MELLON received a distress call from the F/V ALEUTIAN ROVER, a 115ft crab vessel that was operating in the Bering Sea about 98nm northeast of Saint Paul Island, stating that they were adrift due to problems with their reduction gear. The master requested assistance from the Coast Guard or a commercial tow. MELLON diverted to the ALEUTIAN ROVER's position to ensure they did not drift into the ice, which was approximately seven miles away. Upon arrival, the MELLON took the ALEUTIAN ROVER in tow. On 18 JAN, MELLON transferred the tow to the commercial tug REDEEMER. The REDEEMER towed the ALEUTIAN ROVER into St. Paul for repairs.

18 JAN 02

F/V LADY KISKA: The F/V LADY KISKA, a 175ft crab vessel that was operating approximately 57nm southwest of St Paul, radioed Communications Station Kodiak to request medical assistance for a 34 year-old crewmember. The crewmember had been struck in the chest and abdomen by a crab pot and was vomiting blood. After assessing the situation, the Flight Surgeon recommended that the crewmember be taken to Anchorage to be evaluated for internal abdominal injuries. CGC MELLON diverted to intercept the fishing vessel. A forward-deployed, Air Station Kodiak HH-60J in St. Paul launched and MEDEVAC'd the patient to the St. Paul clinic before the MELLON arrived on scene. The patient was stabilized and flown via commercial air to Kodiak.

20 JAN 02

F/V SANDRA FIVE: The F/V SANDRA FIVE, a 115ft crab vessel that was operating approximately 88nm northwest of St. Paul, radioed Communications Station Kodiak to request medical advice for a 20 year old male crewmember who had been sick for five days. The Flight Surgeon determined that the crewmember was severely dehydrated and was suffering from seizures. An HH-60J pre-deployed at St. Paul hoisted the crewmember from the vessel and transported him to awaiting EMS in St. Paul.

31 JAN 02

F/V PACIFIC STAR: The F/V PACIFIC STAR, a 180ft crab vessel that was operating approximately 100nm west of St. Paul, radioed Communications Station Kodiak to request a MEDEVAC for a 39 year old male crewmember who had severed an artery between his thumb and forefinger. The crew was unable to stop the bleeding. The Duty Flight Surgeon recommended the MEDEVAC. An Air Station Kodiak HH-60 launched from St Paul Island, hoisted the patient, and delivered him to the St Paul Clinic. The clinic was able to stop the bleeding, but determined that the patient needed further treatment. The patient was transported by commercial air ambulance to Providence Hospital in Anchorage.

SUMMARY OF ALEUTIAN ISLANDS CASES:

14 JAN 02

F/V LADY BLACKIE: F/V LADY BLACKIE, a 80ft trawler operating 55nm southeast of Cold Bay requested a MEDEVAC for a 46 year old male crewmember. The patient had temporarily suffered unconsciousness and experienced seizures due to apparent alcohol withdrawal. The Duty Flight Surgeon concurred with the request. An Air Station Kodiak HH-60J was launched, but experienced mechanical problems and was unable to evacuate the patient from the fishing vessel. The LADY BLACKIE proceeded to port in Cold Bay. Life Flight transported the patient from Cold Bay to Alaska Regional Hospital in Anchorage.

25 JAN 02

F/V OCEAN PHOENIX: Seattle Maritime Health Services contacted the D17 Command Center for assistance with a 21 year-old male crewmember aboard the 635ft pollock processor F/V OCEAN PHOENIX, which was operating 94nm southwest of Cold Bay. The crewmember was suspected of having a scapular (skull) fracture and neck injury. The medical personnel recommended that the patient be removed from the vessel and transported to a hospital for further evaluation and medical attention. Air Station Kodiak launched an HH-60J to MEDEVAC the crewmember to Cold Bay. Life Flight transported the patient from Cold Bay to Anchorage.

31 JAN 02

F/V ALASKA JURIS: The F/V ALASKA JURIS, a 238ft, atka mackerel, catcher-processor that was operating approximately 280nm west of Adak, radioed Communications Station Kodiak to request a MEDEVAC for a 34 year old male crewmember who had amputated his right hand with a saw. An Air Station Kodiak HC-130 launched to fly cover, and an Air Station Kodiak HH-60 launched from St. Paul. The helo flew over 300NM of open ocean to refuel on Adak. The ship made way toward Adak Island, closing to within 100NM, holding position in the lee of Semiopohnoi Island to provide the most stable hoist platform. The helo flew to the ship's position, hoisted the victim, and transported him to Adak. The physician in Adak stabilized the victim. The patient was transported via Life Flight from Adak to Alaska Regional Hospital in Anchorage for evaluation and then to Seattle, where attempts would be made to reattach the victim's hand.



Jan. 14, 2002

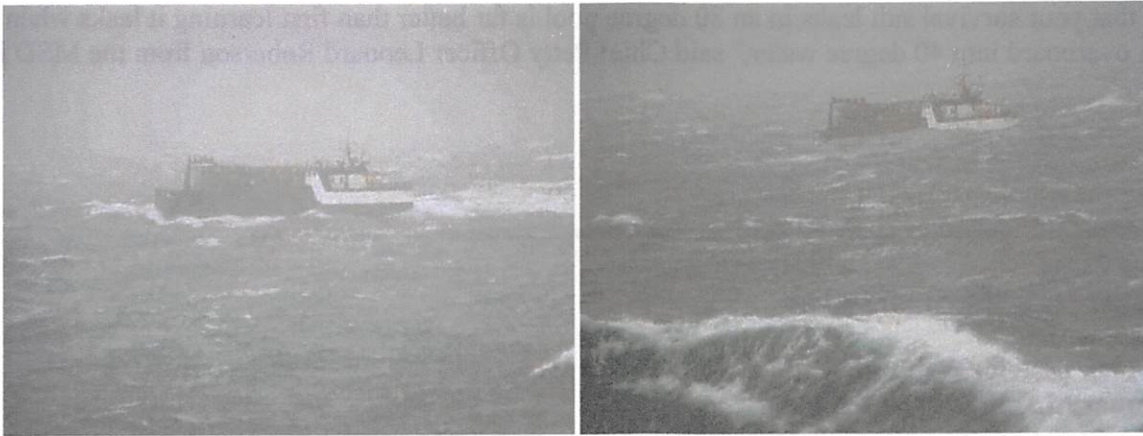
By Chief Petty Officer Marshalena Delaney Ph: (907) 487-5700

mdelaney@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 006-02

Coast Guard units ready for crab openers



KODIAK, Alaska, -- The fishing vessel Husky, a 124-foot crabber, based in Seattle, battles through heavy weather on its way to the Bering Sea Opilio crab grounds. The Coast Guard cutter Mellon, a 378-foot cutter, from Seattle, is patrolling in the vicinity of the crab fleet as a search and rescue stand-by. (Official U.S. Coast Guard photo courtesy U.S. Coast Guard Cutter Mellon.)

KODIAK, Alaska - The Coast Guard has a variety of cutters and aircraft positioned and standing by if needed during the 2002 crab openers in the Bering Sea and around Kodiak Island beginning Jan. 15.

About 200 vessels are expected to participate in the state Opilio crab opener in the Eastern Bering Sea. The 378-foot cutter Mellon, equipped with a Dolphin helicopter, will maintain a search and rescue guard in the vicinity of the fleet.

A Jayhawk helicopter and crew from Kodiak have been prestaged on St. Paul Island to enhance the Coast Guard's response to distress calls during the opener. This opener is expected to last seven to 15 days.

The 225-foot buoy tender SPAR will patrol around Kodiak Island to respond to distress calls from the fleet. About 175 vessels are expected to participate in the Kodiak district fishery. The fishery is expected to last two five days. The SPAR will remain in the area until the fishing grounds are cleared.

The Coast Guard units will make periodic radio broadcasts to report their locations and weather conditions to the crab fleet. Aircraft from Air Station Kodiak will make routine patrols of the various crab fleets.

Prior to these openings, the Coast Guard mounted a commercial fishing vessel safety awareness program, conducting about 150 vessel safety exams and several training sessions.

The Marine Safety Detachments (MSD) in Kodiak and Unalaska provided vessel stability and damage control training to fishermen. The training was designed to make crewmembers aware of how stability issues such as properly loading crab pots, icing and flooding affect fishing vessels. The Coast Guard then hosted the fishermen at a local pool to review their personal safety equipment. Properly donning a survival suit in an emergency situation is vital to survival in the frigid Alaska waters.

The fishermen practiced getting into the survival suits and then practiced climbing into a life raft. Practicing these skills and testing you're survival equipment in a controlled environment is a far cry from the actual conditions if a vessel is in trouble in the Bering Sea.

"Finding out that your survival suit leaks in an 80 degree pool is far better than first learning it leaks when you've fallen overboard into 40 degree water," said Chief Petty Officer Leonard Roberson from the MSD in Kodiak.

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Tuesday, January 15, 2002 01:19:03 PM



Jan. 16, 2002

By Petty Officer Keith Alholm Ph: (907) 487-5700

kalholm@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 008-02

Minor incidents hinder crab fleet, but no major injuries

KODIAK, Alaska— A few minor incidents hindered the pursuit of crab for a few vessels during the opening day of both Gulf of Alaska Tanner and Bering Sea Opilio crab fisheries Tuesday.

In the Bering Sea the fishing vessel Southern Wind reported that two crewmen had fallen overboard in separate incidents while fishing about 149 miles northeast of St. Paul Island. In both incidents the crew was able to rescue the men and continue fishing. The men only required minor first aid as a result of the accidents.

Later that night, the Southern Wind called the Coast Guard requesting medical assistance for an ill crewmember. The Coast Guard duty flight surgeon was consulted and determined from the master's report of symptoms that the crewmember did not require medical evacuation.

The fishing vessel Lady Blackie, located in Cold Bay, 57 miles southwest of the town of Cold Bay, requested assistance for a very ill crewman late Monday evening. The duty flight surgeon was consulted and recommended the man be transported to a hospital for treatment. A Jayhawk helicopter was launched from Coast Guard Air Station Kodiak to assist about 12:15 a.m. Tuesday. The helicopter experienced mechanical problems during the flight, and was required to land in Cold Bay. The Lady Blackie sailed to Cold Bay where an ambulance transferred the sick man to an awaiting air-ambulance for further transport to an Anchorage hospital.

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Wednesday, January 16, 2002 03:18:49 PM



Jan. 17, 2002

By Petty Officer Christopher S. Grisafe Ph: (907) 463-2067

cgrisafe@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 010-02

USCG battles heavy seas to reach fishermen in distress

JUNEAU, Alaska – Coast Guard crewmembers on board the cutter Mellon battled through fierce weather Wednesday night and today to reach a drifting fishing vessel seven-miles from an ice field in the Bering Sea.

While on search and rescue standby for the Opilio Crab fishery, the Mellon crew received a request for help at 2 p.m., Wednesday from the crew of the 85-foot fishing vessel Aleutian Rover, which is adrift due to mechanical problems.

The Coast Guard contacted commercial tug services to tow the crippled vessel. Meanwhile, concerned about the six people on board the Aleutian Rover, the cutter Mellon crew steamed towards their position through 30-foot seas and 60 to 70- knot winds to help prevent the vessel from drifting into the ice field.

The Mellon crew is currently on scene with the King Cove-based Aleutian Rover awaiting the arrival of the tug Redeemer, which departed from Dutch Harbor Wednesday and is expected to arrive on scene late today. However, weather conditions may delay the Redeemer's arrival time.

The cutter Mellon is a 378-foot high endurance cutter based in Seattle, Washington.

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Friday, January 18, 2002 02:27:48 PM



Jan. 17, 2002

By Petty Officer Christopher S. Grisafe Ph: (907) 463-2067

cgrisafe@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 010-02

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Friday, January 18, 2002 02:27:48 PM



Jan. 18, 2002

By Petty Officer Keith Alholm Ph: (907) 487-5700

kalholm@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 114-02

Tug Redeemer takes Aleutian Rover in tow



ST. PAUL, Alaska - Crewmembers on the Coast Guard cutter Mellon ready towline in preparation for taking the fishing vessel Aleutian Rover in tow to prevent it from drifting into the ice shelf Thursday afternoon. The crewmen must lay 100's of feet of line on deck in preparation for towing. Towing another vessel is a complicated evolution that requires precision from the crew and for both vessels to operate in close quarters. Once the towing vessel is alongside, a crewman either throws a weighted ball attached to a small piece of line or uses a shoulder line throwing gun to shoot the line over to the stricken vessel. (A shoulder line throwing gun shoots a weighted steel rod attached to a line and is used when the vessels are unable to get within throwing distance or in cases of high wind.) This line is attached to a larger piece of rope,

that is tied to an even larger piece of rope which is then connected to the towline. The towline may be as large as 8-inches in diameter and weigh hundreds of pounds when wet. Once the towline is connected to the disabled vessel, then the crew begins paying-out all the line that was previously placed on the deck. This is a dangerous time during the tow operation that requires constant communication between the people on deck and the bridge of cutter. Once the desired length is reached for good towing the crew then wraps the towline around a towing bit on the cutter. (A towing bit is a large steel deck fitting that is reinforced to handle the strain of towing a heavy vessel.) Once the line is connected to the tow bit the cutter can begin towing the vessel. Please Credit as U.S. Coast Guard photo courtesy cutter Mellon.

KODIAK, Alaska - The tug Redeemer took the fishing vessel Aleutian Rover in tow at 8:45 a.m. today in the Bering Sea and is heading southeast towards St. Paul Island. Coast Guard cutter Mellon dropped tow with the Aleutian Rover shortly after 8 a.m. today when the tug arrived on scene.

The crew of the Mellon took the fishing vessel in tow Thursday afternoon about 90-miles northwest of St. Paul to prevent the vessel from drifting into the ice shelf that was only seven miles away. The crew performed the complicated on deck maneuver while the ship pitched in 28-foot seas and 46-mph winds gusting to nearly 70 mph. Once the Mellon had the Aleutian Rover in tow, they proceeded slowly towards St. Paul until the tug Redeemer arrived on scene to take the tow.

Released from towing, the Mellon can now continue its mission of search and rescue standby for the Bering Sea pilio crab season. The Coast Guard cutter Mellon is a 378-foot ship based out of Seattle.

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**Contact the [17th District Webmaster](#)
Monday, January 28, 2002 02:34:19 PM**



Jan. 19, 2002

By Petty Officer Keith Alholm Ph: (907) 487-5700

kalholm@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 115-02

Man struck by crab pot, medevaced to Anchorage

KODIAK, Alaska - The Coast Guard medevaced a 43-year-old man working on a crab boat in the Bering Sea Friday night after a pot struck him. Edward Williams was working the deck on the Lady Kiska about 65 miles southwest of St. Paul, when a nearly 700-pound crab pot stuck him in the chest about 9:30 p.m.

Lady Kiska immediately called the Coast Guard Communications Station Kodiak requesting assistance for Williams. The Coast Guard duty flight surgeon talked with the boats captain to determine the possible extent of William's injuries. The flight surgeon recommended he be medevaced to Anchorage for further evaluation and treatment.

A Coast Guard Jayhawk helicopter pre-deployed to St. Paul was launched at 10:47 p.m. to transport Williams. The helicopter arrived on scene at 11:10 p.m. and began preparations for hoisting the injured man. Williams was flown to St. Paul where he arrived in stable condition at 11:55 p.m. He was transferred to an ambulance and driven to the clinic to await civilian air ambulance transport to an Anchorage hospital.

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Tuesday, January 22, 2002 02:59:10 PM



Jan. 21, 2002

By Chief Petty Officer Marshalena Delaney Ph: (907) 487-5700

mdelaney@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 016-02

Ailing crab fisherman medevaced from vessel

KODIAK, Alaska - The Coast Guard medevaced an ailing crab fisherman aboard a fishing vessel about 90 miles west of St. Paul Island Saturday. Junior Nomani, 20, was suffering from medical complications aboard the fishing vessel Sandra Five.

The skipper of the 113-foot fishing vessel contacted the Coast Guard Communications Station in Kodiak at 2:14 p.m. requesting medical assistance for Nomani. A Coast Guard flight surgeon was consulted and recommended the medevac.

An HH-60 Jayhawk helicopter and crew, deployed to St. Paul Island for the Bering Sea crab fishery, was launched to assist Nomani. The helicopter and crew arrived on scene with the Sandra Five at about 3:50 p.m. Nomani was assisted into the rescue basket that was lowered to the deck of the vessel.

He was then hoisted aboard the helicopter and flown to St. Paul Island. An ambulance was waiting at the St. Paul Island airport to transport him to the clinic for further treatment.

Nomani is the second fisherman to be medevaced during the Bering Sea Opilio crab fishery, which opened Jan. 15.

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Monday, January 28, 2002 02:49:52 PM



Jan. 24, 2002

By Petty Officer Keith Alholm Ph: (907) 487-5700

kalholm@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 118-02

Boats battle severe ice, seas and wind in Gulf of Alaska

KODIAK, Alaska – Severe weather threatens to capsize two fishing vessels in the Gulf of Alaska today as both crews attempt to reach shelter from heavy seas, high winds and severe icing conditions. Four people on board the 75-foot Windjammer from Blaine, Wash., and four people on board the 86-foot Leona from Seattle are battling 40-foot seas, 70-80 mph winds and freezing spray that threatens to capsize both vessels 196 miles south of Kodiak Island.

The Windjammer contacted the Coast Guard reporting themselves and the Leona are experiencing severe weather conditions and heavy ice buildup on the boat's rigging and wheelhouse. A large wave struck the Leona's wheelhouse disabling its High frequency, long-range radio, leaving it with only short-range VHF communications. Heavy ice build up decreases the vessel's stability, making it harder for it to right itself and increasing the chances of a rollover or capsizing.

A Coast Guard C-130 is on scene to provide communications assistance and survival equipment in the event one of the vessels capsizes. Coast Guard cutters Storis and Mellon are underway to rendezvous with the vessels and provide escort; both cutters should arrive in about 15 hours. A Coast Guard Jayhawk helicopter is also on standby at Air Station Kodiak in case the crewmen abandon ship.

The Coast Guard requested assistance from other vessels in the area. The motor vessel Boston Symphony answered the Coast Guard's request and has also diverted to provide assistance to the fishing vessels.

The two boats were heading to Sand Point, Alaska, from Bellingham, Wash., for the Pacific Cod fishery that opens later this month.

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Jan. 25, 2002

By Petty Officer Christopher S. Grisafe Ph: (907) 463-2067

cgrisafe@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 018-02

USCG, Good Samaritans respond to boat battling ice, wind, seas

KODIAK, Alaska – The Coast Guard and a Good Samaritan vessel are responding to help a fishing vessel that has sustained severe icing in the Gulf of Alaska 200 miles south of Kodiak today. The Coast Guard is also monitoring another vessel that also sustained severe icing and requested Coast Guard assistance Thursday but is now in no immediate danger.

Crewmembers on board the 86-foot fishing vessel Miss Leona, from Bellingham, Wash., are battling 25-foot seas, 40 mph winds and snow showers while Coast Guard cutters Mellon and Storis, and Good Samaritan vessel Seattle Enterprise respond to assist them. The vessel Seattle Enterprise, a 270-foot fish processor, is on scene with the Miss Leona, and will escort the vessel and crew until Coast Guard assets arrive. Cutters Storis and Mellon are expected to arrive on scene today.

Coast Guard C-130 aircrews have remained on scene since 6 p.m., Thursday providing communications assistance and survival equipment in the event one of the vessels capsized.

The Coast Guard received a call for help from the crew of the fishing vessel Windjammer Thursday reporting they sustained severe icing and are concerned about their vessel's stability. The Windjammer crew also reported the Miss Leona, whose long range high frequency radio is disabled, is also contending with heavy ice build up and severe weather conditions.

"Icing can be very dangerous. It makes the vessel top heavy, affecting its stability, which could cause the vessel to roll over," said Petty Officer Doug Green.

The Windjammer is not currently in immediate danger, however, the Coast Guard is communicating with them on an hourly basis as they head toward Sand Point about 100-miles east of Cold Bay.

The Windjammer and Miss Leona both sailed from Washington for Sand Point to

participate in the Pacific Cod fishery that opens later this month.

The motor vessel Boston Symphony, another Good Samaritan vessel, responded to a Coast Guard urgent marine information broadcast Thursday requesting any vessels in the area of the Windjammer or Miss Leona provide assistance.

The Boston Symphony, a 517-foot Panamanian freighter, battled heavy seas throughout the night to help the Miss Leona crew until the closer Seattle Enterprise responded.

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Monday, January 28, 2002 02:53:57 PM



Jan. 25, 2002

By Chief Petty Officer Marshalena Delaney Ph: (907) 487-5700

mdelaney@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 019-02

Coast Guard continues toward boat battling weather

KODIAK, Alaska - The crew of the 86-foot fishing vessel Miss Leona, out of Bellingham, Wash., continues on a southerly course to avoid heavy icing conditions that threatened to capsize the vessel yesterday.

The Coast Guard cutters Mellon and Storis are expected to arrive on scene with the Miss Leona about 270 miles south of Kodiak Island sometime early this afternoon.

The windshield in the Miss Leona's pilothouse broke during yesterday's intense weather. The skipper hopes to make repairs when the Coast Guard vessels arrive on scene. The fish tender Seattle Enterprise remains close to the Miss Leona if the crew needs immediate assistance.

The fishing vessel Windjammer is transiting toward Sand Point. The Coast Guard Communications Station in Kodiak is maintaining a four-hour communication schedule with the vessel's crew.

The Coast Guard received a call for help from the Windjammer crew Thursday reporting they sustained severe icing and felt concerned about their vessel's stability. The Windjammer crew also reported the Miss Leona, whose long range HF-radio became inoperable, also fought heavy ice build up and severe weather conditions.

Coast Guard C-130 aircrews remained overhead with the Miss Leona until about 4 a.m. today, when the Seattle Enterprise arrived on scene. The motor vessel Boston Symphony, a 517-foot Panamanian freighter, responding to a Coast Guard urgent request for assistance, battled heavy seas throughout the night to help the Miss Leona crew until the closer Seattle Enterprise responded.

The Windjammer and Miss Leona both sailed from Bellingham, Wash., for Sand Point to participate in the Pacific Cod fishery that opens later this month.

On scene weather reported at 5:55 a.m. included north winds at about 40 mph and seas at 20- to 25-feet.

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Jan. 29, 2002

By Chief Petty Officer Marshalena Delaney Ph: (907) 487-5700

mdelaney@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 023-02

Coast Guard airlifts ill crewman from fishing vessel

KODIAK, Alaska - The Coast Guard medevaced an ailing fisherman from a vessel about 30 miles south of Kodiak Monday evening.

Kondra Kuzman, 22, suffered from medical complications aboard the 60-foot long-liner Aurora.

The fishing vessel Riptide relayed a radio call to the Coast Guard Air Station in Kodiak at 6:25 p.m. requesting medical assistance for the crewman aboard the Aurora. A Coast Guard flight surgeon recommended the medevac.

A Jayhawk helicopter and crew already in the area on a training flight, diverted to the Aurora. The helicopter crew arrived on scene with the Aurora at 7:06 p.m. and lowered a rescue basket to the vessel's deck.

The rescuers hoisted Kuzman at 7:20 p.m. and transported him to Spruce Cape helicopter pad. An awaiting ambulance crew took Kuzman to Providence Kodiak Island Medical center for further medical care.

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Tuesday, January 29, 2002 11:02:44 AM



Jan. 29, 2002

By Petty Officer Christopher S. Grisafe Ph: (907) 463-2067

cgrisafe@egalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 023-02

Coast Guard escorts iced boat safely to Ketchikan

JUNEAU, Alaska – The Coast Guard cutter Mellon crew escorted the fishing vessel Miss Leona into Ketchikan today from the Gulf of Alaska, where the Miss Leona experienced severe icing and heavy weather along with the fishing vessel Windjammer.

The Coast Guard received a call for help from the crew of the fishing vessel Windjammer Thursday reporting they sustained severe icing and are concerned about their vessels stability. The Windjammer crew also reported the Miss Leona, whose long range HF-radio is disabled, is also contending with heavy ice build up and severe weather conditions.

The Mellon crew rendezvoused with the Miss Leona and escorted the vessel to Ketchikan. The Windjammer did not need Coast Guard assistance, and arrived safely into Sand Point, Alaska Saturday.

The Coast Guard Marine Safety Detachment in Ketchikan boarded the Miss Leona and found no violations.

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Wednesday, January 30, 2002 01:10:12 PM



Jan. 31, 2002

By Petty Officer Roger W. Wetherell Ph: (907) 463-2069

rwetherell@cgalaska.uscg.mil

After 4:30 p.m. call (907) 463-2000

Release: 025-02

Coast Guard airlifts injured Seattle crab fisherman

JUNEAU, Alaska – A Coast Guard rescue helicopter crew airlifted a fisherman who suffered a lacerated hand aboard a crab boat in the Bering Sea this morning.

The rescue crew picked up 39-year-old Pat Quinn from the 180-foot vessel Pacific Star about 100 miles west of St. Paul Island.

The Coast Guard received a distress call from a crewmember aboard the Seattle-based Pacific Star requesting assistance to airlift Quinn who lacerated his left hand between the thumb and forefinger, causing arterial bleeding.

The Jayhawk helicopter crew, one of two helicopters and crews temporarily assigned to St. Paul as search and rescue standby aircraft teams, transited to the Pacific Star and picked up Quinn at 1:15 p.m. The rescuers intended to transport Quinn to St. Paul in stable condition at about 2 p.m. for treatment at the St Paul Clinic.

The on scene weather includes seven to 14-foot seas with 15-knot winds.

Quinn's injury, according to a Pacific Star crewmember, occurred while cutting fish aboard the vessel.

Quinn's crewmates quickly applied a tourniquet to his hand to control the bleeding.

On average, the Coast Guard saves 12 lives daily...one every two hours.

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REPORT

From the Deputy Commander of the Northeast Regional Directorate (NRD) of the Federal Border Guard Service (FBS) of the Russian Federation – Chief of the Marine Protection Division
Captain Igor L. Rypalov.

I. (Slide №1. Location of the NRD) The NRD covers a territory with a total area of 3 million square kilometers with a population of approximately 1.5million. The following areas of the Russian Federation are included:

Kamchatka and Magadan Regions,
Koryaksk and Chukotka Autonomous Regions,
Parts of the Khabararovsk and Sakhalin Regions.

The territory of protected waters (which consists of part of the Okhotsk Sea, the Bering Sea, Chuchki Sea, North Siberian Sea, and the Northwestern Part of the Pacific Ocean) represent:

Total area of the Exclusive Economic Zone (EEZ) of the Russian Federation in the NRD's area of responsibility - = **855 670 sq. miles**, of which:

- in the Okhotsk Sea - 205 524 sq. miles;
- in the Bering Sea - 417 446 sq. miles;
- in the Chuchki Sea - 106 680 sq. miles;
- in the Eastern Siberian Sea - 74 370 sq. miles;
- in the northwest part of the Pacific Ocean, near the coast of Kamchatka and the northern Kuril Islands - 52 250 sq. miles.
- Besides this, the area of the convention zone in the northwestern part of the Pacific Ocean is - 160 600 sq. miles.

2. Protection of marine bioresources and the state control in this area is performed by:

Agencies of Marine Protection, which consist of surface forces (ships, including helicopter equipped, patrol boats, cutters, and the State Marine Inspection)

Agencies of Border Control, which consist of border control units.

Border Guard Forces, which consist of ground units, including technical observation posts.

Border Guard Aviation, which includes armed aircraft and helicopters of various classes.

The Federal Border Guard Service of Russia fulfills tasks in the following areas while conducting state control of preservation of live marine resources: (Slide №3)

- Fishery licensing
- Control of volume of harvest marine resources
- Tax collection for harvesting of marine resources

- Enforcement of fishing vessel equipment rules.

4. In support of state control of protection of internal waters, territorial waters and natural resources, the Russian EEZ and all its natural resources, Russia's continental shelf and its mineral and marine resources, anadromous fish stocks, which develop in rivers beyond the borders of Russia's EEZ, the State Marine Inspection of the regional directorates of the Russian FBS were created and began operating based upon:

- Decree of the President of the Russian Federation dated 29 August 1998 № 950 "About measures for providing protection of marine bioresources and state control in this sphere;"

- Resolution of the Government of the Russian Federation dated 26 January 1998 № 90 "About the implementation of the decree of the President of the Russian Federation dated 29 August 1998 № 950 'About measures for providing protection of marine bioresources and state control in this sphere;'"

- Order of the Director of the Russian FBS № 446 dated 28 June 1998.

5. Tasks of the NRD in the area of the protection of marine bioresources, are set by the Director of the FBS on the basis of the Federal laws "About the state border of the Russian Federation," "About inland waterways, territorial waters, and adjacent zones of the Russian Federation," "About the Exclusive Economic Zone of the Russian Federation," and "About the Continental Shelf of the Russian Federation."

The regional directorate commander sets specific tasks for the forces of each regional directorate assigned to protect marine resources and to conduct state control in this sphere.

The task of the regional directorate can be briefly summarized as follows: Prevent illegal fishing of marine bioresources and their extraction from fishing areas and delivery to Russian and foreign ports; and ensure applicable taxes are collected.

This task is fulfilled in **two ways**:

The first way is analytical.

This function is performed by the newly created (1 December 2001) **Center of State Control, Analysis, and Forecasting of Fishery Situation.**

The Center of State Control, Analysis, and Forecasting of Fishery Situation (henceforth "the Center") is a part of the NRD, which is responsible for systematic control, analysis and forecasting of the fishing situation, and development of recommendations for the Regional Directorate Commander for protection of marine resources in territorial waters, on the continental shelf, and in the Russian EEZ in the NRD's area of responsibility.

The overall objective of the Center's control activity, analysis and forecasting of fishery conditions is achieved by the accomplishing the following basic tasks:

- Control, analysis and forecasting of fishery conditions in the area of responsibility of the regional directorate;
- Analysis of commercial fishing activity in the area of responsibility of the regional directorate;
- Analytical tracking of commercial fishing vessels in the area of responsibility of the regional directorate;
- Organization of interaction of the regional directorate with local offices of federal executive branch agencies;
- Planning and control of the use of inspection staff of the State Marine Inspection (henceforth SMI) of the regional directorate;
- Control activity of inspection staff of the SMI on Russian and foreign commercial fishing vessels;
- Economic analysis and control of fishing activity in area of responsibility of the regional directorate;
- Enforcement of Russian Federation laws and regulations regarding protection of marine biological resources;
- Enforce compliance with conditions of commercial fishing licenses (permits) for extraction (catch) of marine biological resources, and also other documents that give permission to use marine biological resources.
 - Enforcement of compliance with international treaties in the area of protection of marine biological resources.

At the first stage the Center predicts commercial fishing conditions on the basis of total allowable catch (TAC), allotted quotas and permits for commercial fishing, planned number of fishing vessels in the fishing zones (i.e.: who, how many, what and in what areas extraction will take place).

On the basis of these data recommendations are submitted to the chief of the regional directorate concerning allocation of forces and assets to protect internal waters, territorial seas, the EEZ and continental shelf and their natural resources.

The next stage includes:

1. Analysis of commercial fishing activity, i.e. data accumulates from various sources with the purpose of determining true catch volumes.
2. The analytical tracking of commercial fishing vessels. Port arrivals/departures, passage through control points, presence in commercial fishing zones, timely detection of vessels in areas where fishing is prohibited, exit of vessels from the commercial fishing zones, and their destinations are tracked.

Analysis of the results of tracking of commercial fishing vessels supports the development of recommendations concerning allocation of forces and assets to protect marine bioresources.

The second way is practical.

It consists of direct activities of the ships, patrol vessels, aircraft of the regional directorate, inspectors onboard at sea and state inspectors in ports. Namely:

- The ships or patrol vessels at marine checkpoints check all fishing vessels proceeding to or from commercial fishing zones.

The task of these forces when a vessel is checking into a fishing zone is to verify:

- Presence of a commercial fishing permit on the vessel;
- Presence of other documents permitting commercial fishing;
- The appropriateness of fishing gear on board for the type of fishing specified in the permit.

Vessels departing the fishing zone are inspected for compliance with the terms of their permits.

The ships and patrol vessels which are actively patrolling, enforce commercial fishing based on the data represented by the Center, and also inspect vessels, which are suspected of illegal fishing;

The aircraft first of all controls areas closed to commercial fishing. Upon detection of a vessel in closed zones, the information is sent to the control center of the regional directorate. If ordered the aircraft guides ships and patrol vessels to the detected violator. Secondly, the aircraft is used during vessel detentions - when all other means of detention have been exhausted by the ships and patrol vessels.

The inspection staff in ports conducts inspections of commercial fishing vessels with the same tasks as at the marine checkpoints, with the collaboration of other border patrol departments.

The technical control posts carry out control of internal and territorial waters, territorial seas and economic zone within the limits of radar tracking, identify surface vessels, and guide ships, patrol vessels, boats, aircraft to unidentified vessels.

(Slide № 2. Map of fishing conditions in NRD)

The main species of harvested in the NRD area of responsibility are:

Pollock	(TAC for 2001 – 1678 thousand tons)
Cod	(TAC for 2001 – 138,36 thousand tons)
Herring	(TAC for 2001 – 410,405 thousand tons)
Salmon	(TAC for 2001 – 220,209 thousand tons)
Kamchatka crab	(TAC for 2001 – 18,606 thousand tons)
Blue crab	(TAC for 2001 – 4,753 thousand tons)
Snow crab	(TAC for 2001 – 32,211 thousand tons)
Tanner crab	(TAC for 2001 – 14,395 thousand tons)
Crab-“berdi”	(TAC for 2001 – 4,195 thousand tons)
Crab-“ravnoshipy”	(TAC for 2001 – 2,342 thousand tons)

Up to 80% of the bioresources caught in the Russian Far East are caught in the NRD area of responsibility.

The commercial fishing season in the region lasts all year. Up to 4-5 commercial fishing expeditions simultaneously operate in the region. Each

expedition consists of between 100 and 500 Russian and foreign commercial fishing vessels.

The most active periods for Russian commercial fishing vessels are:

- During the pollock commercial fishing season (January - April, when from 315 units in the beginning of the season and up to 500 units at its end, operate simultaneously),
- During the salmon season (May - August, when from 176 vessels in the beginning and up to 454 courts at the end of the season participate).

(Slide № 3. Results of regional directorate enforcement activities for 2001).

The most common violations committed by Russian commercial fishing vessels are:

- Fishing without a permit, fishing in forbidden areas;
- Concealment of catch, exceeding quotas, distortion of the size of the catch, distortion of daily ship reports, exceeding allowable catch;
- Forbidden fishing gear, discrepancy with the fishing gear specified in the permit;
- Obstruction of lawful activity by officials of the State Marine Inspection;
- Transfer without a representative of the State Marine Inspection, absence of a bill of lading, failure to pass through a control point;
- Record keeping violations in vessel and fishing activity documents;
- Violation of ecological legislation;
- Other violations committed by Russian vessels.

The most common violations committed by foreign vessels in 2001 are:

- Bottom trawling, fishing with illegal gear;
- Fishing in forbidden zones, violations of the maritime boundary line;
- Concealment of catch, falsification of records in the ship documents, distortion of daily ship reports, exceeding quotas, unrecorded catch;
- Violation of ecological legislation;
- Transfer without a representative of the Russian FBS, failure to pass through a check point;
- Obstruction of lawful activity by officials of the Russian FBS;
- Record keeping violations in vessel documents, absence onboard of the text of the intergovernmental agreement;
- Other infringements discovered on foreign commercial fishing vessels.

The rights of Russian FBS officials to impose administrative fines for administrative offences in sphere of protection of the state border, continental shelf and exclusive economic zone are:

[list to be read from separate document]

In order to protect the Russian Federation's economic security, the study of stocks, rational use and preservation of water biological resources of internal waters, territorial waters, exclusive economic zone of Russian Federation and continental shelf, and also supervision over commercial fishing activity of vessels the Resolution of Government of Russian Federation from 26 February 1999 years № 226 "About creation of branch monitoring system of water bioresources, the tracking and control of commercial fishing vessel activities" defined certain primary tasks, which includes the creation of the Kamchatka regional center of the branch monitoring system.

Russian State Fisheries Committee decree № 337 dated 30 November 1999 created the regional monitoring center on the basis of the Kamchatka state enterprise "Rybradiotsentr," which was renamed the Federal state unitary enterprise "The Kamchatka Center for Communication and Monitoring."

Main functions of the Center:

- Reception and processing of location and commercial fishing activity data from Russian and foreign fishing vessels working waters, which are under Russian jurisdiction;
- Creation and maintenance of an operational and historical database of vessels' locations and their commercial fishing activities.
- Provide satellite tracking data (location and commercial fishing activity data from VMS equipped vessels) to regional and federal authorities.

The center receives and processes tracking data on commercial fishing vessels from various satellite systems (Inmarsat-C/GPS, Argos).

The center maintains the operational and historical satellite tracking database by fulfilling the following tasks:

- Create and maintain the database of relevant information in a current;
- Combine monitoring data received from various sources (satellite systems Inmarsat-C/GPS and Argos, and radio channels, on which daily ship reports are received) and regularly update the regional satellite monitoring database;
- Maintain the integrity of the database (re-structuring, restoration, copying, testing, archiving of the database);
- Protect the database from non-authorized access (user registration, assignment of passwords depending on the user's eligibility, registration of all applications for access to the database).

Data received from satellite tracking is provided to various regional and federal departments on coordinated and authorized circuits. The following user services are provided by the Center:

- Coordination with users on the parameters and rules of information interchange (agreements on information exchange are approved by the State Fisheries Committee of Russia);
- Preparation and selling of access to the database; collection of usage fees;
- Analysis of user accounts and preparation of informational-analytical materials;
- Maintenance of various telecommunication technologies and communication facilities for interaction with the users;
- Control and analysis of limitations on user access to database;
- Constant coordination with management of Rybvod [state fishing agency], with state port administrations, with fishery departments (committees) of Russian Federation agencies, regional information centers, radio centers, and research organizations to fulfill the tasks of the branch monitoring system.

Organizational structure of the Center:

The center provides coordination between commercial fishing vessels, ship owners and users of the branch monitoring system.

In accordance with the requirements of the branch monitoring system all fishing vessels must be equipped with technical means of the control, which can be either onboard satellite receiving-transmitting Inmarsat-C stations, or transmitters of satellite system Argos.

Thus, the Northeast Regional Directorate, as a branch monitoring system user, constantly receives monitoring data from the Center on location and commercial fishing activities of Russian and foreign vessels working in the waters in NRD's area of responsibility.

Based on the data received from the branch monitoring system, constant systematized control, analysis and forecasting of fishing conditions are conducted, and recommendations are submitted to the chief of the Regional Directorate for protection of marine biological resources in the territorial waters, on the continental shelf and in Russia's exclusive economic.

Summarized information about the vessels, which have finished fishing and are leaving the commercial fishing zones, is sent to marine checkpoints, which consists of ships or patrol vessels with inspection groups onboard.

The inspection groups check all passing vessels to confirm that each vessel's catch complies with the terms of its fishing permit.

If a commercial fishing vessel has proceeds without stopping at a marine checkpoint, information about the violator is immediately forwarded to the Pacific Regional Directorate for appropriate measures.

National Marine Fisheries Service
Alaska Enforcement Division

ENFORCEMENT REPORT



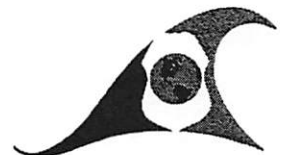
January 01 – December 31, 2001

National Marine Fisheries Service
Office for Law Enforcement
P.O. Box 21767
Juneau, AK 99802-1767

This report can be viewed at:

<http://www.nmfs.noaa.gov/ole/Alaska/>

**To report fisheries violations,
call our National Hotline at
1-800-853-1964.**



ENFORCEMENT REPORT
FOR THE PERIOD 01/01/2001 THROUGH 12/31/2001
National Marine Fisheries Service
Alaska Enforcement Division

INTRODUCTION:

We had a very interesting year. We entered 2001 investigating incursions into critical habitat areas and low compliance with observer coverage in the 30% fleet. We moved into IFQ season and patrols for Cook Inlet Belugas. After September 11, we deployed Special Agents to temporary assignments as Federal Air Marshals. Other details are documented below.

The Alaska Enforcement Division opened 1201 new cases in 2001. We currently have 469 open cases. The cases have been a mix between observer coverage, IFQ, and record keeping and reporting violations.

INVESTIGATIVE HIGHLIGHTS:

REWARDS – A \$5,000 reward was given to an individual for information that led to a conviction in an Endangered Species case.

1. OBSERVER-RELATED OFFENSES

We initiated a case for physical sexual harassment of an observer by a vessel operator. The case was accepted by the U.S. Attorney's Office for criminal prosecution. This is an important case because of the level of harassment and because we believe it to be the first sexual harassment case to be criminally prosecuted under the Magnuson Act.

An observer contractor was involved in three separate cases. Two of the cases involve observers not being reported as being harassed by vessel crewmembers. The third involves multiple violations of deploying observers for more than 90 days during a contract, and failure to provide observers as requested. To date, two NOVA's have been issued.

During early 2001, the Alaska Enforcement Division completed a study of compliance with observer coverage requirements by operators of groundfish vessels between 60 and 125 feet LOA. Vessels in this size category are required to carry a certified observer for a minimum of 30% of groundfish fishing days per calendar quarter. Study results revealed that for 1999 and 2000, approximately one-third of the vessels subject to 30% observer coverage failed to meet required coverage levels. Of this group, approximately half the violations were minor, involving only one or two days. The remaining violations consisted of significant shortages, or failure to obtain any required coverage. By late 2001, approximately 40 investigations had been conducted and the most egregious forwarded to NOAA Office of General Counsel for prosecution.

In an observer harassment case an \$8000 NOVA has been issued and AED personnel are currently looking for the defendant to serve him.

2. COOK INLET BELUGAS

Following our Operations Plan, Beluga outreach and protection efforts for 2001 ran from March to September. More than 1800 hours were devoted to this program. Efforts included patrol by vehicle, airplane, and boat. No unlawful takes were documented. We monitored the authorized hunt by the village of Tyonek that took place in July. One animal was taken.

3. STELLER SEA LION PROTECTION MEASURES

In late 2000, we investigated 43 vessels for fishing in critical habitat. By early 2000, 25 cases had been documented and referred for prosecution. At year's end, three are under consideration by the U.S. Attorney and the others are being reviewed by GCEL.

In April 2001, the U.S. District Court sentenced commercial fisherman Stanley Roy Pedersen, a resident of Chignik Lagoon, Alaska, to 46 months in jail. Pedersen was convicted of shooting, and shooting at, endangered Steller sea lions. He was also convicted of two counts of unlawful possession of a firearm.

4. SEABIRD AVOIDANCE

No significant enforcement actions occurred.

5. RECORD KEEPING AND REPORTING VIOLATIONS

In June 2001, International Seafoods of Alaska, Inc. (ISA), plead guilty to a felony false-reporting charge in United States District Court. ISA completed and submitted fraudulent ADF&G fish tickets and related Federal reports to conceal unlawful groundfish overages and Pollock trip limits by delivering vessels. ISA was sentenced to corporate probation for five years, fined \$150,000.00, assessed an additional \$46,000.00 (for the value of the illegally obtained seafood product), and ordered to run a public announcement for three consecutive months in National Fisherman.

In July 2001, Gerald ENSLEY (ISA plant Manager) pled guilty to one count of Aiding and Abetting Acquisition and Purchase of Unlawfully Taken Fish, a class A misdemeanor. ENSLEY was sentenced to one-year probation with the first six months as home confinement. ENSLEY was also fined \$2,525.

We are proceeding with a case involving several individuals who conspired to violate the Magnuson Act by pre-sorting large amounts of prohibited species (halibut) from observed hauls. The case has been accepted by the U.S. Attorney's office for criminal prosecution. A second similar case is being developed against a different vessel.

As a result of a hearing held in December 2000, the ALJ adjudged a total penalty of \$100,000 against four FCA vessels for illegal high seas offloading of fishery products.

6. IFQ SPECIFIC VIOLATIONS

In March of 2001, the owners of Kenai Custom Seafoods were sentenced for criminal violations of the Lacey Act and False Statements. James Hill, Sr. was sentenced to 15 months in jail and an \$8,000 fine. James Hill, Jr. was sentenced to 15 months in jail and a \$4,000 fine. The two had purchased illegal halibut from a fisherman, with an estimated value of \$120,000.00, and covered the purchase by writing checks to the fisherman for services not rendered.

7. MARITIME BOUNDARY FOREIGN FISHING VESSELS SEIZURES

In July, the Russian FFV PETROPAVLOVSK was seized by the United States Coast Guard for fishing more than five miles inside the United States EEZ in the Bering Sea. The trawler was actively fishing for Pollock in an area north of the Donut Hole. Custody was transferred to OLE in Dutch Harbor, Alaska. The case was settled in September with payment of a \$320,000 fine. While the seizure action was straightforward, a suit filed on behalf of a purported second owner complicated a settlement. We were able to settle the U.S. government claim and allow the ownership matter to proceed separately.

In November, the United States Coast Guard seized the FV No 7 MAN JEOK, a Korean trawler for actively fishing approximately 400 yards inside the U.S. EEZ. AED assumed custody in Dutch Harbor. The case was straightforward and settled in late November for \$250,000.

The case against the Chinese FFV MING CHANG appears headed for trial. MING CHANG was seized in August 2000 for trawling in the U.S. EEZ. Further investigation revealed an additional incursion may have occurred in July of the same year. The Chinese owner posted a bond of \$1.5 million to release the vessel. Depositions are being taken and a trial date set.

COMMUNITY-ORIENTED POLICING AND PROBLEM SOLVING (COPPS)

Throughout the year we continued our Community Policing and Problem Solving approach. AED discovered that thirty-three (33) individuals may have fished their "D" class quota on vessels more than 35 feet in length last year. This is a violation of the IFQ regulations. The AED COPPS Officer mailed letters to all, informing them that we had information that they may have violated the regulations. They were encouraged to look into the matter. Many cardholders discovered the vessel length in the IFQ database was wrong and were told how to correct the matter.

In March, AED manned a booth at Comfish in Kodiak, Alaska to promote awareness and compliance. AED also had a strong presence at Fish Expo in Seattle.

In July, regulations were implemented that prohibit vessels approaching humpback whales within 100 yards. In anticipation of these regulations, we had prepared an educational video The Right Approach - Humpback Whale Watching in Alaska. It was aired on the statewide PBS station by the NOAA-sponsored program Alaska Weather. Copies of this video were sent to all the AED field offices, the major cruise ship companies, and charter boat associations.

The Alaska Enforcement Division and the U.S. Fish & Wildlife Service completed an educational display for the new International Terminal of the Anchorage International Airport. The display focuses on ESA and MMPA restrictions on import and export of listed species.

We worked closely with the Fish and Wildlife Service to get the Seward City Manager and Harbor Master to install covered fish bins at their four fish-cleaning stations. There have been many complaints from members of the public of dead seagulls and illegal feeding of sea otters and Steller sea lions at these locations.

Officers in Homer continued efforts to deal with aggressive Steller sea lions in the Homer Harbor by working with the Harbor Master and by making strong efforts to reduce feeding or any activities that are an attractant. We have posted anti-feeding signs and conducted patrols to meet incoming charter vessels.

A site visit to St. Paul, Alaska to meet with local fish processing plant representatives, local fishermen, and the native community was very productive. Our visit was very well received and set the stage for increased compliance in St. Paul. Much time was spent explaining new regulations.

Throughout the Division, we received numerous walk-ins and calls about the new IFQ fee program. Many calls were from fishermen who were getting ready to pay their bills and wanted to make sure they were filling out the forms correctly. They were also interested in learning the fee process. Very few enforcement actions were necessary from non-payment of fees.

In March, we conducted training for buyers and management personnel of Coastal Villages CDQ halibut group. The meeting was in response to the disproportionately high violation rate exhibited by this group. The language barrier was identified as part of the problem to submission of the prior notice of landing. As a result of the meeting, an alternative method for giving a prior notice of landing was implemented.

An Enforcement Officer spent three days in Sand Point, AK. He made contacts with the local police department, local hotels, the Harbor Master's office, multiple vessels and fishermen, Trident Seafoods plant personnel, and the plant observer.

ENFORCEMENT AND OBSERVER AFFIDAVITS

The following is an overview of the activities and issues that relate to observer investigations and AED/OPO liaison for calendar year 2001.

Enforcement Cases / Statistics:

There continued to be a steady flow of observer reported violations in 2001, with an overall decrease in the number of affidavits written. This decrease is largely attributed to capturing IR/IU violation information via NORPAC's vessel survey instead of having observers write affidavits. Throughout the year, we received one hundred eighty-seven (187) observer affidavits alleging various violations witnessed by observers. Compared with 2000, we saw a decrease in

the number of affidavits generated for seabird harassment and MS-CDQ scale problems while affidavits for mishandling of prohibited species and sample bias remained virtually unchanged. The following is a breakdown of the alleged violations reported in these affidavits:

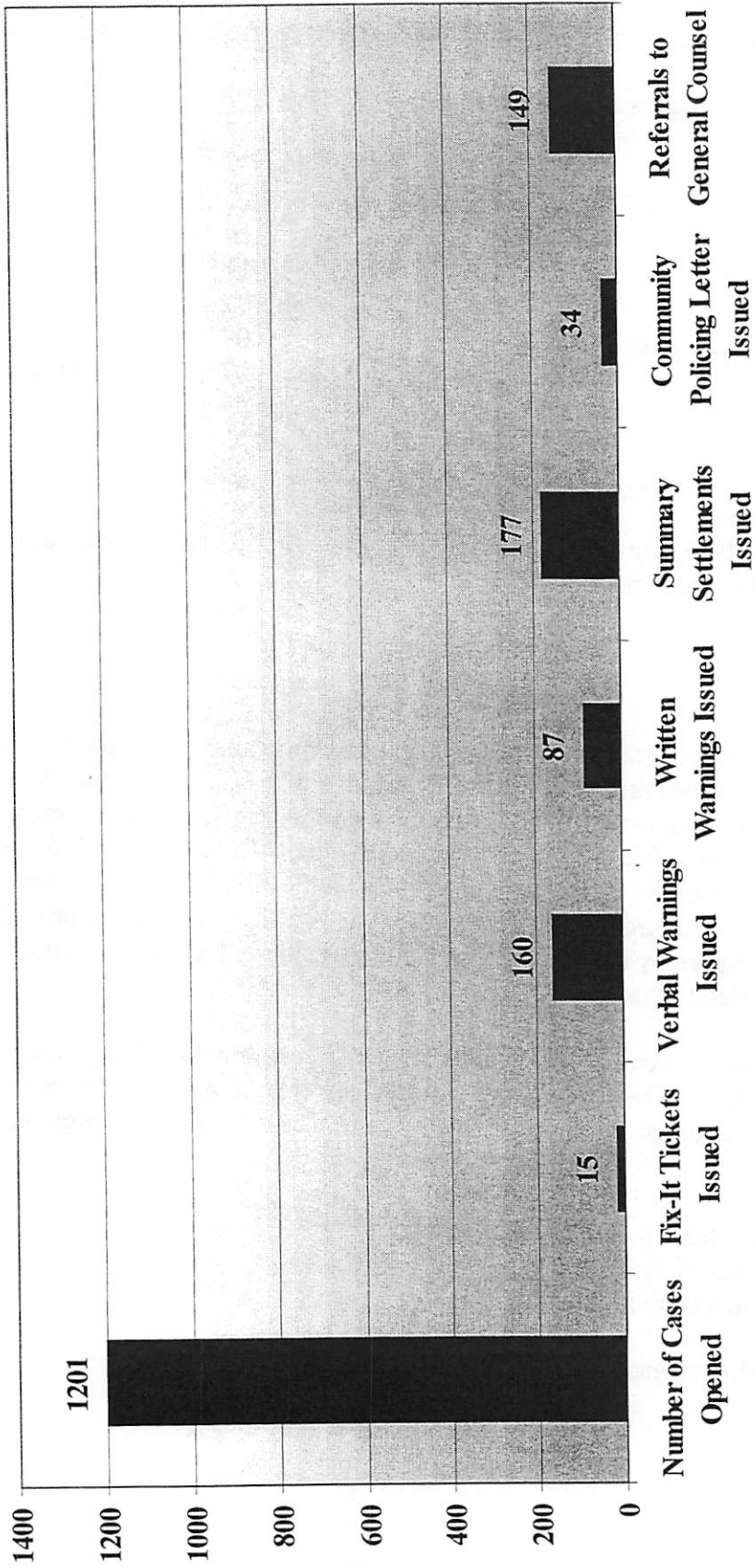
Prohibited species (Retaining or mishandling)	37
Harassment	27
Sample Bias	22
Failure to notify observer of delivery or haul back	22
MARPOL	19 (all were forwarded to the USCG)
Miscellaneous	11
IR/IU	07
Record keeping and Reporting	07
Observer safety	07 (all were forwarded to the USCG)
MS-CDQ	06
Marine Mammal	05
Inadequate accommodations	05
Access to equipment	05
Bird avoidance or bird harassment	03 (2 were forwarded to USFWS)
Trawl performance standards	03
IFQ	01
Total	187

All of the affidavits were reviewed, prioritized, and Complaint Action Reports were completed. Throughout the year our priorities remained the same with all cases of harassment, interference, or observer safety being investigated. All other cases were evaluated and prioritized. Unlike previous years, many affidavits were forwarded to other AED field offices for follow-up investigation. Essentially, every agent and officer in the AED is currently working or has worked on observer related cases during 2001. The NWED continued to provide excellent support to the program by conducting interviews as requested and by investigating observer affidavits forwarded to them by AED.

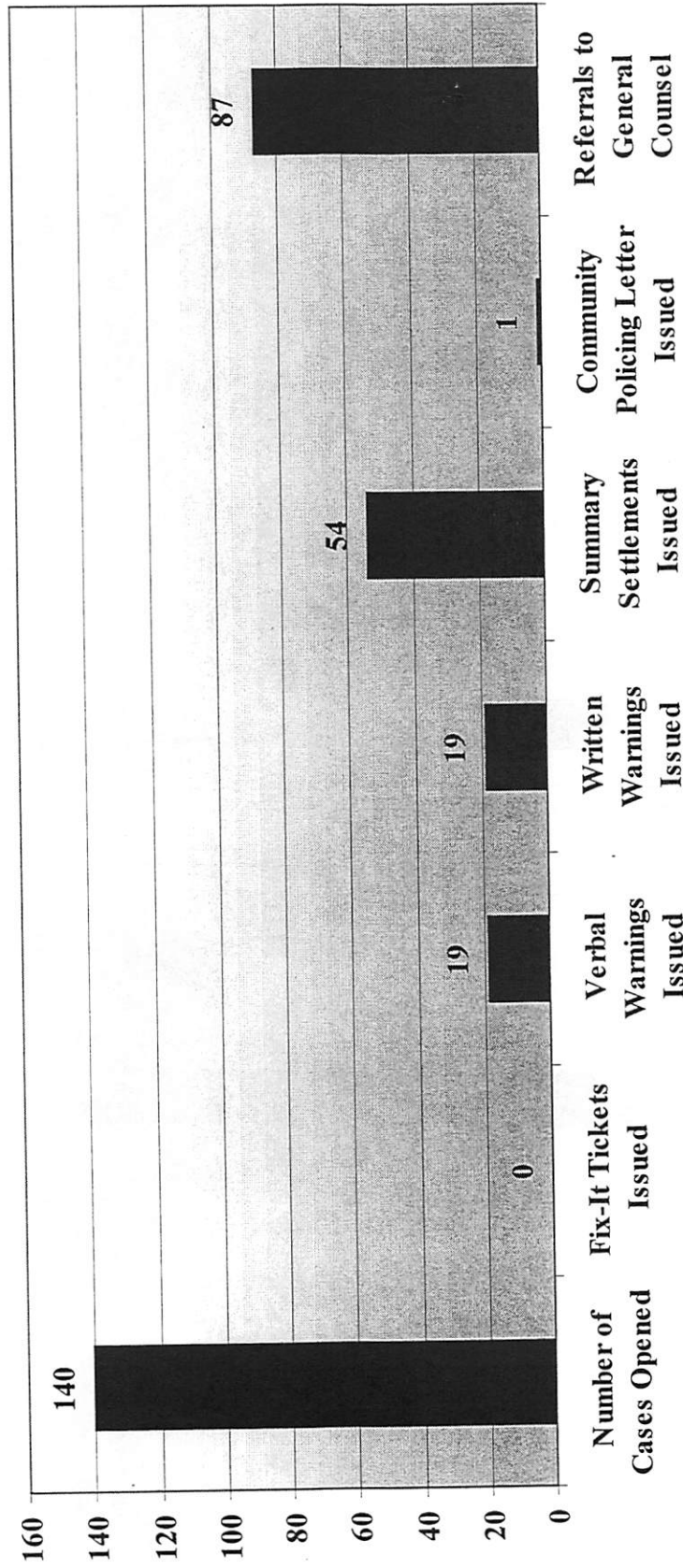
One hundred eighty-seven (187) affidavits resulted in one hundred thirty-two (132) enforcement cases being initiated. When appropriate, affidavits were combined and investigated under one case number, while others were merged with existing cases. The cases were handled in the following way:

Open for investigation by AED agents/officers	64
Closed due to Lack of Resources	34
Closed due to Lack of Evidence	10
No Violation	01
Forwarded to other agencies (USCG, FWP, USFWS)	23
Total	132

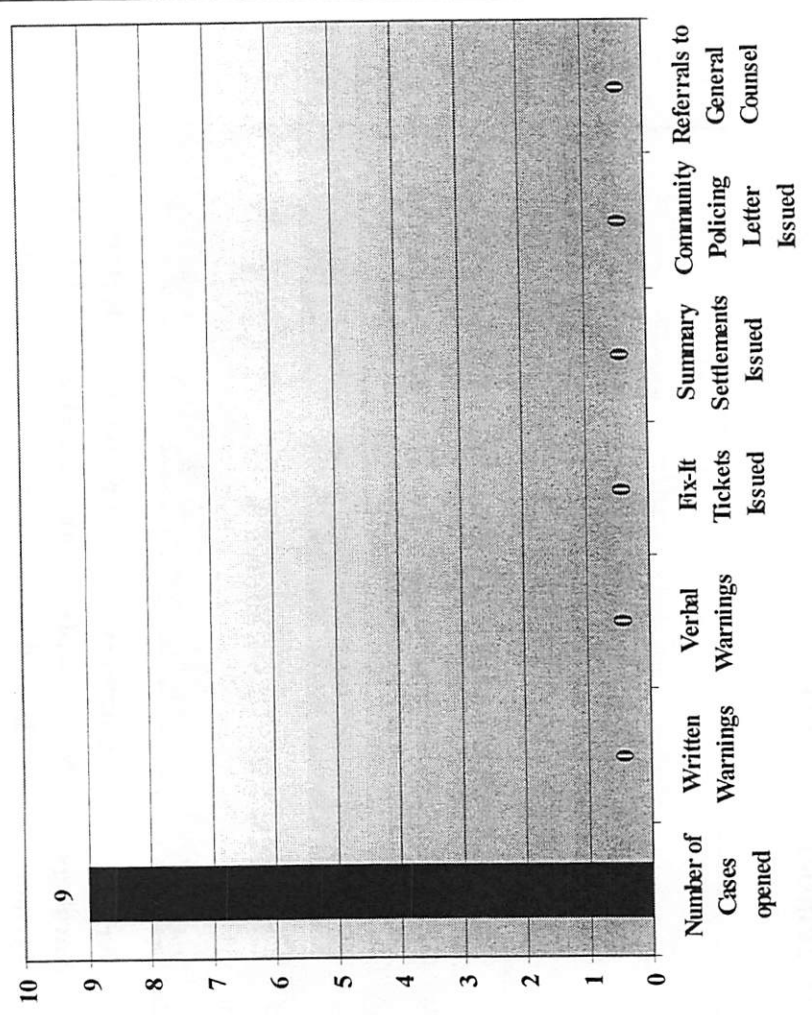
**Alaska Region Case Actions for All Cases
January 01 - December 31, 2001**



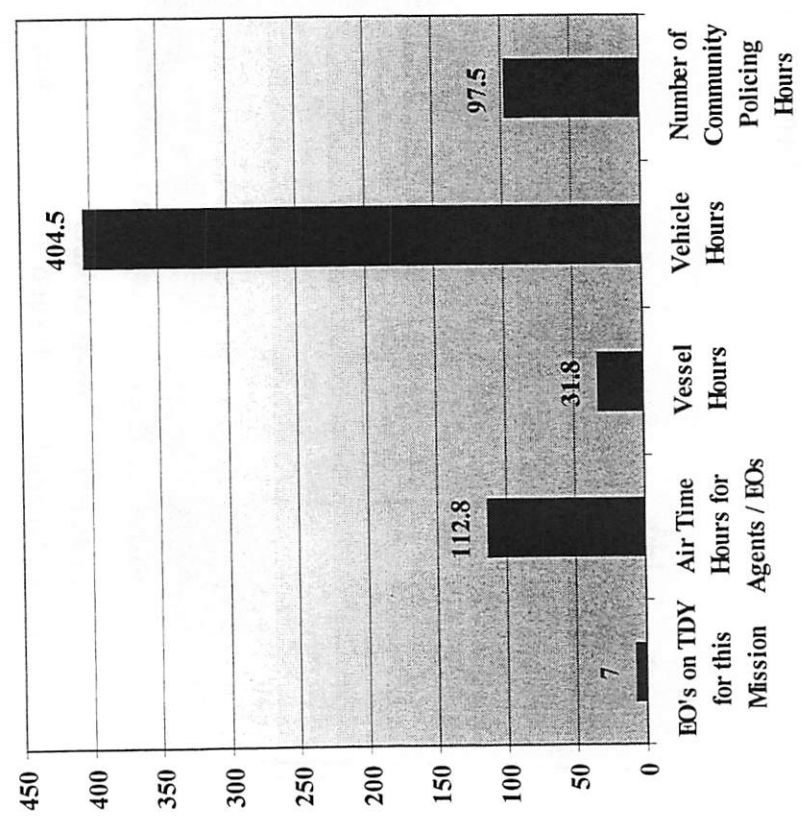
**Alaska Region Case Actions for Observer Cases
January 01 - December 31, 2001**



**Alaska Region Case Actions for Beluga Cases
January 01 - December 31, 2001**



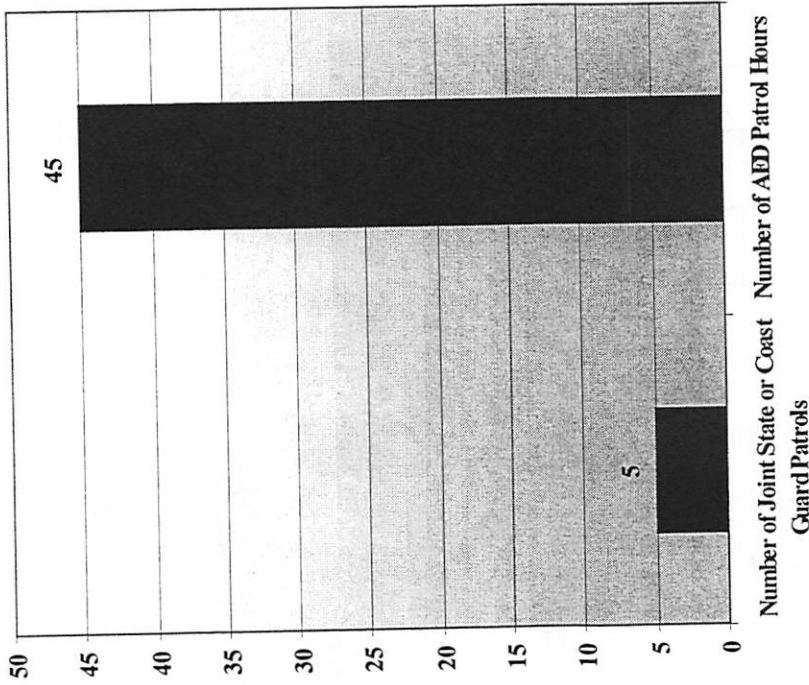
**Enforcement Effort for Beluga Patrols
January 01 - December 31, 2001**



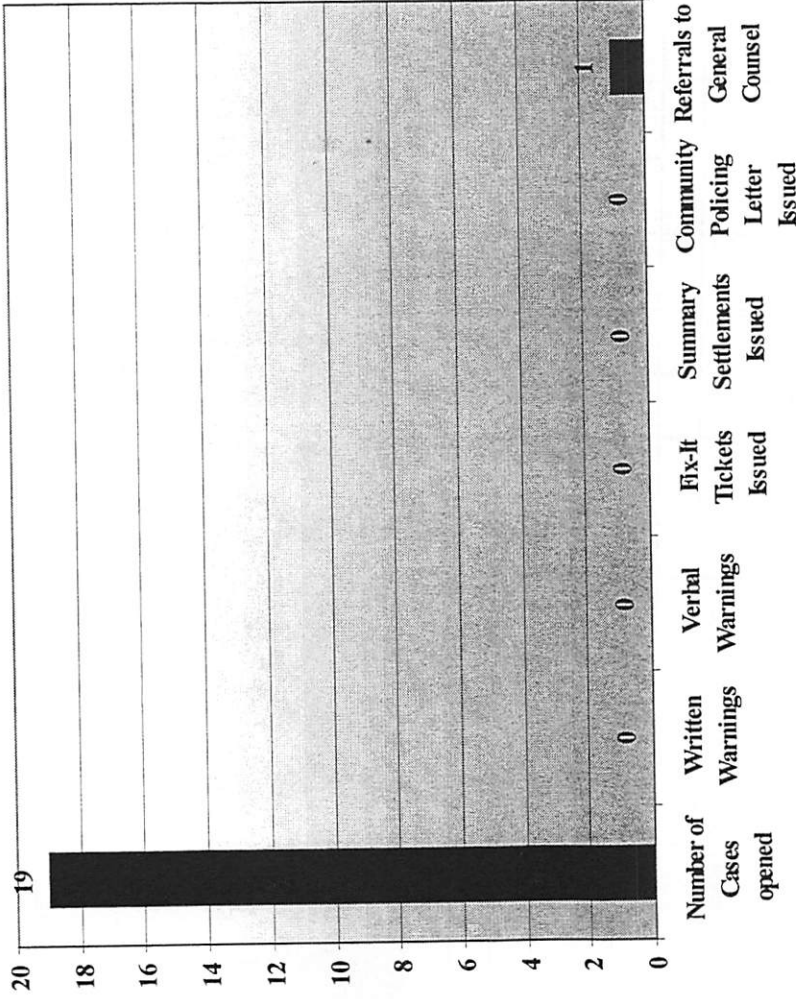
The above cases reflect the following violation description:

- Unlawful take/harassment of beluga whale(s)

**Enforcement Effort for Steller Sea Lions
January 01 - December 31, 2001**



**Alaska Region Case Actions for Steller Sea Lion Cases
January 01 - December 31, 2001**



The above cases reflect the following violation descriptions:

- Illegal fishing in critical habitat area
- Unlawful possession of sea lion part(s)
- Unlawful take of Steller sea lion
- Unlawful approach / transit of sea lion rookery
- Unlawful feeding of Steller sea lion

