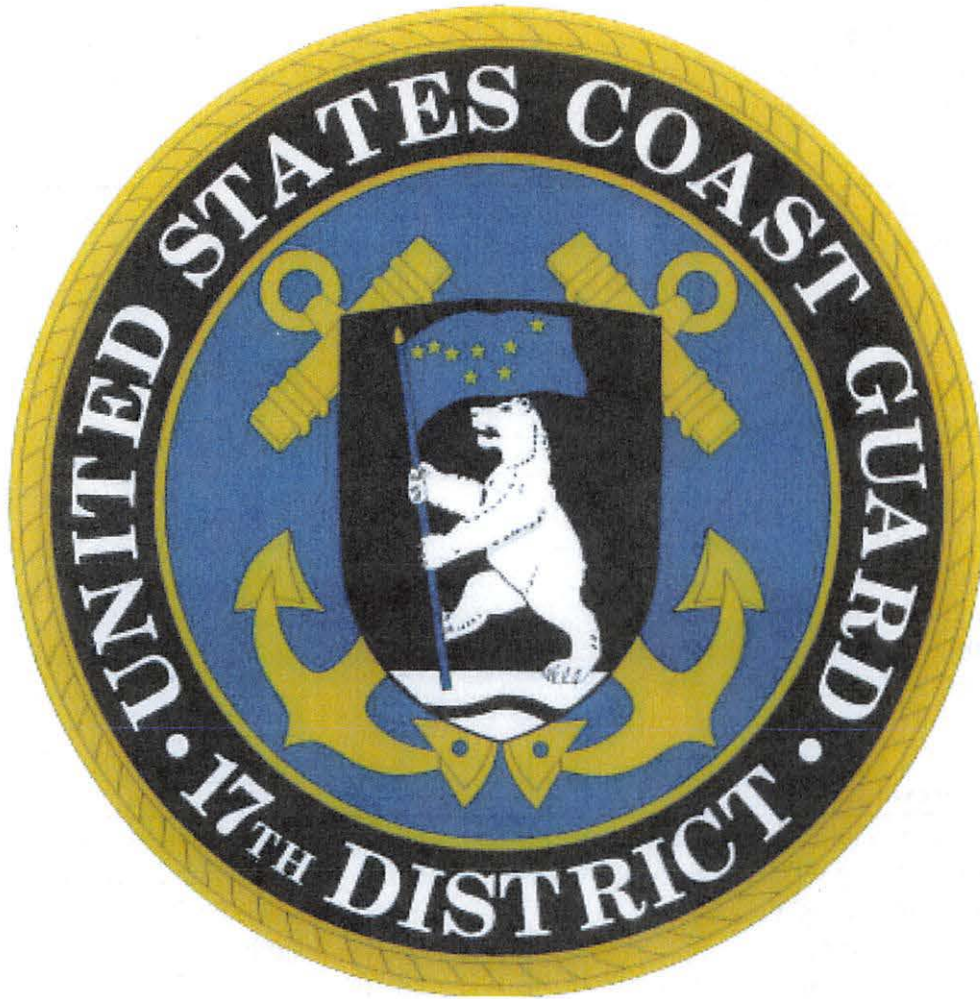


**17th COAST GUARD DISTRICT
ENFORCEMENT REPORT**



April – May 2013

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List of Abbreviations

CFVS – Commercial Fishing Vessel Safety	HSDN – High Seas Drift Net
FBS - Russian Federal Border Service	MBL – US/Russian Maritime Boundary
FF/V – Foreign Fishing Vessel	NPSC – North Pacific SAR Coordinator
GOA – Gulf of Alaska	SAR – Search and Rescue
HC-130 – USCG Fixed-Wing Aircraft	UMIB –Urgent Marine Info Broadcast
HEC/MEC – High/Medium Endurance Cutters	WLB – 180ft or 225ft Buoy Tender
HH65/60 – CG helicopter	WPB – 110ft Patrol Boat

I. High Seas Drift Net Enforcement (HSDN)

No HSDN activity was detected over the reporting period. AIS information indicates that Japanese and Korean fishing vessels have been fishing in the high seas areas of the North Pacific, and this fishing activity typically indicative of time periods where illegal HSDN activities may be taking place.

II. US/Russian Maritime Boundary Line (MBL) Enforcement

The Russian pollock fishery opened on 15 May. Russian VMS data shows several vessels operating in the vicinity of the MBL. USCGC BOUTWELL conducted a patrol of the MBL, on 14 May, detected a possible incursion of the Russian F/V NIKOLAY CHEPIK fishing in U.S. waters. They detected the vessel via radar from 13 miles away and determined the vessel was 400 yards inside the U.S. EEZ. BOUTWELL closed the distance, and upon gaining visual contact of the vessel, the vessel had returned to the Russian side of the line, but was noted with gear in the water. As in previous years, Russian VMS indicates that fishing activity commenced in the southern portion of the maritime boundary line west of Attu in late April, these vessels are targeting salmon with drift nets within the Russian EEZ. The Coast Guard Seventeenth District hosted U.S./Russian Commanders' meeting in Alaska mid-April. During this meeting, discussions relating to potential joint patrol opportunities between the U.S. Coast Guard and Russian Border Guard Directorate were discussed both for the MBL and HSDN high threat areas.

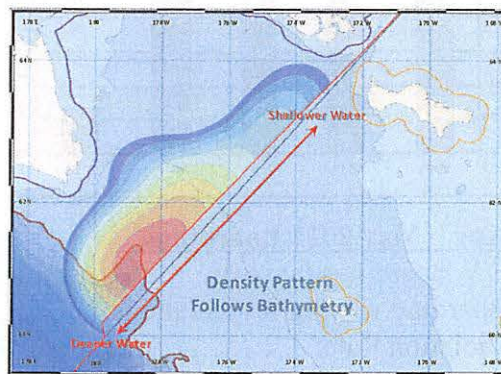


Figure 1: Historical MBL Vessel Density

III. Donut Hole Activity

There has been no activity noted in the Donut Hole over the reporting period.

IV. Steller Sea Lions and Critical Habitat Enforcement

Coast Guard cutters and aircraft are tasked with monitoring more than 151 critical habitat areas around the state each month. During the reporting period, assets monitored critical habitat areas looking for fisheries or transit violations in these locations a total of 144 different times from the beginning of April until 23 May.

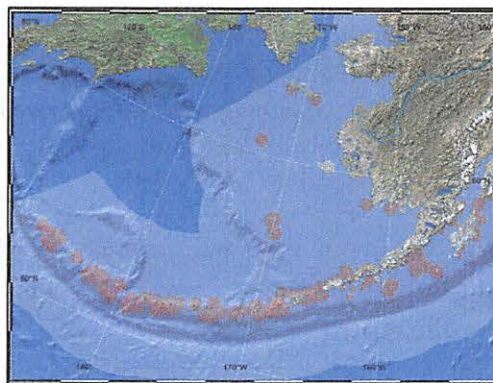
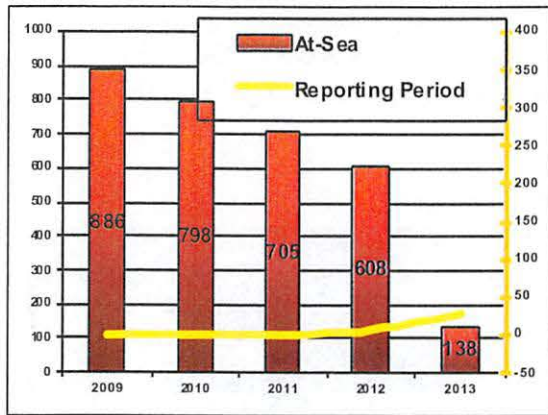


Figure 2: SSL Critical Habitats

V. Fishing Vessel Boarding Statistics

There were 28 domestic fisheries and fishing vessel safety boardings during the reporting period. These boardings resulted in a total of two safety violations on two vessels and three fisheries violations on two vessels. Figures 3 and 4 show the historic trends for boardings and violations.

Figure 3. Fisheries Boardings By Year



Apr – May 2012 Boardings

F/V Boardings (at sea):118
 Boarding w/fisheries violations:07
 Violation Rate:.....7.6%

Figure 4. Fisheries Violations by Year



Apr – May 2013 Boardings

F/V Boardings (at sea):28
 Boarding w/fisheries violations:02
 Violation Rate:.....7.1%

VI. Crab Fisheries

Coast Guard units conducted four boardings of crab vessels over the reporting period with one violation noted for an insufficient boarding ladder.

VII. Halibut and Sablefish

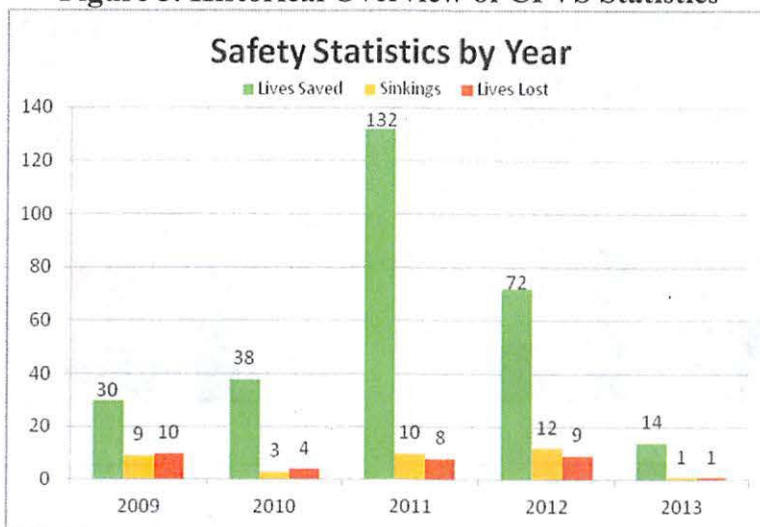
There were five halibut boardings over the reporting period with two fisheries violations written to one vessel, and no IFQ sablefish boardings. The fisheries violations were issued to a vessel fishing for subsistence halibut with 104 hooks, 74 more than the legally permitted 30, and fishing inside of a prohibited area. Violation information was passed onto NOAA Enforcement for additional investigation.

VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, two vessels with a total of two safety violations were detected. There were two *voyage terminations* during the reporting period, both of which were halibut fishing with insufficient numbers of immersion suits. A comprehensive list of violations can be found in Appendix C.

There were 15 SAR cases, resulting in three lives saved, one life lost, and no vessels lost. Appendix A provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.

Figure 5. Historical Overview of CFVS Statistics



IX. Coast Guard Resource Summary

Figures 6 and 7 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 8 and 9 show the same information over the last three years for the *reporting period only*.

Figure 6. Annual HC-130 Hours

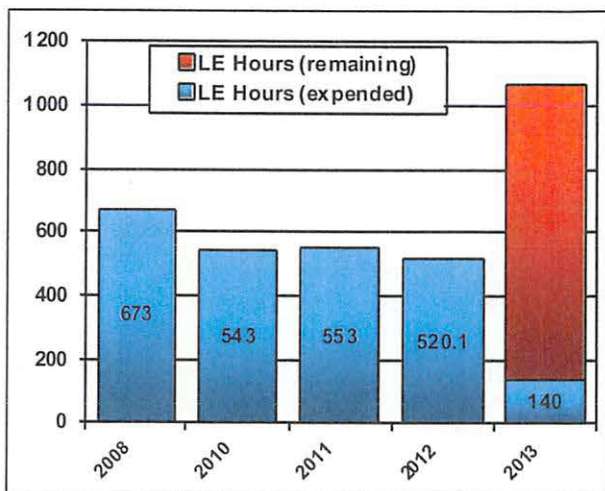
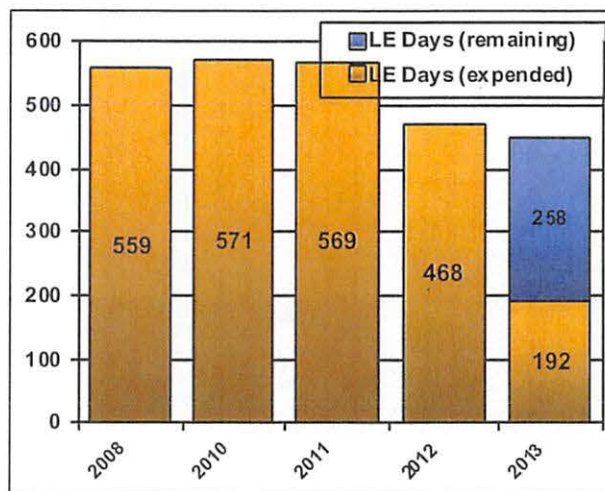


Figure 7. Annual Major Cutter Days



APR - MAY 2012

1 WHEC patrolled.....56 days
 2 WMECs patrolled07 days
 1 WLB patrolled06 days
 5 WPBs patrolled70 days
Total Cutter patrol.....139 days

HC-130s flew83 hours
 HH-60/65s flew.....192 hours

APR - MAY 2013

2 WHECs patrolled.....74 days
 0 WMECs patrolled00 days
 3 WLBs patrolled.....23 days
 4 WPBs patrolled.....15 days
Total Cutter patrol.....112 days

HC-130s flew05 hours
 HH-60/65s flew.....112 hours

Figure 8. APR - MAY HC-130 Hours

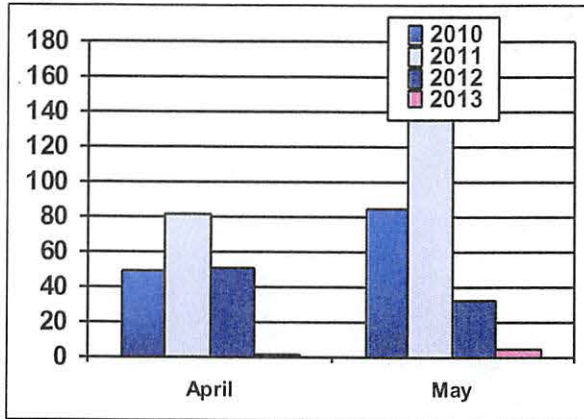
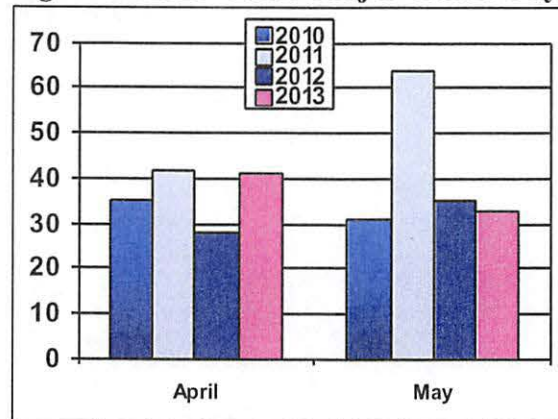


Figure 9. APR - MAY Major Cutter Days



Appendix A
 April - May 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
27-Mar-13	ALBO	D17 CC received 406 EPIRB Alert for F/V ALBO. The vessel was incorrectly listed as being registered to an owner in Sitka. Precomms / Excomms provided information that vessel may be operating in Icy Strait. The Command Center determined that the F/V ALBO sank in Gustavus Harbor approximately one month ago and vessel was salvaged and disassembled. Acquaintances of previous owner reported that he may have taken the EPIRB on a Boston Whaler from Gustavus to Elfin Cove. Gustavus Fire Department launched a boat and a volunteer fixed wing aircraft to investigate. The Boston Whaler was reported not to have VHF, and a UMIB was issued. D17 launched and AIRSTA SITKA helicopter to search. The volunteer fixed wing aircraft sighted a 16 ft Boston Whaler w/ 3-4 POB making 20 kts towards Elfin Cove, and the aircraft departed scene without gaining communications with the vessel. The Coast Guard helicopter was able to locate 121.5 ELT and identified a beached vessel on a remote island with a shore party that correlated with the direction of the ELT. The helicopter landed and verified EPIRB beacon ID and POB. No distress. Case closed.
05-Apr-13	KATIE ANN	D17CC was notified by Health Force Partners that the F/V KATIE ANN had a 19 YOM crewmember that had hit his head and was temporarily unconscious. Crewman experienced pain in the front and back of his head combined with neck pain. DFS recommended keeping the subject on board and steaming to Dutch Harbor while maintaining a two hour communications schedule. The vessel arrived in Dutch Harbor and transferred patient to EMS. Case Closed.
05-Apr-13	NORSEMAN	The F/V NORSEMAN ran aground on the jetty in Seward, due to the vessel over estimating the water depth on outbound transit. No pollution, no injuries and no damage were reported. The vessel completed dive inspections with no damage reported. Case Closed.
18-Apr-13	SPANKER	On 17 Apr, F/V SPANKER came loose from its moorings in Klawock with no personnel onboard and went aground on Peratrovitch Island across Klawock Inlet. Local SAR / Fire Department responded with boom and verified no distress. Vessel was listing approximately 45 degrees, stuck on a sandbar and did leak a minor amount of fuel from the fuel line due to the list. The leak was secured, and the vessel refloated and returned safely to Klawock on 18 Apr. Case Closed

Appendix A
 April - May 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
22-Apr-13	BARANOF	On 22 April, COMMSTA Kodiak received a report from the F/V BARANOF requesting a medical consultation. A 27 YOM crewmember caught his hand in a processing grinder which amputated four fingers and part of a thumb. The Duty Flight Surgeon provided medical advice but did not recommend MEDEVAC since the fingers were unrecoverable and the patient was in stable condition. The F/V transited to St. Paul where commercial services transported the crewmember to higher level care in Anchorage. Case Closed.
24-Apr-13	PROVISION	D17CC received a 406MHZ first alert that was registered to the F/V PROVISION homeported in Kodiak. The owner was contacted and reported that everything was removed from the vessel that was sunk in 2004. The EPIRB may have been with a load that was taken to the dump but location of beacon was unknown. SECTOR ANCHORAGE assumed SMC and requested the launch of helicopter from Kodiak. The helicopter conducted search along with two Good Samaritan vessels with negative results. UMIB from COMMSTA Kodiak continued for two hours with negative results. Beacon shut off and 3 missed passes were received. ACTSUS.
25-Apr-13	KATIE ANN	D17 CC received a call from Health Force Partners requesting MEDEVAC for a 52 YOM onboard F/V KATIE ANN, 110NM north west of Cold Bay, AK. CGC RUSH was diverted to rendezvous with KATIE ANN and conducted a patient hoist with their embarked helicopter and transferred the patient to commercial services in Cold Bay, AK. Case Closed.
02-May-13	LUCKY LADY	D17 CC received a call from A/S Kodiak who relayed a request from the F/V LUCKY LADY to the Flight Surgeon they believe one of the crewmembers was suffering from fish poisoning. The flight surgeon was conferenced in and it was determined that the crewmember was suffering from a staph infection from a puncture wound in his right arm caused by a fish three days prior. The flight surgeon recommended the vessel transit to Dutch Harbor where the crewmember could be seen at the clinic. D17CC maintained a 30 minute communication schedule via sat phone, and F/V LUCKY LADY safely moored in Dutch Harbor where the crewmember arrived at the clinic for further treatment. Case Closed.

Appendix A
 April - May 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
03-May-13	TAURUS	D17 CC received a report of a PIW from the crewman aboard the F/V TAURUS anchored just off Belkofski IVO King Cove, AK. D17 assumed SMC and directed a C-130 and MH-60 launch from A/S Kodiak. A UMIB was issued and multiple good Samaritan vessels from King Cove responded. The subject was found and recovered by a Good 144, deceased. Case Closed.
06-May-13	AMELIA ROSE	SECTOR Anchorage was contacted by the F/V AMILIA ROSE reporting the 32FT bow picker was taking on water and intended to make it to Goose Island to try to beach the vessel. SECTOR Anchorage issued a UMIB and diverted a helicopter from an area familiarization flight to assist the vessel. The helicopter arrived on scene and lowered a dewatering pump to the good Samaritan F/V NEW WAVE. With the help of the NEW WAVE, the AMEILIA ROSE secured the source of water intrusion and moored safely in Cordova without further assistance. Case Closed.
06-May-13	MAVERICK	SECTOR Anchorage reported the F/V MAVERICK with 04 POB taking on water in Bechevin Bay. D17CC assumed SMC, issued a UMIB, and ordered the launch of a helicopter and C130 from A/S Kodiak. The Good Samaritan F/V ISLAND MIST was IVO of the MAVERICK and came alongside to pass additional pumps and assist in the flooding. The MAVERICK was able to control the flooding and dewatered the engine compartment. MAVERICK no longer requested CG assistance and was ENR to False Pass to inspect cause of flooding. D17CC stood down A/S Kodiak and cancelled UMIB. MAVERICK and ISLAND MIST moored safely in False Pass. Case Closed.
06-May-13	Flare	SECTOR Juneau reported a single red parachute flare in Jamestown Bay, Sitka. SECTOR Juneau plotted the report and the flare cone was contained in the bay approx .15 NM of shore. A helicopter from AIRSTA Sitka was launched, and completed the search pattern with negative results. One good Samaritan responded to the UMIB reporting he was in the bay at the time of the sighting with his wife in their skiff and remained on scene until the helicopter arrived. SECTOR Juneau requested suspension due to the flare cone being plotted in an confined area, the area of sighting was heavily populated, weather conditions were favorable, and the search area was completely saturated. ACTSUS granted.

Appendix A
 April - May 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
09-May-13	Emergency Location Transponder (ELT)	D17 assumed SMC after Anchorage Center reported multiple 121.5 Mhz high flier reports IVO Sitka. A/S Sitka received the alert on their ground DF equipment and a Coast Guard helicopter narrowed the source to Crescent Harbor. No signs of distress were present, on scene weather: 5kt winds, calm seas, clear skies, and good visibility. D17 requested Sitka Mountain Rescue (SMR) ground DF team investigate source of signal. At 090803U SMR located the transmitting beacon in an apartment approximately one block NW of Crescent Harbor and had the owner secure it. Case Closed.
12-May-13	Flare	SECTOR Juneau received a report of a red parachute flare in Southern Wrangell Narrows. Sector assumed SMC, released a UMIB and launched an AIRSTA Sitka helicopter. The helicopter met thick cloud cover and fog that reduced visibility to 100ft at Petersburg and could not continue south to the flare sighting search pattern. The helicopter remained in Petersburg overnight and searched at first light with negative results. Sector Juneau confirmed that there were no reports of overdue vessels with Petersburg and Wrangell authorities. ACTSUS granted.
20-May-13	BURGUNDY	F/V BURGUNDY was disabled and adrift near Portland Island just outside of Auke Bay and requested immediate assistance to avoid grounding. Sector Juneau assumed SMC, issued UMIB and directed CGC LIBERTY small boat to respond from Auke Bay. The small boat and good Samaritan vessel ST. NICHOLAS arrived on scene. ST. NICHOLAS took vessel in tow and safely returned vessel to Auke Bay. Case Closed.

Appendix B

April - May 2013

Federal Fisheries Boardings without Violations

Date	Vessel Name	Species	Area
2-Apr-13	PACIFIC VIKING	270	509
2-Apr-13	PACIFIC RAM	270	509
8-Apr-13	BLUE PACIFIC	110	509
8-Apr-13	PACIFIC EXPLORER	270	509
9-Apr-13	BERING SEA	932	523
11-Apr-13	ALASKA ENDEAVOR	110	517
11-Apr-13	PEGGY JO	110	517
20-Apr-13	KAIA	110	542
21-Apr-13	CLAIRE OCEAN	110	541
26-Apr-13	REBECCA IRENE	127	517
26-Apr-13	ALASKA SPIRIT	127	517
27-Apr-13	GLACIER SPIRIT		
27-Apr-13	MOON SHADOW		
29-Apr-13	US LIBERATOR	110	509
2-May-13	ALASKA PROVIDER		521
2-May-13	SEAFREEZE ALASKA		521
2-May-13	CAMELOT	200	
11-May-13	BRISTOL LEADER	110	521
11-May-13	ALASKAN LEADER	110	521
11-May-13	JEANOAH	200	4D
13-May-13	KISKA SEA	932	521
16-May-13	TEMPO SEA	932	521
21-May-13	ALEUTIAN PRIBILOF #2	200	4A
21-May-13	ELINOR JANE	410	659

Appendix C

April - May 2013

Federal Fisheries Boardings with Violations

Date	Unit	Vessel Name	Fishery	Details
5/11/13	SPAR	LESLIE LEE		Insufficient immersion suits
5/16/13	BOUTWELL	KODIAK	932	Vessel did not have an approved boarding ladder available to facilitate enforcement.
5/16/13	STA KETCHIKAN	AK6226L	200	Subsistence Halibut fishing with 104 hooks, subsistence fishing in a prohibited area, no registration, no PFDs, vessel's voyage was terminated .
5/18/13	STA KETCHIKAN	ISLAND MAIDEN	200	Voyage terminated for insufficient immersion suits

17th Coast Guard District Enforcement Report April – May 2013



LT Anthony Kenne
Response Division, Enforcement Branch
05 June 2013



SAR Stats 01 Dec 2012 – 25 Mar 2013

15 F/V SAR Cases
03 Lives Saved
00 Vessels Lost
01 Fatalities

02 Safety Violations

Common Problems:

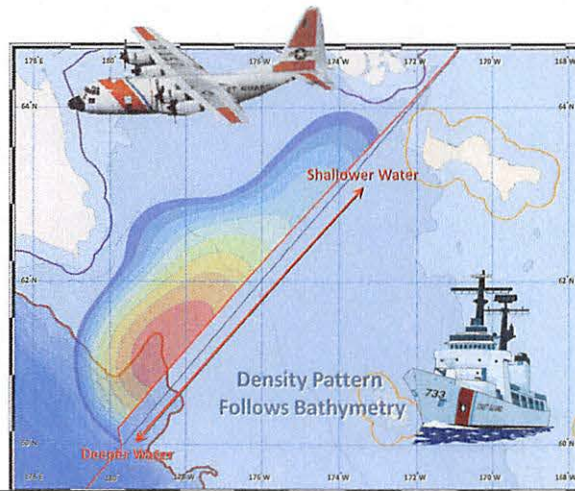
Missing or unserviceable immersion suits (2)





Maritime Boundary Line

- 01 Suspected Incursion detected
- Russian pollock fishery opened on 15 May



Steller Sea Lions

151 Critical Habitat Areas

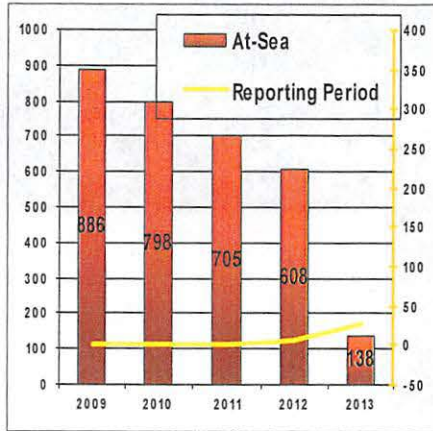
144 area checks between April and May.



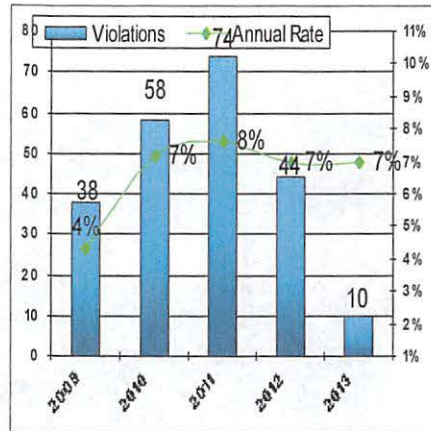


Fishing Vessel Boardings & Fisheries Violations

Vessel Boardings



Vessels With Violations



IFQ Enforcement

04 IFQ Halibut Boardings

• 0 Violations



0 IFQ Sablefish Boardings





Crab Enforcement

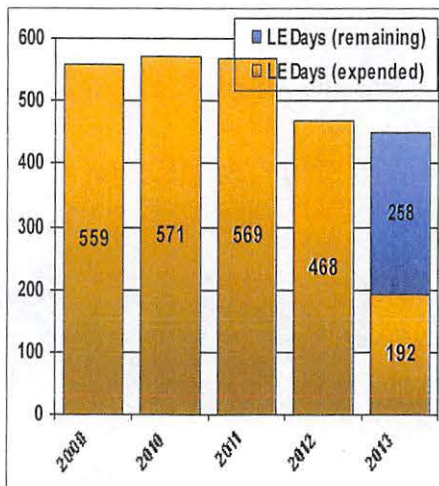
04 Boardings

01 Violation for insufficient boarding ladder

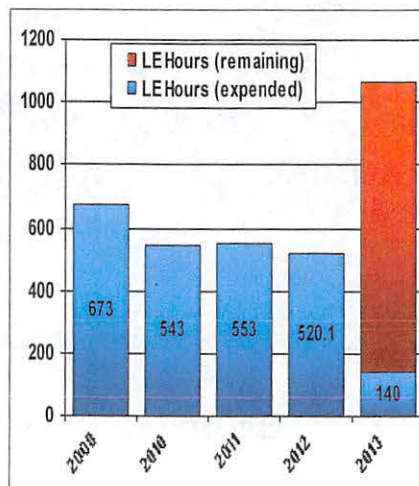


Major Cutter Days and C-130 Hours

Major Cutter Days



Annual C-130 Hours





Questions?



LT Anthony Kenne
Response Division, Enforcement Branch
05 June 2013