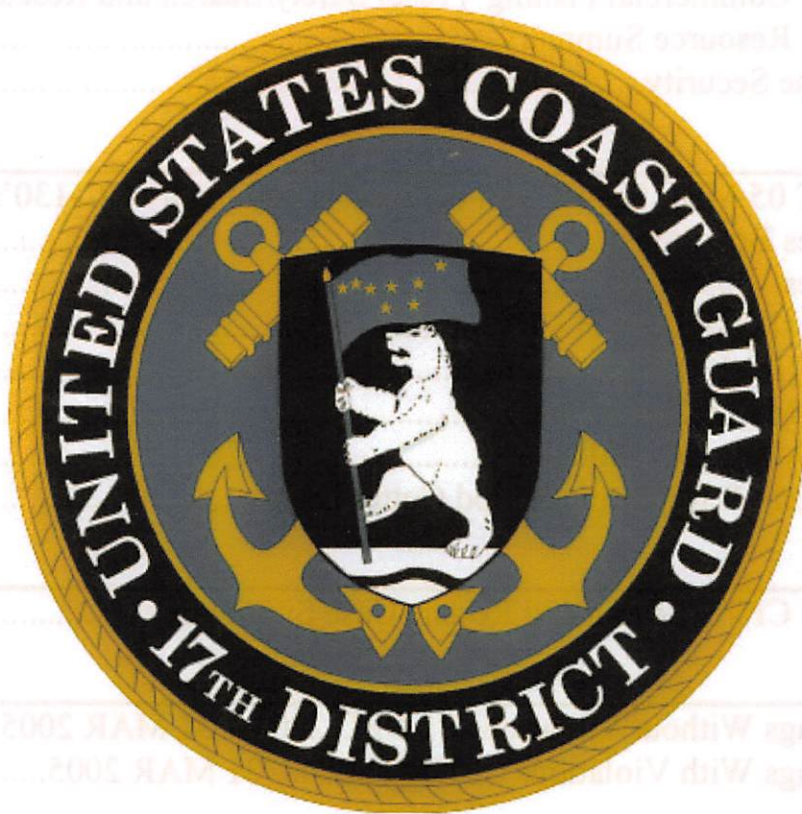


17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 DEC 04 - 15 MAR 05

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Table of Contents	Page
I. US/Russian Maritime Boundary Line (MBL) Enforcement	1
II. High Seas Drift Net Enforcement	1
III. Donut Hole	1
IV. Steller Sea Lions and Critical Habitat Enforcement	1
V. CGD17 Commercial Fishing Vessel Boarding Statistics	2
VI. IFQ At-Sea/Dockside Enforcement	2
VII. 2005 Winter Crab Fisheries	3–4
VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases	4–10
IX. CGD17 Resource Summary	11
X. Maritime Security	12

Figures

1. 14 DEC 05 MBL Scatter Plot of Vessels Sighted by HC-130's	1
2. Fisheries Boardings	2
3. Fisheries Violations	2
4. Historical Overview of CFVS Statistics	4
5. Annual HC-130 Flight Hours	11
6. Annual Major Cutter Days	11
7. DEC – MAR HC-130 Hours	11
8. DEC – MAR Reporting Period Cutter Days	11

Tables

1. CGD17 CFVS/Search and Rescue Case Summaries	5–10
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Appendices

A. Boardings Without Violations 01 DEC 2004 – 31 MAR 2005	13–15
B. Boardings With Violations 01 DEC 2004 – 31 MAR 2005	16–18

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	WLB – 180ft or 225ft Buoy Tender
WHEC/WMEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

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

The advance of the ice edge southward into the Bering Sea curtailed most fishing activity along the MBL in mid-December. The last day with any significant numbers was 14 December with 17 vessels sighted, Figure 1 plots the foreign fishing vessel activity near the MBL for that date. Patrols detected an average of fewer than five vessels operating along the for the period. That trend held through March with only one or two sighted at any given time. Significant

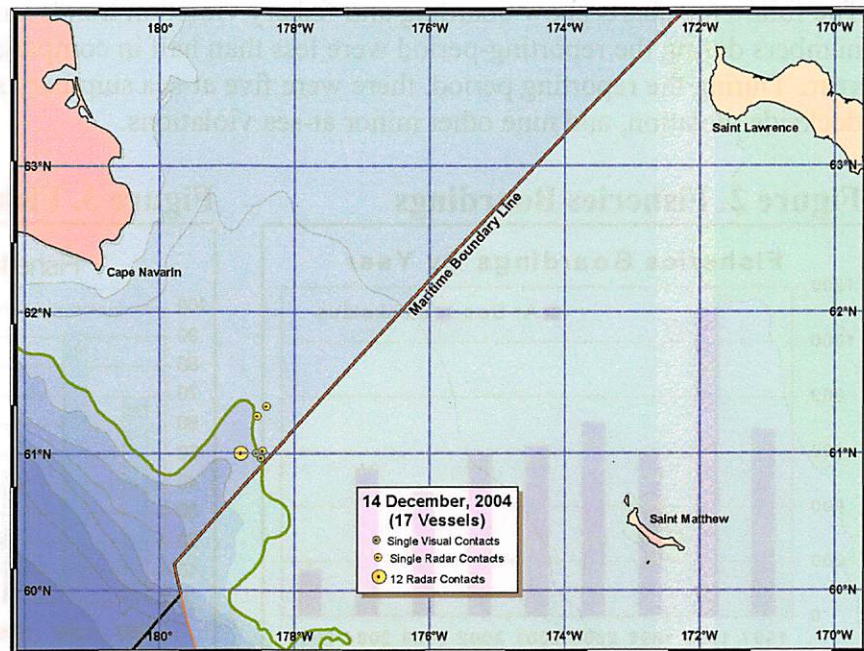


Figure 1. 14 DEC 04 MBL Scatter Plot of Vessels Sighted by HC-130's

activity is not expected to resume until mid May. Coast Guard enforcement resources detected no incursions.

For the reporting period, the following details apply:

- Coast Guard HC-130's flew 12 sorties totaling 92 hours.
- Coast Guard WHEC/WMECs spent 7 days patrolling the MBL.

II. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. Members of the North Pacific Anadromous Fish Commission Enforcement Committee are preparing for the 2005 enforcement patrols.

III. Donut Hole

There was no trial fishing activity during the reporting period. Several of the parties to the convention have indicated that they plan to conduct trial fishing during 2005, however, none are planned for the near future.

IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 797 monitoring hours, and aircraft patrolled 92 hours in support of this mission. There were no violations observed during the reporting period.

V. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends since 1997. Total violation numbers during the reporting-period were less than half in comparison to the same period last year. During the reporting period, there were five at-sea summary settlements, one significant dockside violation, and nine other minor at-sea violations.

Figure 2. Fisheries Boardings

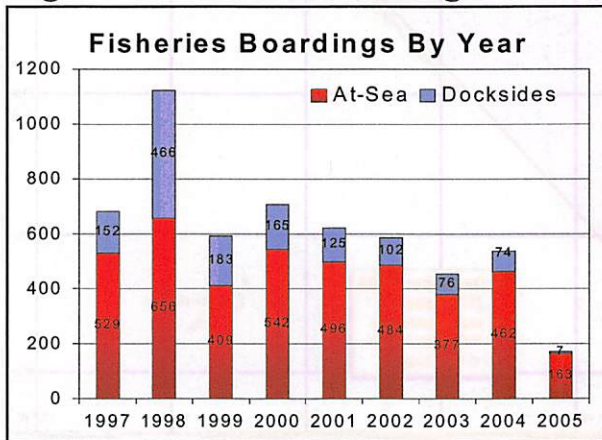
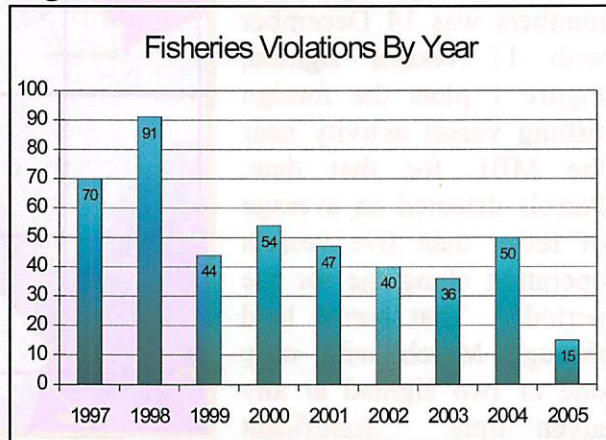


Figure 3. Fisheries Violations



DEC 2003 - MAR 2004

All F/V Boardings (at sea):..... 177
 IFQ Monitors (dockside): 22
 Boarding/monitor w/fisheries vio's: 33
 Violation Rate:..... 16.6%

DEC 2004 - MAR 2005

All F/V Boardings (at sea): 164
 IFQ Monitors (dockside):..... 7
 Boarding/monitor w/fisheries vio's:..... 15
 Violation Rate: 8.8%

Of the five summary settlements, two were for failure to carry limited license permits; one was for salmon retention; one was for pollock bycatch overage; and one was for multiple record keeping & reporting infractions. The remainder of the violations were for minor logbook errors, untimely logbook submissions, and failure to carry a federal fisheries permit on board. The one dockside violation was for a significant overage of halibut. Appendices A and B contain a complete list of boardings and violations for the reporting period.

VI. IFQ At-Sea/Dockside Enforcement

The 2005 IFQ season opened on schedule without incident. One significant dockside fisheries violation was found for an overage of 1,771 pounds (23% overage), and one at-sea summary settlement (mentioned above) was issued. No safety violations were detected and a single boating violation was found for failure to carry current documentation.

Coast Guard effort consisted of the following:

- 17 IFQ at sea boardings.
- 7 dockside offloads monitored.
- 91 shoreside surveillance hours.

VII. 2005 Winter Crab Fisheries

Prior to the start of these fisheries, Coast Guard officials evaluated the expected weather conditions and assessed the expected impact on SAR response capabilities. The Coast Guard provided the results of that assessment to the Alaska Department of Fish & Game for use in their analysis of the weather. This cooperative effort was in support of the CG-ADF&G Weather MOU. Significant weather was not indicated at the time of the consultation for the Bering Sea Opilio, the Kodiak Tanner, and the Southeast Tanner crab fisheries, and all three fisheries opened on time.



Bering Sea Opilio and Kodiak Tanner Crab Fisheries

The 2005 Bering Sea Opilio Crab fishery opened on time 15 January and closed 20 January, with 172 boats participating in the fishery. The uncharacteristically low accident rate from recent years were overshadowed by the tragedy of six deaths and one sinking in 2005.

The Big Valley was lost with five of the six crewmembers when it took on water and capsized. A preliminary investigation showed the vessel departed port in an overloaded condition, although it has not been determined if this was the actual cause of the sinking. The investigation is ongoing, and the results may be available by the end of the year.



The Big Valley

Marine Safety Detachment Unalaska personnel completed 70 spot checks in Dutch Harbor. Compliance was considered good. Training sessions in survival suits, life rafts, and damage-control were well attended. Coast Guard personnel were not able to reach St. Paul or Akutan for pre-season operations due to weather.

Coast Guard SAR-response preparations for Opilio fishery included the following actions:

- Positioned helo-equipped WHEC on the grounds.
- Positioned WMEC on the grounds.
- Forward deployed HH-60 helo and two crews to St. Paul for 24-hour response.
- Conducted safety training for fishing vessel crews as well as vessel safety exams.

The 2005 Kodiak Tanner Crab fishery opened on time on 15 January with 70 boats registered to fish. However, actual fishing activity was delayed until 28 February due to failed price negotiations between the fishermen and the processors. Coast Guard personnel performed training in Kodiak as well as 34 safety checks and 17 exams prior to the season and then performed additional safety checks prior to the 28 February initial fishing. The fishery closed by regulation 31 March. There were no SAR cases related to the fishery.

Coast Guard SAR-response preparations for the Kodiak Tanner fishery included:

- Assigned WLB to ready-response SAR standby in Kodiak.
- Patrolled with HH-60 and HH-65 helos.
- Maintained a ready HH-60 on 24-hour standby in Kodiak.

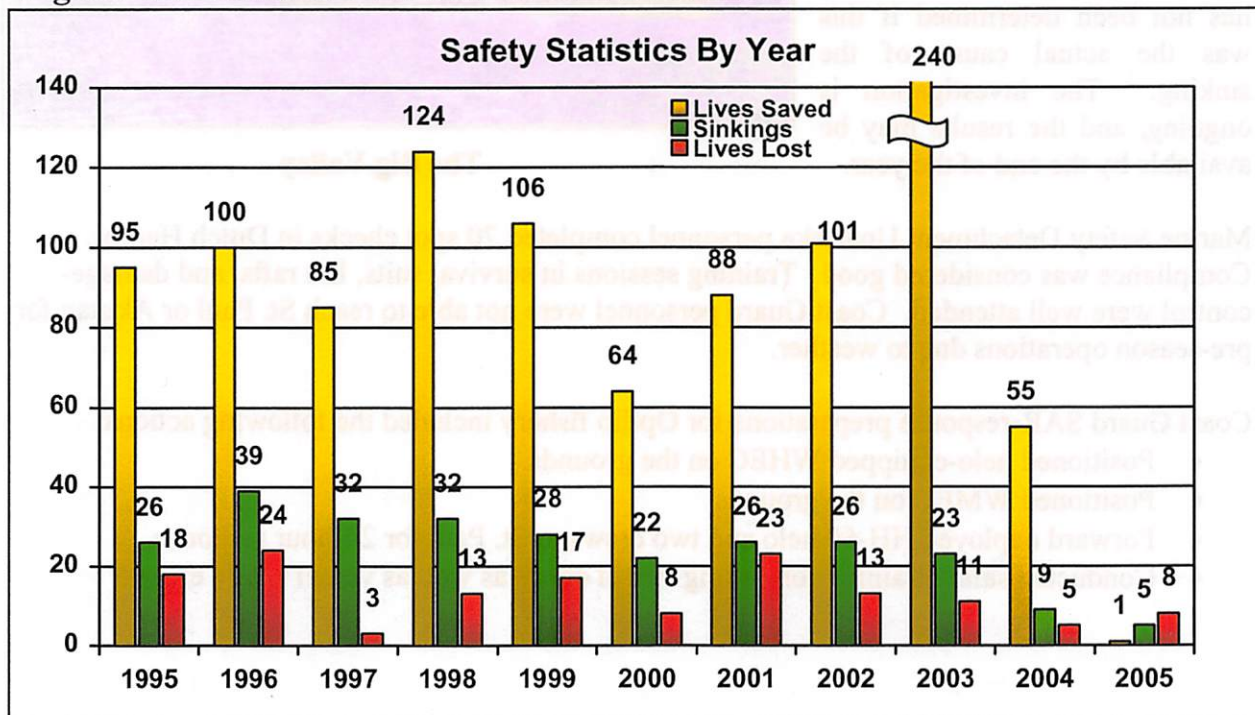
Southeast Tanner Crab Fisheries

The 2005 Southeast Tanner Crab fishery opened on time 15 February and closed 24 February, with 91 boats participating in the fishery. There were no SAR cases related to the fishery. Marine Safety Detachment Ketchikan personnel completed 24 safety checks in Petersburg. There was an increased emphasis on ensuring vessel stability.

VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases

There were three *voyage terminations* for safety violations. All of the voyage terminations were for expired survival craft; two also had expired hydrostatic releases and other minor infractions. An additional 33 vessels were issued violation notices and warnings for a variety of safety discrepancies.

Figure 4. Historical Overview of CFVS Statistics



There were 8 lives lost, 5 vessels lost, and 1 life saved this reporting period.

Summaries of the more significant search and rescue cases are included in the table below and on the following four pages.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries



Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
12/07/04	Selma	44ft Seiner	10	N	N	The F/V Selma radioed D17 Communications Center stating that the vessel had lost propulsion and were adrift in the vicinity of Walden Rocks. D17 Commcen issued a Marine Assistance Request Broadcast with negative results and then issued an Urgent Marine Information Broadcast (UMIB) due to deteriorating weather. F/V Selma crew was able to anchor, but was unable to start their engine. The Metlakatla Fire Department vessel also responded to the UMIB, but was unable to tow the vessel. The Station Ketchikan 47-foot motor lifeboat (MLB) launched to the scene. After arriving on scene, the station MLB crew determined F/V Selma could not safely remain at anchor due to the deteriorating weather and that it would be necessary to free the vessel from its ground tackle because F/V Selma was unable recover her anchor. After freeing F/V Selma from the ground tackle, the station MLB took the vessel in a side tow safely into Ketchikan.
12/10/04	Northern Dawn	42ft Crab Boat	N/A	N	N	The North Pacific SAR Coordinator (NPSC) received a 406MHz unlocated beacon first alert registered to the F/V Northern Dawn. Callouts were unsuccessful in determining the status of the vessel. The Kodiak harbormaster recalled receiving a report that the vessel had been last seen near Shelikof Strait. The beacon location resolved to Shelikof Strait. The NPSC issued a Urgent Marine Information Broadcast (UMIB). An Air Station Kodiak had a HC-130 enroute from Anchorage to Kodiak diverted to investigate. The F/V Northern Dawn responded to the UMIB, indicating that they were not in distress. Upon arriving on scene, the HC-130 radioed the vessel and was able to verify the beacon ID from paperwork onboard the fishing vessel. The F/V Northern Dawn reported that their EPIRB had been washed overboard in heavy seas. The EPIRB remained adrift and transmitting due to the fishing vessel's inability to recover it. After the beacon ID was verified, the UMIB was canceled and the HC-130 continued on to Kodiak.
12/27/04	Tillie-H	43ft Seiner	3	N	Y	 <p>The North Pacific SAR Coordinator (NPSC) received notification that F/V Tillie-H had grounded on the bar near Augusta Point. The master reported that all three persons on board were uninjured and would spend the night on the beach until the next high tide. The F/V Kelsie Michelle responded to the master's request for assistance and arrived on scene to assist with refloating the Tillie-H. The master of the F/V Kelsie Michelle radioed D17 Communications Center reporting that the 70-year-old master of the F/V Tillie-H was wet and cold and in need of a MEDEVAC. The North Pacific SAR Coordinator (NPSC) conferred with the duty Flight Surgeon and initially the decision was made to not conduct a MEDEVAC. After careful reevaluation of the weather conditions and remaining daylight, the decision was made to conduct the MEDEVAC. An Air Station Sitka HH-60 helo launched to the scene and MEDEVAC'd the master. The crew of F/V Tillie-H requested that all three individuals be evacuated due to the deteriorating weather. An Alaska State Trooper from Hoonah responded to the scene in his personal boat to assist. All three people were hoisted aboard the helo, and the Alaska State Trooper was recalled. The F/V Tillie H remained grounded near Pt. Augusta and an Air Station Sitka overflight noted that the vessel was submerged. Does not count toward loss statistics.</p>
01/15/05	Big Valley	92ft Crab Boat	6	5	Y	 <p>The North Pacific SAR Coordinator (NPSC) received a 406 MHz Unlocated beacon for the fishing vessel Big Valley approximately 78 nautical miles west of St. Paul Island. An Air Station Kodiak HH-60 helo forward-deployed to St. Paul Island to investigate and an Air Station Kodiak HC-130 launched to the scene to fly cover. The USCGC Sherman diverted to the scene to assist in the search for the six crewmembers from the Big Valley. Six Good Samaritan vessels, Cornica Marie, Obsession, North Cape, Maverick, Lady Alaska and the Alaska State Trooper vessel Stimson assisted in the search. One crewmember, Cache Seel, was recovered from a liferaft in a survival suit in good condition and transported to St. Paul. Two other crewmembers were found in survival suits but were deceased. USCGC Sherman continued searching for the remaining three crewmembers with negative results. A first-light search by helo also produced negative results. The USCGC Sherman searched throughout the day and the following night with negative results. Searches by the Sherman's HH-65 helo were also unsuccessful. Before returning to St. Paul, the helo attempted, but was unsuccessful in locating and recovering the 406 EPIRB from F/V Big Valley. The survivor recovered was transported from St Paul to Kodiak by the Alaska State Troopers, and the two deceased crew members were transported to Kodiak aboard the Air Station Kodiak HC-130. A preliminary investigation showed the vessel departed port in an overloaded condition, although it has not been determined if this was the actual cause of the sinking. The investigation is ongoing, and the results are expected in mid-summer.</p>

Table 1. CGD17 CFVS/Search and Rescue Case Summaries (Continued)

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/15/05	Sultan	134ft Crab Boat	N/A	1	N	The F/V Sultan radioed the North Pacific SAR Coordinator (NPSC) that a crewmember had fallen overboard and issued an Urgent Marine Information Broadcast. The victim had apparently been struck by a crab pot and knocked overboard while operating approximately 150nm northwest of St. Paul. Another crewmember donned a survival suit and went to the side of the vessel to attempt to retrieve the overboard crewmember. The overboard crewmember slipped from the grasp of the assisting crewmember and the vessel lost sight of him. An Air Station Kodiak HH-60 assisting in the search operation for the Big Valley diverted to the scene of the Sultan to assist, and the Alaska State Trooper's King Air aircraft launched to the scene to fly cover for the helo. The Good Samaritan vessels on scene, Icy Bay, Sandra 5, Southern Wind and Fierce Contender assisted the aircraft and the Sultan in the search for the missing crewmember. Extensive search throughout the night produced negative results.
01/29/05	Lamistie	30ft Troller	0	N	Y	Station Ketchikan contacted the North Pacific SAR Coordinator (NPSC) reporting a partially submerged commercial fishing vessel in Whisky Cove on Pennock Island. The F/V Lamistie had apparently broken anchorage and grounded on Pennock Island. There were no people onboard at the time of the incident.
01/30/05	Red Baron	80ft Crab Boat	3	N	N	The F/V Red Baron radioed Air Station Kodiak Communications Center reporting that the vessel had just completed repairs to its starboard reduction gear in the vicinity of the Barren Islands and was transiting to Homer. The Communications Center placed the vessel on an hourly communications schedule, which was upgraded to every half-hour when the vessel's reduction gear failed again. The master declined a Marine Assistance Request Broadcast (MARB), the crew made repairs, and the vessel attempted to continue its transit to Homer. Due to heavy weather (winds NNW at 36kts and 16ft seas), the F/V Red Baron was only able to make 1 knot. The Red Baron then requested a MARB, but received no replies. Due to the forecasted weather and the vessel's recent history of casualties, NPSC directed USCGC Hickory to get underway. Prior to USCGC Hickory completing a recall of its crew, the F/V Red Baron decided to divert to Kodiak. The vessel was able to make 3 knots on a southwesterly course, but then suffered a casualty of the exhaust manifold on the port engine. The crew of the F/V Red Baron repaired the exhaust manifold and, due to improved weather (winds NNW at 25kts and 10ft seas), the vessel resumed its transit to Homer. The master declined a MARB, and the Communications Center monitored the vessel's progress with a two-hour communications schedule. Several hours later, the F/V Red Baron notified the Communications Center that the vessel had lost all propulsion. The vessel's starboard reduction gear and shaft broke, and the crew has been unable to start the port engine. NPSC issued an Urgent Marine Information Broadcast and directed the USCGC Hickory to get underway to assist the F/V Red Baron. The USCGC Hickory responded to the scene and towed F/V Red Baron into Homer where a harbor tug towed the Red Baron the rest of the way into Homer Harbor and assisted the vessel in mooring. After completing a post-SAR boarding, the boarding team from the CGC HICKORY found numerous discrepancies in the vessel's engine room to include 1 inch of soot throughout the engine room and coffee cans welded in various places to keep the engine running. The boarding team advised the F/V Red Baron they need to contact MSD Kenai after making repairs and prior to getting under way. The D17 commercial fishing vessel safety coordinator was briefed and MSO Anchorage alerted to this situation. The vessel is under a Captain of the Port Order, and the case pends.
02/02/05	Pacific Mariner	126ft Crab Boat	N/A	N	N	The master of F/V Pacific Mariner accidentally fell asleep while transiting between crab pots with the vessel on auto-pilot, and the vessel grounded on the NW side of Akun Island. No injuries were sustained, and vessel damage was limited to a small hole on the bow, which flooded the forward peak tank. Flooding progressed into the sludge tank, which was also cracked upon impact. The pressure of the water entering the vessel prevented any sludge from escaping, therefore no pollution occurred. The vessel transited to Dutch Harbor and is currently moored at Alyeska Seafood. Dan Magone Maritime Services boomed off the vessel for repairs.
03/08/05	Wide Bay	40ft Seiner	N/A	N	N	The F/V Wide Bay grounded in the vicinity of Akutan. No injuries were reported and only minor damage was sustained. The vessel was pulled off by an assisting vessel.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries (Continued)

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/09/05	Adriana	50ft Seiner	4	N	Y	The master of the F/V Adriana radioed Air Station Kodiak Communication Center reporting that the vessel was disabled and adrift after loosing its reduction gear in position near Alitak Bay off of Kodiak Island. Air Station Kodiak Communication Center relayed the report to the North Pacific SAR Coordinator. An Air Station Kodiak HH-60 helo launched to the scene to assist. Prior to the arrival of the helo, the F/V Adriana grounded on the rocks and the four persons on board abandoned the vessel in survival suits. The F/V Ocean Bay reported that all four individuals from the Adriana made it safely to the beach. The helo hoisted the four individuals and a dog from the beach and transported them to Kodiak. All individuals were transferred to Kodiak EMS personnel and treated for hypothermia.
02/16/05	Kodiak Enterprise	254ft Catcher Processor	N/A	N	N	Health Force Partners contacted the North Pacific SAR Coordinator (NPSC) requesting a MEDEVAC for a 37-year-old male crewmember on board the F/V Kodiak Enterprise. The patient was experiencing abdominal pain and running a high fever. The Flight Surgeon recommended a first-light MEDEVAC. The NPSC directed the F/V Kodiak Enterprise to make best speed toward Dutch Harbor throughout the night. NPSC contacted the USCGC Jarvis and requested that their HH-65 helo hoist and transfer the patient to Dutch Harbor. By first light, the patient's condition improved and as a result the flight surgeon felt it was not necessary for the MEDEVAC to proceed. The patient remained on the F/V Kodiak Enterprise as it transited to Dutch Harbor where the patient was transferred to land and treated at the local medical clinic.
02/18/05	Northwind	40ft Tender	3	N	N	Three people on board the F/V Northwind entered the water after a crane collapsed and fell overboard near Halibut Point in the vicinity of Sitka. All three individuals swam safely to shore. Two Air Station Sitka HH-60 helos underway on a training mission in the area diverted to the scene. But CG assistance was not necessary.
02/21/05	Viking Star	50ft Longliner	N/A	N	N	The North Pacific SAR Coordinator (NPSC) received a 121.5MHz EPIRB beacon near Kodiak. The NPSC directed the launch of an Air Station Kodiak HH-60 helo to locate the source of the EPIRB. The helo arrived on scene and used direction-finding equipment to pinpoint the location of the EPIRB to Kodiak harbor. NPSC then contacted the Kodiak Harbormaster for assistance in locating the signal within the harbor. The harbormaster was unable to find the signal and requested the assistance of the Civil Air Patrol (CAP) . NPSC received authorization from the Air Force at Elmendorf AFB to utilize the CAP who located the signal onboard the F/V Viking Star. The EPIRB was disabled and left with the Kodiak Harbormaster until the owner of the vessel could be notified.
02/26/05	Enterprise	78ft Trawler	N/A	N	N	The North Pacific SAR Coordinator (NPSC) received a MEDEVAC request from the F/V Enterprise, approximately 95 nautical miles west of Kodiak in Shelikof Strait. A crewman on the vessel had crushed his left hand while working with a net and sustained a broken thumb and near loss of the pinky finger. The duty flight surgeon concurred with MEDEVAC request due to the risk of further permanent damage to the hand. An Air Station Kodiak HH-60 helo launched to the scene, hoisted the victim from the Enterprise, and delivered to awaiting EMS at Kodiak.
03/03/05	Moondance	38ft Crab Boat	N/A	N	N	The North Pacific SAR Coordinator (NPSC) received a 406MHz unlocated EPIRB alert registered to the F/V Moondance. The NPSC contacted the individuals listed as points of contact on the registration and learned that the Moondance is a tanner crab fishing vessel and was most likely fishing in Kalsin Bay. After initial callouts to the vessel produced negative results, the NPSC then issued an Urgent Marine Information Bulletin (UMIB). An Air Station Kodiak HH-65 helo already airborne on another mission diverted to investigate. Air Station Kodiak Communications Center continued callouts as was able to make contact with the Moondance and established that the vessel was not in distress. The EPIRB had been accidentally activated. The beacon ID number was confirmed and the device was deactivated.
03/04/05	Ocean Alaska	91ft Trawler	15	N	N	The F/V Ocean Alaska radioed the North Pacific SAR Coordinator (NPSC) reporting that the vessel had lost propulsion and was adrift approximately 60 NM east of Dutch Harbor. The vessel was not in danger of going aground and had arranged for the tug Dunlap, out of Dutch Harbor, to meet the vessel for a tow to Dutch Harbor and was not requesting Coast Guard assistance. Communications Station Kodiak acknowledged the situation with the vessel and put the Ocean Alaska on a one-hour communications schedule until the tug Dunlap arrived on scene. The tug Dunlap took the vessel in tow to Dutch Harbor, and Communications Station maintained a 2-hour communications schedule until they had safely moored in Dutch Harbor.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries (Continued)


Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/15/05	Rocky Pass	26ft Troller	2	2	Y	 <p>The North Pacific SAR Coordinator (NPSC) was notified that the F/V Rocky Pass was overdue on a return trip from Kelp Bay to Angoon. NPSC made call outs for the vessel with negative results and issued an Urgent Marine Information Bulletin (UMIB). An Air Station Sitka HH-60 helo launched to investigate and conducted a shoreline search of Kelp Bay, Whitewater Bay, Chaik Bay, Hood Bay, Sitkoh Bay and Peril Strait; all with negative results. The good Samaritan vessels F/V Talon and F/V Emily conducted extensive searches of Kelp Bay and its shoreline with negative result. A second Air Station Sitka HH-60 helo sortie launched to search Peril Strait with negative result. Additional Air Station Sitka HH-60 helo searches began at first light. Extensive searches of Chatham Strait, Peril Strait, Hoonah Sound, Kelp Bay and all associated inlets and islands were conducted using two Air Station Sitka HH-60 helos, a Juneau Civil Air Patrol Cessna 206 fixed-wing aircraft, the USCGC Liberty, and two Angoon SAR boats. The Alaska State Ferry M/V Leconte reported sighting a survival suit on the shore of Admiralty Island approximately 22nm south of Angoon near Wilson Pt. Further investigation by Angoon SAR and the helo revealed that the survival suit contained the body of one of the Rocky Pass's crewmen. The survival suit was zipped only two-thirds of the way up. The second helo located the second crewmen deceased approximately 1nm north of the first crewman. The second crewman was face down on the rocky shore with no survival suit or PFD. The first helo recovered both victims and transported them to Sitka. Neither the vessel nor sign of wreckage was found.</p>
03/15/05	Chelsea K	135ft Trawler	N/A	N	N	The F/V Chelsea K contacted MSD Unalaska reporting that a deckhand fell overboard and another crewmember sustained minor knee injuries due to heavy weather. F/V Ocean Explorer recovered the man in the water 20 minutes later. The crewmembers were treated in Dutch Harbor for minor injuries.
03/18/05	Pelican	32ft Gillnetter	2	N	N	The master of the F/V Pelican radioed Air Station Kodiak Communication Center reporting that the vessel was having transmission problems approximately 30 NM west of Homer. The Communication Center relayed the information to the North Pacific SAR Coordinator (NPSC). The Pelican was still slowly making way towards Homer at a speed of 3 kts, but the transmission was smoking badly and the master was filling the transmission with 1 quart of fluid every 5 NM. The master of Pelican reported that he only had 1 quart of transmission fluid remaining onboard, therefore estimating that the vessel would become disabled approximately 15 NM west of Homer. The NPSC directed the Gulf of Alaska SAR standby cutter, USCGC Roanoke Island to get underway to assist the vessel into Homer. The Roanoke Island arrived on scene, transferred five gallons of transmission fluid to the Pelican, and escorted them into Homer Harbor.
03/18/05	Jade Alaska	115ft Trawler	N/A	N	N	The F/V Jade Alaska suffered hull damage and flooding after her anchor punched a hole in the forepeak tank. The crew of the F/V JADE ALASKA controlled the flooding using dewatering pumps. The vessel then safely transited from Shelikof Strait back to Kodiak for repairs.
03/17/05	Silver Tide	29ft Bowpicker	2	N	N	The F/V Silver Tide grounded on Cape Pankof on Unimak Island. Both crewmembers were able to safely reach land, but felt unsafe there due to the presence of bears. Another vessel, F/V Shawna Jicole responded to assist. The two crewmembers sought refuge from the bears on the F/V Shawna Jicole. F/V Shawna Jicole was able to pull the F/V Silver Tide off of the beach.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries (Continued)


Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/21/05	Independence	360ft Catcher Processor	204	N	N	<p>The master of the F/V Independence radioed the North Pacific SAR Coordinator (NPSC) reporting that the vessel had lost the linkage to one of their rudders approximately 120nm east of Kodiak. The master advised NPSC there were 204 persons on board the vessel and although he was not requesting Coast Guard assistance at the time, asked to know what Coast Guard units were in the vicinity of the Independence should he have to evacuate the persons on board for any reason. As a preventative measure NPSC diverted USCGC Storis to the position of Independence. NPSC later received a report that the INDEPENDENCE had lost all steering, was adrift and was requesting the assistance of the Coast Guard. NPSC launched an Air Station Kodiak C-130 with an SLDMB and multiple 15-20 person life rafts on board and diverted the USCGC Morgenthau to the position of the Independence. Multiple HC-130s over flew the Independence throughout the night maintaining positive contact via radar and radio until surface Coast Guard assets could arrive on scene. A sistership of the Independence, the Seattle Enterprise, was also under way in the Gulf of Alaska and diverted to the scene. The USCGC Storis arrived on scene and took the Independence in tow. The Storis made way at a speed of about one knot enroute to a rendezvous with the Tow Vessel Chahunta. STORIS rendezvoused with the Tow Vessel Chahunta and passed the towline. After the tow had been successfully established, STORIS conducted a boarding of the Independence. The boarding determined that they had all of the correct safety gear and two of the three rudders had been brought to amidships. The third rudder was being worked on so that it could be brought to amidships as well. The rudderposts and the area around the rudder showed no signs of flooding or potential to flood. The masters of the Independence and Tug Chahunta both expressed a desire to have STORIS escort them to Cross Sound due to their concerns about the towing evolution. STORIS escorted the tug and fishing vessel to Cross Sound. The Tug Chahunta was able to make way at approximately 6 knots. Storis terminated escort of the tug and tow once they reached Cross Sound. The tug and tow anchored in Hoonah while AIS was installed on the tug and MSO Juneau personnel inspected the Independence. The tug and tow got under way for Everett, Washington via the Inside Passage.</p>
						
03/23/05	Oban	41ft Seiner	2	N	Y	<p>The master of the F/V OBAN radioed D17 Communications Center reporting the vessel was hard aground in the vicinity of Duke Island in Dixon Entrance. They were not requesting Coast Guard assistance, but asked for a Marine Assistance Request Broadcast (MARB). D17 Communications Center issued a MARB, and the Good Samaritan Vessel Skip Jack responded. Skip Jack arrived on scene and reported that they were unable to tow the vessel from the rocks. NPSC then directed Station Ketchikan to launch their 47ft Motor Lifeboat to assist. The Metlakatla Fire Department also responded with their skiff. The two crewmembers of the Oban reported that they could not keep up with the flooding and abandoned the vessel to the fire department skiff after closing all fuel vents. The fire department skiff then transferred the two crewmembers to Skip Jack. Skip Jack stated that they would take the two crewmembers to Ketchikan. The NPSC then recalled Station Ketchikan. An Air Station Sitka HH-60 helo overflew the vessel the following day and observed a sheen near the vessel.</p>
03/25/05	Lovey Joann and Star Shadow	49ft Seiner and 54ft Seiner	N/A	N	N	<p>The F/V Lovey Joann collided with the F/V Star Shadow in Sitka Sound during the Herring Fishery Opener. There was no hull-breach, and both vessels remained afloat. But there was significant damage to the pilothouse of F/V Lovey Joann caused by the bow of the F/V Star Shadow. USCGC ANACAPA responded to the incident and boarded both vessels for safety checks and to interview the crewmembers. F/V Star Shadow's voyage was terminated due to an insufficient number of immersion suits (the vessel had 5 immersion suits for 7 POB).</p>
03/26/05	Elling K	72ft Seiner	3	N	Y	<p>Regional SAR Coordination Center Victoria contacted the North Pacific SAR Coordinator (NPSC) regarding F/V Elling K, that was reportedly taking on water in Hecate Strait in Canadian waters. RCC Victoria launched a Sikorsky S-61 helo (not equipped for hoisting operations) to the scene, and requested a Coast Guard HH-60 helo to augment their response due to the HH-60's hoisting capability. The NPSC directed Air Station Sitka to launch an HH-60 helo to Hecate Strait to assist. The three crewmembers of F/V Elling K were struggling to dewater the engine room and were considering abandoning ship into their life raft. RCC Victoria and the NPSC requested that the crew don their immersion suits as a precaution. The Air Station Sitka helo arrived on-scene 2.5 hours after NPSC directed them to launch. A Canadian surfboat and patrol boat had arrived on-scene shortly before the USCG helo, and they were able to recover the three crew in a boat-to-boat transfer. The Air Station Sitka helo was released and returned to Sitka after refueling in Ketchikan.</p>

Table 1. CGD17 CFVS/Search and Rescue Case Summaries (Continued)

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/29/05	Tiffany Rose	50ft Fishing Vessel	0	N	N	The USCG District 13 Command Center contacted the the North Pacific SAR Coordinator (NPSC) reporting that a 406 MHz EPIRB on the F/V Tiffany Rose had been activated. The Tiffany Rose had departed Tacoma, WA for Sitka three weeks prior. The NPSC contacted the Sitka harbormaster, who stated that the vessel had last been in port on 27 March. Communications Center Juneau made callouts for the vessel with negative results. The NPSC subsequently received satellite information with a position for the vessel in Wrangell. The NPSC contacted the Wrangell harbormaster, who verified that the vessel was moored in Wrangell harbor. The Tiffany Rose then responded to Communications Center Juneau's call outs and reported that the EPIRB activation was accidental.

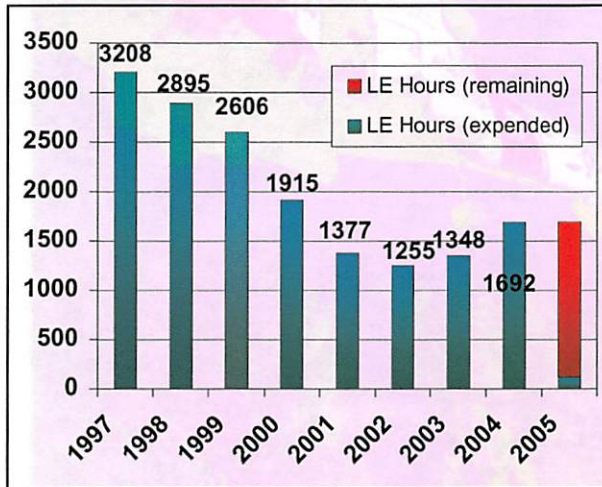


340ft catcher-processor under tow by USCGC Storis.

IX. CGD17 Resource Summary

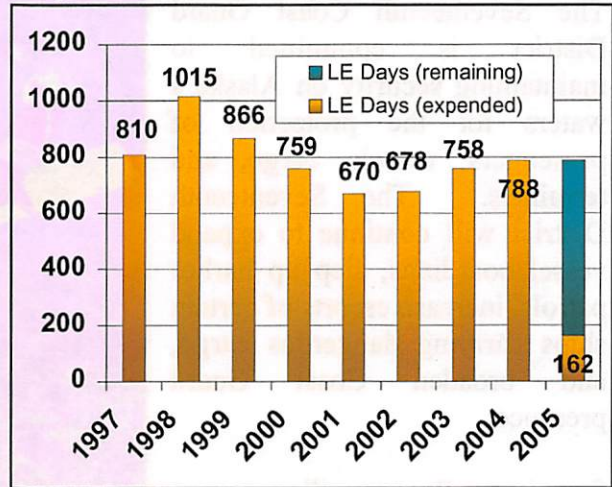
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours



*Flight hour data by calendar year.
2004 includes projection through December.

Figure 6. Annual Major Cutter Days



*Patrol day data by calendar year.
2004 includes projection through December.

DEC 2003 - MAR 2004

3 WHEC's patrolled for 80 days
3 WMEC's patrolled for 157 days
2 WLB patrolled for 4 days (Fisheries)
5 WPB's patrolled for 32 days (Fisheries)
Total Cutter days – 273

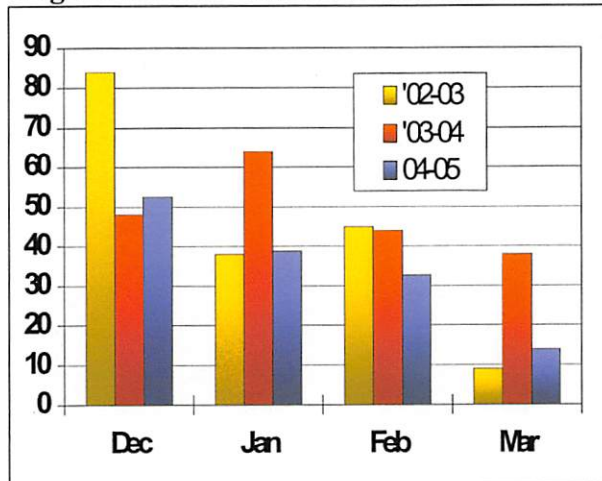
HC130's flew 40 sorties for 195 hours
HH-60/65's flew 56 sorties for 243 hours

DEC 2004 - MAR 2005

4 WHEC's patrolled for 126 days
3 WMEC's patrolled for 66 days
2 WLB's patrolled for 6 days (fisheries)
4 WPB's patrolled for 38 days (fisheries)
Total Cutter days – 230

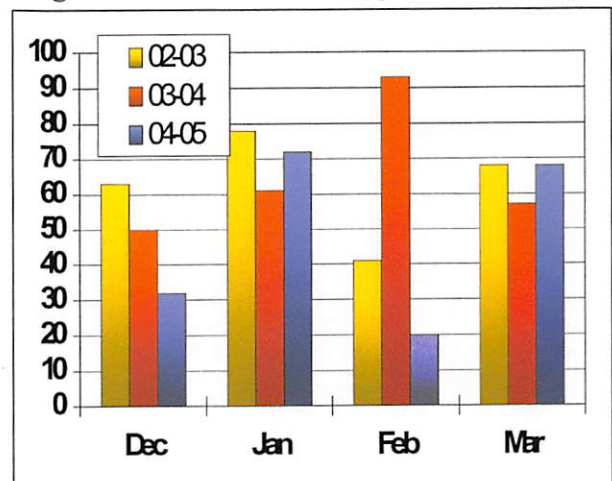
HC130's flew 55 sorties for 169 hours
HH-60/65's flew 53 sorties for 242 hours

Figure 7. DEC - MAR HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 8. DEC - MAR Major Cutter Days



*Patrol day data for reporting period ONLY.

X. Maritime Security

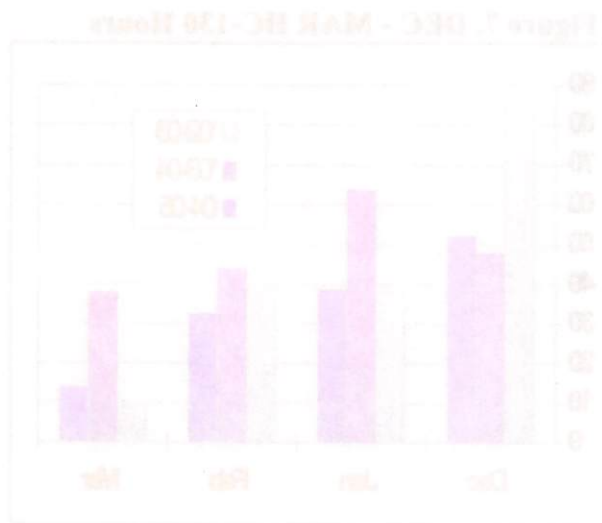
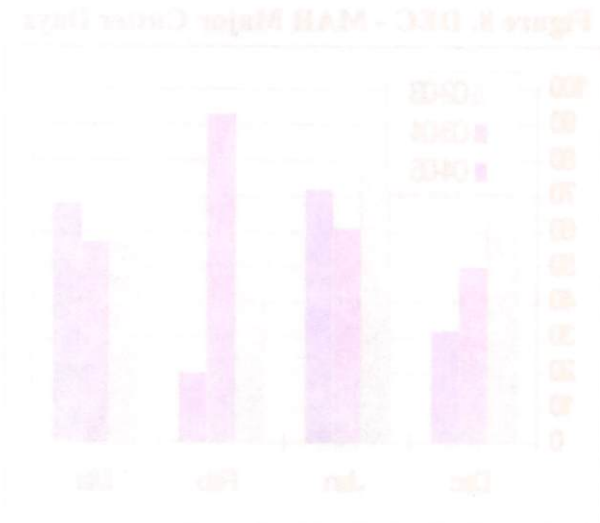
The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. The Seventeenth Coast Guard District is committed to maintaining security on Alaska's waters for the protection of passengers, vessels, cargo, and terminals. The Seventeenth District will continue to expand vessel boardings, step up harbor patrols, increase escorts of certain ships carrying dangerous cargo, and broaden Coast Guard presence.

Search and Rescue will remain at the forefront of Coast Guard efforts and is unaffected by this shift in resources. The Coast Guard will continue to dedicate available resources to fisheries enforcement and respond to reports of illegal activity. The Coast Guard is particularly interested in reports of suspicious activity from the maritime community. Those involved in



USCG MSST practicing vertical insertion techniques

the fishing industry are particularly valuable in assisting with the Maritime Security mission.



Appendix A

Boardings Without Violations 01 DEC 2004 – 31 MAR 2005

Date	Vessel Name	Vessel Type	Fishery	Area
12/12/04	Messenger	Pot Boat	Pacific Cod	ST
01/03/05	Frontier Spirit	Longliner	Pacific Cod	518
01/04/05	Betsy M	Pot Boat	Crab	ST
01/04/05	Clipper Surprise	Longliner	Pacific Cod	518
01/05/05	Dove	Pot Boat	Crab	ST
01/05/05	Myown	Pot Boat	Crab	ST
01/07/05	Clipper Endeavor	Longliner	Pacific Cod	517
01/07/05	Kjevolja	Longliner	Pacific Cod	517
01/08/05	Ocean Prowler	Longliner	Pacific Cod	509
01/10/05	Aleutian Lady	Longliner	Pacific Cod	509
01/10/05	Nikka	Trawler	Pacific Cod	ST
01/20/05	Northern Jaeger	Pot Boat	Pacific Cod	610
01/21/05	Trident	Longliner	Pacific Cod	610
01/21/05	Commodore	Trawler	Pollock	509
01/21/05	Island Enterprise	Trawler	Pollock	509
01/21/05	Blue Fox	Trawler	Pollock	517
01/21/05	Forum Star	Trawler	Pollock	517
01/21/05	Golden Pisces	Trawler	Pollock	517
01/21/05	Katie Ann	Trawler	Pollock	517
01/21/05	Lonestar	Trawler	Pollock	517
01/21/05	Messiah	Trawler	Pollock	517
01/21/05	Peggy Jo	Trawler	Pollock	517
01/21/05	Seeker	Trawler	Pollock	517
01/21/05	Sunset Bay	Trawler	Pollock	517
01/22/05	Majesty	Trawler	Pollock	610
01/22/05	Alaska Ocean	Trawler	Pollock	509
01/22/05	Destination	Trawler	Pollock	509
01/22/05	Margon	Trawler	Pollock	509
01/22/05	Mark I	Trawler	Pollock	509
01/22/05	Northern Glacier	Trawler	Pollock	509
01/22/05	Ocean Rover	Trawler	Pollock	509
01/22/05	Pacific Challenger	Trawler	Pollock	509
01/22/05	Pacific Glacier	Trawler	Pollock	509
01/22/05	Traveller	Trawler	Pollock	509
01/22/05	Western Dawn	Trawler	Pollock	509
01/22/05	Arcturus	Trawler	Pollock	517
01/23/05	Alaska Dawn	Trawler	Pollock	610
01/23/05	Sea Freeze,Ak	Trawler	Pollock	509
01/23/05	Ocean Peace	Trawler	Pollock	516
01/24/05	Morning Star	Trawler	Pollock	509
01/24/05	Pacific Fury	Trawler	Pollock	509
01/24/05	Progress	Trawler	Pollock	509
01/26/05	Pathfinder	Trawler	Pollock	517
01/27/05	Columbia	Pot Boat	Pacific Cod	610

Appendix A (Continued)

Boardings Without Violations 01 DEC 2004 – 31 MAR 2005

Date	Vessel Name	Vessel Type	Fishery	Area
01/27/05	Norton Sound	Trawler	Pollock	509
01/29/05	Bountiful	Trawler	Pollock	517
01/31/05	Aleutian Ballard	Trawler	Pollock	610
02/01/05	Bristol Explorer	Trawler	Pollock	519
02/01/05	Independence	Trawler	Pollock	519
02/01/05	Stellar Sea	Trawler	Pollock	519
02/01/05	Nw Explorer	Trawler	Pollock	521
02/02/05	Audra K	Pot Boat	Crab	ST
02/02/05	Jennifer A	Pot Boat	Pacific Cod	517
02/02/05	Karin Lynn	Pot Boat	Pacific Cod	517
02/02/05	Aleutian Mariner	Trawler	Pacific Cod	517
02/02/05	Caitlin Ann	Trawler	Pacific Cod	517
02/02/05	Miss Birdie	Trawler	Pacific Cod	517
02/02/05	Sea Mac	Trawler	Pacific Cod	517
02/02/05	Sea Storm	Trawler	Pacific Cod	517
02/02/05	Argosy	Trawler	Pollock	517
02/02/05	Oceanic	Trawler	Pollock	517
02/03/05	Amnicon	Pot Boat	Crab	ST
02/03/05	Aleutian Challenger	Trawler	Pollock	509
02/03/05	Arctic Fjord	Trawler	Pollock	509
02/03/05	Elizabeth F	Trawler	Pollock	509
02/03/05	Golden Alaska	Trawler	Pollock	509
02/03/05	Northern Jaeger	Trawler	Pollock	509
02/03/05	Starbound	Trawler	Pollock	517
02/05/05	Ocean Cape	Pot Boat	Pacific Cod	509
02/05/05	Pacific Sun	Pot Boat	Pacific Cod	509
02/16/05	Fierce Allegiance	Trawler	No Product	509
02/17/05	Competition	Pot Boat	Crab	ST
02/21/05	Michelle Renee	Trawler	Pacific Cod	640
02/25/05	Silver	Troller	Salmon	ST
02/26/05	Little Lady	Pot Boat	Crab	ST
02/26/05	Odin	Pot Boat	Crab	ST
02/27/05	Jennifer Lee	Pot Boat	Crab	ST
02/27/05	Ashley Marie	Longliner	Halibut	2C
02/27/05	Island Pride	Longliner	Halibut	2C
02/27/05	Windfall	Longliner	Halibut	2C
02/28/05	Ocean Explorer	Trawler	Pacific Cod	519
03/03/05	Warrior	Trawler	Yellowfin Sole	509
03/06/05	Sea Wolf	Trawler	Pollock	517
03/06/05	Defender	Trawler	Yellowfin Sole	509
03/10/05	Mekenna	Jig Boat	Pacific Cod	630
03/11/05	Daniel	Mothership	No Product	ST
03/11/05	Pegasus	Trawler	Pacific Cod	509
03/12/05	Discovery	Longliner	No Product	ST

Appendix A (Continued)

Boardings Without Violations 01 DEC 2004 – 31 MAR 2005

Date	Vessel Name	Vessel Type	Fishery	Area
03/12/05	Wendy Anne	Tender	No Product	ST
03/12/05	Caravele	Trawler	No Product	620
03/12/05	Mar Del Norte	Trawler	No Product	620
03/12/05	Marathon	Trawler	No Product	620
03/12/05	Topaz	Trawler	No Product	620
03/13/05	Nordic Star	Trawler	Pacific Cod	509
03/13/05	Raven	Trawler	Pacific Cod	509
03/13/05	Walter N	Trawler	Pacific Cod	630
03/14/05	Kyle David	Seiner	No Product	ST
03/14/05	Viking	Tender	No Product	ST
03/15/05	Alaska Pride	Longliner	Halibut	3A
03/15/05	Nicholas	Longliner	Halibut	3A
03/15/05	Tenacious	Longliner	Halibut	3A
03/15/05	Tradition	Longliner	Halibut	3A
03/15/05	Heritage	Longliner	Halibut/Sablefish	3A/CG
03/16/05	Rosalie	Pot Boat	Crab	ST
03/16/05	Whiskey Girl	Pot Boat	Crab	ST
03/16/05	Southern Sea	Longliner	Halibut/Sablefish	3A/CG
03/16/05	Mythos	Longliner	Pacific Cod	630
03/17/05	Joann Marie	Longliner	Halibut/Sablefish	3A/CG
03/17/05	Survivor	Longliner	Halibut/Sablefish	3A/CG
03/19/05	Raven Bay	Longliner	Pacific Cod	519
03/22/05	Heather Lee	Longliner	Halibut	2C
03/22/05	Old Squaw	Pot Boat	Pacific Cod	ST
03/23/05	Foreigner	Longliner	Halibut	3A
03/23/05	Mar Del Sud	Longliner	Halibut	3B
03/23/05	Chichagof	Seiner	Herring	ST
03/23/05	Centurion	Pot Boat	Pacific Cod	ST
03/23/05	Independence	Trawler	Pacific Cod	640

Appendix B

Boardings With Violations 01 DEC 2004 – 31 MAR 2005

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation notes
12/12/04	Alex Haley	Courageous	Longliner	Pacific Cod	519	Fisheries fix-it ticket for failure to submit logbooks in a timely manner
12/12/04	Anacapa	Sea Hunt	Pot Boat	Pacific Cod	ST	Voyage terminated and vessel directed to proceed to Ketchikan under a 30 min communication schedule for expired liferaft (1995), expired liferaft hydrostatic release (1996), and expired EPIRB
12/18/04	Anacapa	Car Tanya	Longliner	Pacific Cod	ST	Safety violation issued for expired EPIRB (later dismissed as EPIRB was marked for training only and was a spare)
01/03/05	Sherman	Alaska Pioneer	Longliner	Pacific Cod	518	Fisheries fix-it ticket for failure to federal fisheries permit on board
01/05/05	Liberty	Ace's Up	Pot Boat	Crab	ST	Safety violation issued for insufficient life preservers and no injury placard. Nearby Good Samaritan fishing vessel lent immersion suit to Ace's Up for remainder of voyage
01/06/05	Liberty	Finally	Pot Boat	Crab	ST	Voyage terminated for expired liferaft, expired liferaft hydrostatic release, and expired visual distress signals (1998)
01/10/05	Acushnet	Janis M	Tender	No Product	ST	Safety violation issued for expired visual distress signals
01/21/05	Jarvis	Margaret Lyn	Trawler	Pollock	509	Safety violation issued for expired visual distress signals
01/22/05	Acushnet	Ocean Storm	Trawler	Pollock	610	Safety violation issued for no compass and deviation tables, all fire extinguishers expired, no day shapes, no instructions drills and safety orientation, no first aid training, and no waste mgmt plan
01/22/05	Sherman	Blue Attu	Trawler	Pollock	509	Safety violation issued for insufficient reflective tape on rings and improperly marked life rings
01/25/05	Acushnet	Aleut Mistress	Pot Boat	Crab	ST	Safety violation issued for expired firefighting equipment, expired EPIRB, insufficient liferings, no sound producing device
01/26/05	Acushnet	Cameron	Pot Boat	Crab	ST	Safety violation issued for expired fire extinguishers
01/31/05	Hickory	Red Baron	Pot Boat	Pacific Cod	610	Safety violation issued for unsafe engine room conditions and improper hull markings.
02/01/05	Jarvis	Arctic Enterprise	Trawler	Pollock	519	Safety violation issued for failure to provide survival training to NMFS observer
02/01/05	Jarvis	Arctic V	Trawler	Pollock	519	Safety violation issued for improperly marked survival suits
02/02/05	Jarvis	Halfmoonbay	Trawler	Pollock	517	Fisheries violation issued for logbook errors and safety violation issued for expired visual distress signals
02/03/05	Jarvis	Kona Kai	Pot Boat	Crab	ST	Safety violation issued for expired visual distress signals and expired fire extinguisher
02/03/05	Liberty	Escape	Pot Boat	Crab	ST	Safety violation issued for expired visual distress signals
02/05/05	Jarvis	Baranof	Longliner	Pacific Cod	509	Fisheries fix-it ticket for minor log discrepancy
02/05/05	Jarvis	Bering Star	Pot Boat	Pacific Cod	509	Fisheries fix-it ticket for minor log discrepancy
02/06/05	Jarvis	Sea Warrior	Pot Boat	Pacific Cod	509	Summary settlement issued in the amount of \$3,825 for failure to carry limited license permit and logbook errors and safety violation issued for expired EPIRB

Appendix B (Continued)

Boardings With Violations 01 DEC 2004 – 31 MAR 2005

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation notes
02/18/05	Ketchikan	Pacific Fisher I	Dive Boat	Urchins	ST	Safety violation issued for unserviceable ring buoy, expired visual distress signals, improperly marked lifesaving equipment, and insufficient life preservers
02/21/05	Jarvis	Marcy J	Trawler	Pacific Cod	640	Safety violation issued for failure to provide a safe boarding ladder for boarding team
02/22/05	Juneau	Sounder	Pot Boat	Crab	ST	Safety violation issued for expired EPIRB, unserviceable life ring, and expired documentation
02/22/05	Juneau	Castaway	Pot Boat	Crab	ST	Safety violation issued for improperly mounted liferaft and expired visual distress signals
02/24/05	Anacapa	Rebel	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals, no sound producing device, inoperable stern light, and no hailing port on stern
02/25/05	Juneau	Misty Morn	Pot Boat	Crab	ST	Safety violation issued for no sound producing device, no marine sanitation device, direct discharge, and no documentation
02/25/05	Juneau	Jager	Pot Boat	Crab	ST	Safety violation issued for unserviceable life ring
02/25/05	Juneau	Erika Ann	Pot Boat	Crab	ST	Voyage terminated by state troopers and vessel escorted into Auke Bay for expired life raft, and owner placed under arrest by state troopers for \$2000 warrant
02/28/05	Rush	Enterprise	Trawler	Pacific Cod	519	Summary settlement issued for pollock bycatch overage while targeting p-cod
03/02/05	Rush	Alaska Juris	Trawler	Yellowfin Sole	509	Fisheries violation issued for logbook errors
03/03/05	Rush	Alaska Victory	Trawler	Yellowfin Sole	509	Summary settlement issued in the amount of \$225 for salmon retention
03/11/05	Rush	Alliance	Trawler	Pacific Cod	509	Fisheries violation issued for logbook errors
03/12/05	Ketchikan	Satelite	Longliner	No Product	ST	Safety violation issued for insufficient life preserves and no registration
03/12/05	Rush	Ocean Hope 3	Trawler	Pacific Cod	509	Fisheries violation issued for logbook errors
03/12/05	Rush	Predator	Trawler	Pacific Cod	509	Summary settlement of \$3,750 issued for failure to carry limited license permit onboard
03/12/05	Storis	Alaskan	Longliner	No Product	620	Safety violation issued for expired visual distress signals
03/15/05	Long Island	Specter	Longliner	Halibut/ Sablefish	3A/WY	Summery settlement issued for failure to carry fish tickets on board and logbook errors
03/16/05	Mustang	Awtam	Pot Boat	Pacific Cod	630	Fisheries violation issued for halibut highgrading and safety violation issued for unserviceable life ring
03/18/05	Rush	Early Dawn	Longliner	Sablefish	BS	Safety violation issued for no reflective tape on immersion suit, no line on life ring, improperly marked vessel name; and expired liferaft hydrostatic release
03/20/05	Liberty	Toni Marie	Longliner	Halibut	2C	Safety violation issued for failure to carry documentation on board
03/22/05	Roanoke	Chanticleer	Pot Boat	Pacific Cod	ST	Safety violation issued for expired EPIRB, improper vessel markings, and no registration.
03/22/05	Roanoke	Lady Grace	Pot Boat	Pacific Cod	ST	Safety violation issued for insufficient liferings, expired liferaft, expired EPIRB, and expired documentation
03/23/05	Anacapa	Muskkrat	Seiner	Herring	ST	Safety violation issued for expired EPIRB (1997) and no garbage placard

Appendix B (Continued)

Boardings With Violations 01 DEC 2004 – 31 MAR 2005

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation notes
03/23/05	Anacapa	Valiant	Seiner	Herring	ST	Safety violation issued for lack of reflective tape on liferings and improper vessel markings
03/23/05	Anacapa	Ocean Maid	Seiner	Herring	ST	Safety violation issued for no EPIRB registration and no documentation onboard
03/23/05	Roanoke	Columbia	Pot Boat	Pacific Cod	ST	Boating violation issued for expired documentation

Boardings With Violations 01 DEC 2004 – 31 MAR 2005

Appendix B (Continued)