

NPFMC ENFORCEMENT COMMITTEE REPORT

October 7, 2003

The Council's Enforcement Committee met on Tuesday October 7, with the following members in attendance: Roy Hyder (Chair), Rich Preston (USCG), Earl Krygier (ADF&G); Jeff Passer (NOAA Enforcement), John Lepore (NOAA GC); Al Cain (Alaska DPS/FWP); and, Jay Ginter (NOAA Fisheries).

Others in attendance included Chris Oliver and Jane DiCosimo (NPFMC); Alan McCabe and Daniel Schaeffer (USCG); Rachel Baker and Herman Savikko (ADF&G); John Kingeter and Ken Hansen (NOAA Enforcement); Bruce Lehman (IPHC); Shari Gross (HANA).

The Committee first discussed meeting process and timing, and whether the Committee should continue to meet on a regularly scheduled basis, every Tuesday of the Council meeting. It was agreed that the Committee would continue to do so, and that issues for discussion and an agenda would be determined in advance of each meeting. This would be accomplished by Council direction at the current meeting, or through staff requests between meetings (through the Executive Director). An attempt will be made to identify issues for subsequent discussion by the Committee during each Council meeting, and that these issues, and any necessary materials, be distributed to the Committee in advance of the next Council/Committee meeting. Any staff reports will be given during the Tuesday night meeting, recognizing that the Committee may meet subsequently during the Council week as necessary. Committee recommendations on any issue will be provided when the Council takes up that agenda item.

The primary issue that the Committee addressed at the October 7 meeting was halibut subsistence. Discussions focused primarily on three areas:

Sale/barter

The Committee discussed this issue at length, and reviewed staff recommendations for possible regulatory adjustments which are intended to prohibit the commercial sale of halibut. It was reiterated that the current regulations are enforceable in terms of sale to commercial businesses, or in cases of blatant solicitation, or where the \$400 limit is exceeded, if persons are caught engaged in such activities. Otherwise, the Committee did not feel that any of the regulatory adjustments offered any further resolution and makes no recommendation in that regard. It was noted by the Committee that elimination of the sale/barter allowance for larger communities, particularly those

on the road system, might alleviate the concern over commercial trade, recognizing that would be a significant policy call for the Council.

Charter vessels

At issue is whether charter vessels can be used to harvest subsistence halibut. Regulations prohibit captain for hire arrangement, but creative agreements have the potential to circumvent this intent. Adjusting the regulations to prohibit the use of a licensed charter vessel would clarify this enforcement problem (though some allowance might be made to allow the owner of the vessel, and only the owner, to use the vessel for subsistence harvest).

Bycatch (State vs Federal regulations)

The Committee believes that consistency should be achieved between state and federal regulations in this regard. While this is not an enforcement issue for federal waters (NOAA Enforcement), it is a potential waste/conservation problem in some state waters, with attendant enforcement concerns. The Committee recommends that the Council once again consider changing the federal regulations to achieve consistency.

Additional issues

NOAA Fisheries raised concerns with annual vs daily harvest limits in the Chiniak area, as well as the regulations specific to Sitka Sound, in terms of the complexity of regulations and potential enforceability, and they intend to suggest alternative approaches to the regulations for these areas. The Committee supports clarifying regulations up front, in order to head off enforcement problems down the line.

The lack of possession limits was raised by the IPHC as a potential problem; i.e., without them there is no way of knowing whether a daily limit has been exceeded, and accounting total removals is compromised. The Committee recommends that a possession limit would clarify this conservation and enforcement issue.

Other issues which were identified, and may be subject of future Committee discussions, included use of commercial vessels for subsistence harvest, combining of skates, and information to be gathered on survey forms. The Committee also raised the issue of the VIP program and its potential repeal, but did not discuss it further at this time.

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 JUN - 30 SEP 03

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Report Available At NPFMC Web Site:

<http://www.fakr.noaa.gov/npfmc/Coast%20Guard%20Reports/uscgrpt.htm>

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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

Operation North Pacific Watch continued through the reporting period, with 36 sorties and 386 hours flown by HC-130s, 195 of which was within the high threat area (412 hours flown year to date, Figure 1). There was considerable activity detected in the HSDN High Threat Area.

As a result of suspected HSDN sightings by the Canadian aircraft earlier in the year, the U.S. Coast Guard intensified aircraft and cutter patrols of the high threat area. Over the course of a month, two U.S. Coast Guard cutters intercepted four People's Republic of China (PRC) vessels suspected of illegal high seas driftnet fishing. Both cutters had a shiprider from the Peoples Republic of China (PRC) Bureau of Fisheries on board. Consequently, joint USCG/PRC boardings were performed to ascertain the activities and nationalities of suspect vessels. As a result of these cooperative efforts, flag state enforcement action was quickly coordinated with the PRC. The boardings revealed **no salmon**. The vessels were targeting squid and tuna. The USCG also boarded the 305 KUM MI and the ZHENG YAN NO. 3, two South Korean vessels rigged for HSDN fishing. The information regarding the vessels was passed to the Korean government for further action. **All of these vessels were operating to the south and west of the typical migration routes for Alaska salmon.**



USCGC Jarvis and PRC Enforcement Vessel Joint Operations

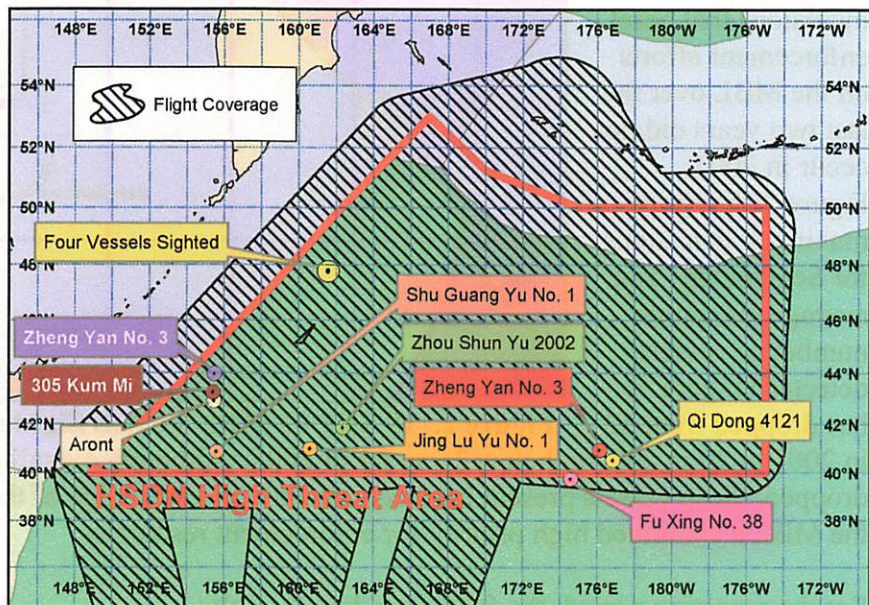


Figure 1. HSDN Sightings and HC-130 Search Patterns

Further to the North, a U.S. Coast Guard aircraft sighted four suspect high seas driftnet vessels approximately 400 miles off the Russian coast on 22 July. The Seventeenth District immediately

notified the Northeast Regional Border Directorate of the Russian Federal Security Service (FSS) of this activity, which dispatched a vessel to investigate.

The next day a USCG HC-130 aircraft relocated all four vessels 150 miles south of their original position and steaming south. A ship intercept was not possible. The form and rigging of the vessels had been changed overnight. The net tube had been removed and the net bin emptied. The coordinated response of the U.S. Coast Guard and Russian Federal Security Service forced these suspected illegal fishing vessels to flee the area.

On 12 August, the helo from USCGC JARVIS sighted the Russian-flagged FF/V ARONT and determined that the vessel was rigged for HSDN fishing operations and supporting other HSDN vessels. Before JARVIS could intercept, the ARONT fled area. The Russian Federal Border Service was contacted and alerted to the situation. The Russian VMS data showed the vessel to be located near Japan and indicated that they would investigate VMS/positioning inconsistencies.

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

The downward trend in foreign fishing intensity seen along the MBL since the late-1990s appears to be continuing, and the egregious incursions that beset enforcement efforts on the MBL over the last two years did not occur in 2003.

Figure 2 shows the maximum detections for September. The average maximum number of vessels detected (Figure 3) has dropped from 52

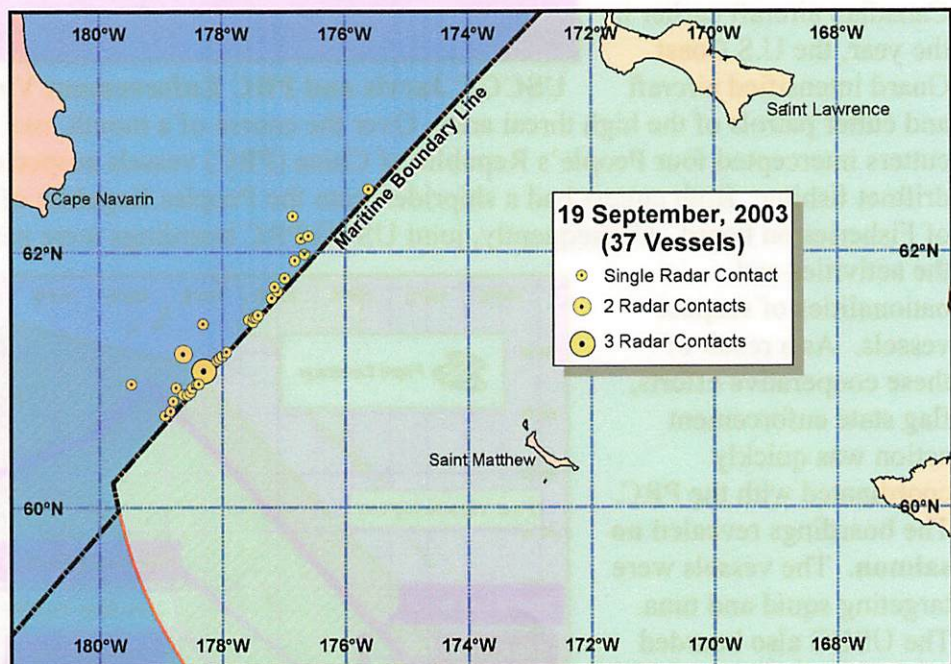


Figure 2. 19 SEP 03 MBL Vessels Sighted by HC-130's

in 2001 to 30 in 2002 to below 26 so far in 2003. Although overall numbers of vessels have dropped, those vessels present have continued to skirt the edge of the MBL very closely making the MBL a continued high priority for enforcement resources.

For the reporting period, the following details apply:

- Coast Guard HC-130's flew 37 sorties totaling 282 hours.
- Coast Guard HEC/MECs spent 125 days patrolling the line.
- 1 vessel was observed in the US EEZ visually and by radar.

On 27 July, USCGC SHERMAN detected a vessel by radar 800 yards inside the US EEZ. SHERMAN visually identified the vessel as the FF/V XIN XINGHAI (PRC) and established hot pursuit. The XIN XINGHAI returned to the RS EEZ, then heaved to and submitted to a boarding. SHERMAN boarded the XIN XINGHAI to confirm position information from the vessel.

Position information obtained did not support a violation that could be prosecuted, although one GPS waypoint onboard XIN XINGHAI was 100 yds inside US EEZ. SHERMAN was directed to resume patrol, and the XIN XINGHAI resumed fishing in the RS EEZ.

**Figure 3 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.*

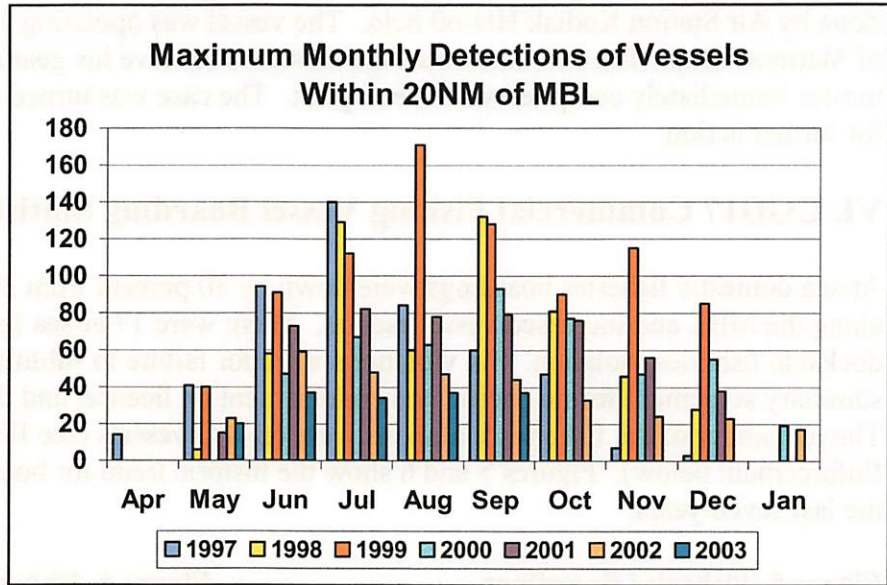


Figure 3. 1997-2003 MBL Max Detections 0-20 NM in RS EEZ

III. Donut Hole Activity

The F/V KAI FA (PRC) conducted trial fishing from 09 Jul to 20 Jul 2003 within the Donut Hole Convention area. The U.S. Coast Guard received VMS data (Figure 4) from the F/V KAI FA and tracked its activity in the Donut Hole. The Seventeenth District received informal, verbal notification that the Russians would be conducting trial fishing operations between 15 November and 15 December.

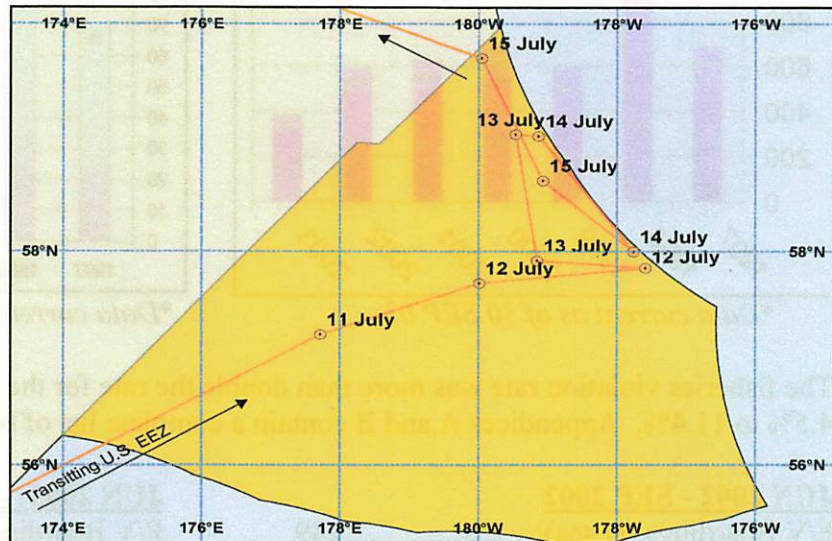


Figure 4. Donut Hole Trial Fishing Activity

IV. Dixon Entrance Enforcement

Coast Guard enforcement efforts consisted of 23 patrol boat days and 8 HH-60 helo sorties from Air Station Sitka totaling 40 hours patrolling Dixon Entrance. There were no significant fisheries violations detected during the reporting period.

V. Steller Sea Lions and Critical Habitat Enforcement

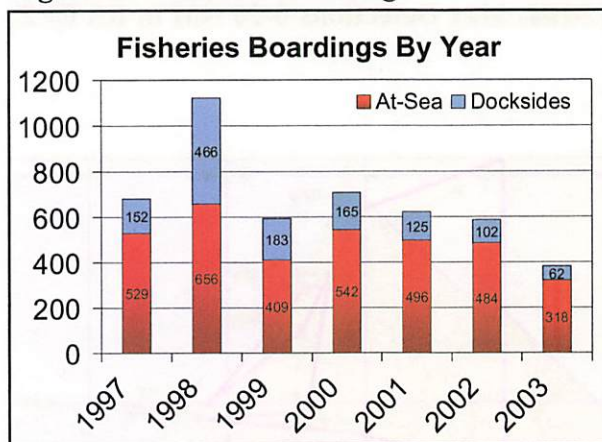
The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 1,013 hours and aircraft flew 122 hours in support of this mission.

On 29 June, one fishing vessel was observed fishing inside the Marmot Island 3nm No Transit Zone by Air Station Kodiak HH-60 helo. The vessel was operating 1.3nm off the southern shore of Marmot Island. The helo instructed the master to retrieve his gear and exit the area. The master immediately complied with the request. The case was turned over to NMFS enforcement for further action.

VI. CGD17 Commercial Fishing Vessel Boarding Statistics

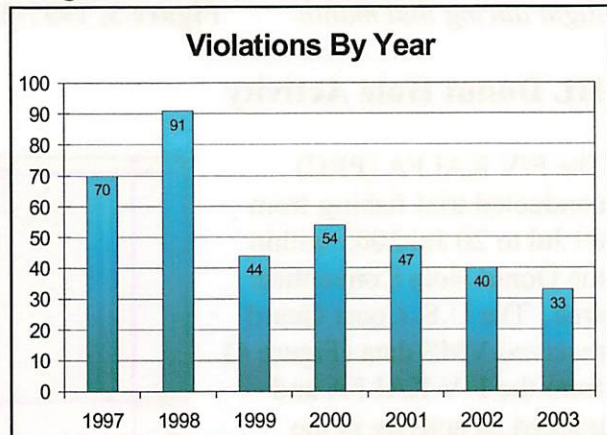
At-sea domestic fisheries boardings were down by 30 percent from 2002 due to increased patrols along the MBL and increased vessel escorts. There were 17 at-sea fisheries violations and one dockside fisheries violation. Six violations were for failure to submit logbooks on time, one summary settlement for no pacific cod endorsement on license, and three for bycatch overages. The remainder of the fisheries violations were on IFQ vessels (see IFQ At-Sea/Dockside Enforcement below). Figures 5 and 6 show the historic trend for boardings and violations over the last seven years.

Figure 5. Fisheries Boardings



*Data current as of 30 SEP 03

Figure 6. Fisheries Violations



*Data current as of 30 SEP 03

The fisheries violation rate was more than double the rate for the same period last year, up from 4.5% to 11.4%. Appendices A and B contain a complete list of boardings and violations.

JUN 2002 - SEP 2002

F/V Boardings (at sea):..... 189
 IFQ Monitors (dockside): 31
 Boarding/monitor w/fisheries vio's: ... 10
 Violation Rate:..... 4.5%

JUN 2003 - SEP 2003*

F/V Boardings (at sea):..... 132
 IFQ Monitors (dockside): 26
 Boarding/monitor w/fisheries vio's: . 18
 Violation Rate:..... 11.4%

*Data current as of 30 SEP 03

VII. IFQ At-Sea/Dockside Enforcement

There were no significant violations during the reporting period. There were seven IFQ at-sea violations and one dockside violation. At-sea violations consisted of three for inadequate seabird avoidance measures, one summary settlement for failure to maintain adequate halibut logs, and three for failure to carry a current federal fisheries (and IFQ) permit onboard. The only dockside violation was for more than 10% overage.

Coast Guard IFQ enforcement effort consisted of the following:

- 23 IFQ at sea boardings (120* boardings year to date).
- 26 dockside offloads (62* dockside offloads year to date).
- 230 surveillance hours (899* hours year to date).

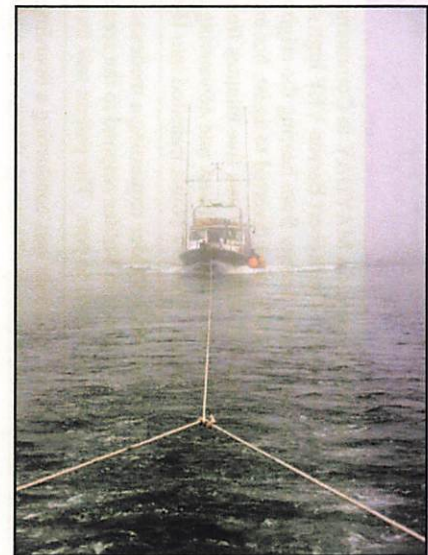
*Data current as of 30 SEP 03

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

A mix of safety violations were found in the course of boardings. There was one arrest for intoxicated operator of a seine skiff and one alcohol-related vessel loss resulting in a fatality.

Six voyages were terminated as a result of safety violations (most had multiple violations). In four cases, terminations were for lack of a survival craft. The other two had a survival craft which had expired (one more than a year ago, the other more than six months ago).

The most common safety violations were expired/inadequate survival craft (10), expired/inadequate visual distress signals (9), expired EPIRB/hydrostatic release (6), and inadequate life rings (4). Figure 7 shows the historic safety trends.



Naomi Marie Under Tow

The number of lives saved was up dramatically due primarily to the 24 August Alaska Packer case (see Table 1) with 143 crewmembers. Table 1 provides a summary of significant search and rescue cases, and Table 2 provides a summary of other cases in which the Coast Guard had no direct search and rescue role.

There were 4 lives lost, 164 lives saved, and 14 vessel losses from 01 June to 30 September.

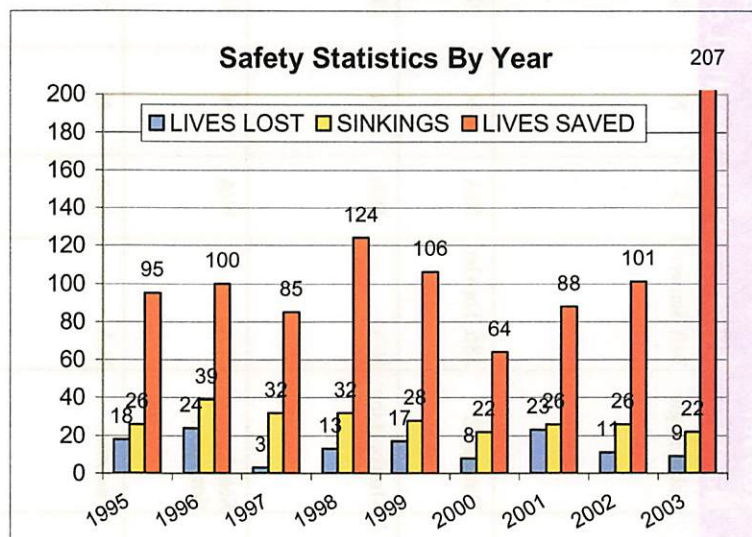


Figure 7. Historical Overview of CFVS Statistics

Table 1 CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
05 June	Noble Eagle	34ft Seiner	3	N	N	A Good Samaritan relayed a MAYDAY to Communications Center Juneau for the F/V Noble Eagle that the vessel was taking on water near Hoonah. The Robert Barron VHF high site was experiencing an open mic on channel 16 preventing Communications Center Juneau from hearing the original call. An Urgent Marine Information Broadcast was issued. The Station Juneau 27ft SAFE boat diverted to assist, but encountered engine problems and had to return to base. The Good Samaritan Vessel P/C Williwaw was five minutes from the sinking vessel and responded. All three people onboard the Noble Eagle were transferred to the Williwaw and dewatering efforts were initiated. The flooding was stopped and the vessel was completely dewatered. The F/V Noble transited into Hoonah and moored without further incident.
21 June	Darlene Z	58ft Trawler	N/A	N	N	The master radioed MSO Valdez requesting a medevac of a crewman apparently suffering from diabetic shock. USCGC Liberty on security patrol in Valdez respond to the scene with an EMT on board. While the EMT administered care, USCGC Liberty escorted the vessel to port. The patient was transferred to EMS at the pier.
22 June	Monks Habit	N/A	N/A	N	N	While the USCGC Acushnet was conducting a boarding on the F/V Monks Habit, the master began complaining of chest pains. He revealed he had a history of heart problems and was on several medications. The corpsman from the Acushnet administered oxygen and assessed the patient. Initial assessment of the patient compelled the corpsman to request a medevac. While discussing the situation with the flight surgeon, the patient reported he felt better and did not want additional medical attention. Vital signs were stable, so the flight surgeon recommended contacting his physician when he arrives in Kodiak on 23 June.
27 June	Seattle Enterprise	N/A	N/A	N	N	The master contacted the NPSC requesting a medevac for a 54 YOM crewman who was experiencing symptoms of a stroke. The flight surgeon concurred with the medevac request. The USCGC Alex Haley transiting nearby launched an HH-65 helo to assist. The helo hoisted the patient and transferred him to the Alex Haley and then transported him to St. Paul. The patient was transferred to a commercial medevac jet and was safely transported to Anchorage for further treatment.
29 June	Favorite	N/A	N/A	N	N	Communications Center Juneau received a medevac request from the F/V Favorite while operating in Chatham Strait. The master had been hit in the head by a line that parted and was unconscious for approximately 10 minutes. NPSC coordinated with the duty flight surgeon who concurred with the medevac. As an HH-60 helo from Air Station Sitka was preparing to launch, the master regained consciousness and began retrieving his nets and informed the Coast Guard he did not want a medevac. The master from the F/V Glenda Faye boarded the F/V Favorite and determined that the injured master's condition was deteriorating and a medevac was needed. The helo hoisted the victim and transported him to waiting EMS in Sitka.
01 July	Naomi Marie	26ft Troller	3	N	N	Master radioed Communications Center Juneau reporting that they were disabled, adrift, and out of fuel in thick fog near Point Retreat. The CG Auxiliary Vessel Noreen Kay launched to assist and took the vessel in tow into Auke Bay.
02 July	Destiny	40ft Gillnetter	2	N	N	NPSC received a SRSAT report for a 406 MHz EPIRB registered to the F/V Destiny. All attempts to contact the vessel were unsuccessful. NPSC issued an Urgent Marine Information Broadcast and launched an Air Station Kodiak HC-130 to investigate. The HC-130 discovered that the vessel had grounded the previous day in Port Moller, and the persons on board had been removed by floatplane and taken to the Bear Lake Lodge . The EPIRB was secured. The vessel was later refloated.
02 July	Chief Weah	46ft Seiner	N/A	N	N	Communications Center Juneau received a report from F/V Larkspur that F/V Chief Weah had lost forward propulsion in Kalinin Bay. Communications Center Juneau did not have direct contact with the F/V Chief Weah due to its location, so the F/V Larkspur was relaying all communications. According to the F/V Larkspur, the F/V Chief Weah was not in distress. NPSC contacted the party requested by the F/V Chief Weah through F/V Larkspur. The party was unable to assist. NPSC issued a Marine Assistance Request Broadcast (MARB), but received no responses. Communications Center Juneau then lost communications with the F/V Larkspur and was not able to raise the F/V Chief Weah, either. Due to the uncertainty of the F/V Chief Weah's situation, NPSC issued a UMIB and directed the launch of an Air Station Sitka HH-60 helo. Before the helicopter got airborne, the F/V Larkspur reported that F/V Chief Weah had made it into Kalinin Bay under his own power and subsequently anchored. An Air Station Sitka HH-60 helo overflew the F/V Chief Weah the following day as it was being towed by the M/V Salvage Lady into Sitka.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
04 July	Bering Star	N/A	N/A	N	N	MSO Valdez received a request from the master of the F/V Bering Star operating near Valdez for a medevac of a 39 YOM crewmember who was suffering from internal bleeding. NPSC consulted with the duty Flight Surgeon who concurred with the request. The 27ft small boat CG276612 from MSO Valdez was operating in the area with an EMT on board and diverted to the scene. The small boat crew borrowed a crewman and litter from CGC Anacapa who was also operating in the area. The small boat transported the patient to the Port of Valdez where he was transferred to awaiting EMS.
04 July	Mount Pavlof	N/A	N/A	N	N	Communications Center Juneau received a request from the master of the F/V Mount Pavlof for a medevac of a 35 YOM who had been stabbed in the neck with a knife. NPSC consulted with the duty Flight Surgeon who concurred with the medevac. An EMT and a nurse arrived on scene from the Wilderness Lodge and provided treatment for the patient. They informed NPSC that the assailant was still in the area and armed. They requested police support. NPSC contacted the Sitka Police Department who provided three police officers for transport to the scene. NPSC launched an Air Station Sitka HH-60 helo with three police officers to Baranof Warm Springs and transported the patient to awaiting EMS in Sitka in stable condition.
06 July	Lilli Ann	124ft Processor	N/A	N	N	Seattle Maritime contacted NPSC on behalf of the F/V Lilli Ann to request a medevac for a 19 YOM crewmember who was experiencing apparent complications with diabetes. The fishing vessel had no way of monitoring the man's blood sugar level. The Flight Surgeon recommended that the patient be evacuated from the vessel immediately. The F/V Lilli Ann was directed to make good a course towards Kodiak. NPSC launched an Air Station Kodiak HH-60 helo with a senior corpsman onboard, as well as an HC-130 to provide cover. The patient was returned to Kodiak, where he was transferred to EMS. The patient was unresponsive at the time.
07 July	Jeanie Rose	24ft Gillnetter	1	N	N	While underway, Station Ketchikan's 47ft Motor Lifeboat (MLB) overheard a conversation on channel 13 regarding a person in the water near Race Point, reported to have come from the F/V Jeanie Rose. The MLB diverted to the scene and discovered that an Army Corps of Engineers vessel had picked up a man from shore and the F/V Barbara Ann had taken the Jeanie Rose in tow. A Good Samaritan confirmed that the owner of the Jeanie Rose had been picked up from the shore and taken to Ketchikan, and the vessel was towed into Ketchikan.
07 July	High Spirit And Ms Ingrid	N/A And 49ft Seiner	N/A And 4	N	1	The F/V High Spirit and F/V Ms Ingrid collided near Naknek. The Ms Ingrid's bow collided with the starboard side of the High Spirit. The F/V Ms Ingrid sustained major damage and intentionally grounded at Leader Creek Fisheries in Naknek. The F/V High Spirit sustained only minor damage to the starboard amidships and continued fishing.
08 July	Miss Everett	34ft Troller	1	①	1	NPSC received satellite information that a 121.5 MHz emergency beacon was activated west of Kruzof Island. NPSC issued a UMIB. Only one vessel responded and stated it was in the position relayed in the UMIB and saw no other vessels or signs of distress. The vessel checked its own EPIRB and found it was not activated. A northbound Alaska Airlines flight from Sitka to Juneau reported hearing the signal from the emergency beacon. NPSC launched an Air Station Sitka HH-60 helo to investigate. The helo located the emergency beacon and an oil sheen and debris field. Some of the debris contained the ADF&G number 10724, which NPSC correlated to the F/V Miss Everett. The Sitka harbormaster sent a boat to the home of the owner, and did not find anyone at home. Sitka Search and Rescue sent four vessels with a dive team and underwater camera to investigate. One of the vessels discovered the wrecked vessel partially submerged on rocks north of the debris field. The dive team located the body of the person onboard the vessel. Master was apparently <u>intoxicated</u> , grounded the vessel and it sank.
09 July	Cable Nissinen	N/A	N/A	N	N	NPSC received SARSAT information for an EPIRB belonging to the F/V Cable Nissinen. NPSC determined the vessel had been bought and sold several times since the EPIRB registration had been updated. NPSC determined that the vessel was safely moored in Ketchikan, but the EPIRB was not on board. Station Ketchikan personnel, using direction finding equipment, pinpointed the EPIRB in the Ketchikan dump.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
13 July	Kenny C	32ft Gillnetter	2	N	N	F/V Little J notified Communications Center Juneau that they had sighted the F/V Kenny C engulfed in flames near the Ugashik River. Both people onboard were safely transferred to the Little J and no injuries were reported. Combined efforts of the fishing vessels in the area extinguished the fire. The Little J took the Kenny C in tow.
21 July	Wild Island	N/A	N/A	N	N	The master radioed NPSC requesting a medevac for a crewmember suffering from possible meningitis. The Flight Surgeon was consulted and recommended a medevac. An Air Station Kodiak HH-60 helo launched to the scene and hoisted the crewmember on board. The patient was safely transported to Kodiak and transferred to awaiting EMS personnel.
28 July	Ardie	49ft Seiner	2	N	N	The master radioed Communications Center Juneau reporting that the vessel was taking on water approximately 35 nautical miles northwest of Sitka. NPSC issued a UMIB and launched an Air Station Sitka HH-60 helo. The helo delivered a dewatering pump, and the crew of the F/V Ardie was able to dewater the vessel. A Good Samaritan vessel took the F/V Ardie in tow into Sitka.
06 August	Eclipse	67ft Longliner	N/A	N	N	The F/V Eclipse radioed Communications Station Kodiak that their shaft separated from their engine and they were disabled 117 NM southwest of Dutch Harbor. The vessel was not in immediate danger and requested a Marine Assistance Radio Broadcast. The Tug Redeemer , near St. Paul, indicated that they could respond, but had an 18-hour ETA. The winds increased and the F/V Eclipse began drifting toward Samalga Island. NPSC issued a UMIB. The F/V Lady Alaska responded to the UMIB and reported that they could be on scene sooner than the Tug Redeemer. The F/V Eclipse was able to drop anchor once it was two miles from land. The crew of the vessel repaired the shaft, but did not feel comfortable starting their engine without another vessel nearby. The Eclipse began dragging anchor and drifting towards Samalga Island. NPSC launched an HH-60 helo and an HC-130 with an extra HH-60 crew, but stood down the aircraft after the F/V Eclipse was able to start its engine and proceed at 9 knots towards Dutch Harbor. Both the Tug Redeemer and the F/V Lady Alaska escorted the F/V Eclipse safely into Dutch Harbor.
07 August	Chichagof	82ft Tender	3	N	N	The master radioed Communications Station Kodiak that the vessel had struck a rock and was taking on water in Alitak Bay. NPSC issued a UMIB and launched an Air Station Kodiak HH-60 helo. A Good Samaritan vessel delivered a pump to the F/V Chichagof, but the Chichagof was unable to keep up with the flooding. The helo delivered two pumps to the vessel, which enabled the vessel to control the flooding. The helicopter departed the scene due to low fuel, but the F/V Ermine remained on scene with the F/V Chichagof. The crew of the Chichagof beached the vessel to assess the damage during low tide.
10 August	Bumble Bee	72ft Tender	2	N	N	The master radioed Communications Station Kodiak reporting that the vessel was taking on water in Bristol Bay. The master had one pump going, but it wasn't keeping up with the water. NPSC issued a UMIB and launched an Air Station Kodiak HH-60 helo. The helo delivered two pumps to the vessel. A Good Samaritan vessel Miss Christy arrived on scene in tow. The Dillingham Police Department vessel Deep Valley arrived on scene and assisted the Miss Christy in towing the Bumble Bee safely into Dillingham.
11 August	El Cazador	72ft Seiner	2	N	1	The master radioed NPSC reporting that the vessel had grounded and was taking on water seven miles south of Dry Bay. The vessel was listing severely and was in danger of capsizing. NPSC issued a UMIB and launched an Air Station Kodiak HH-60 helo predeployed to Cordova. Prior to the helo arriving on scene, the vessel had grounded on the outgoing tide. The two people onboard were able to walk safely from the vessel to the road system and received a ride into Yakutat.
12 August	Pioneer	52ft Troller	3	N	N	The master radioed NPSC reporting that the vessel had grounded and was taking on water in Sumner Strait. The vessel began to heel over as the tide went out causing the passengers to abandon ship into their skiff. A UMIB was issued and an Air Station Sitka HH-60 helo was launched. A Good Samaritan vessel responded and recovered the three persons from the skiff and brought them safely on board. The vessel re-floated at high tide and was towed to Petersburg.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
13 August	Saga	107ft Tender	4	N	N	The master radioed Communications Center Juneau reporting that the vessel grounded in the vicinity of Lincoln Island. NPSC placed the vessel on an hourly communications schedule and notified MSD Ketchikan. The master of the vessel did not find any hull damage, except for a minor dent on the bow, and the vessel safely refloated with the afternoon high tide. The vessel safely transited to Petersburg.
24 August	Alaska Packer	338ft Processor	143	N	N	The master radioed MSO Valdez Communication Center reporting an engine room fire while operating near Naked Island in Prince William Sound. MSO Valdez relayed the report to the NPSC. The vessel had 143 persons onboard who were preparing to abandon ship. NPSC issued a UMIB, launched the Air Station Kodiak HH-60 helo from Cordova, and launched a second helo from Kodiak. The NPSC requested a third helo from Elmendorf Airforce Base through the Regional Coordination Center in Anchorage. In addition, NPSC recalled the crews of the USCGC Sycamore, which was in Cordova, and the USCGC Roanoke Island, which was moored in Valdez. Three fish processors on scene with the Alaska Packer recovered the majority of the crew after they abandoned ship. A fire team composed of Alaska Packer crewmembers remained on board. An investigation determined that the fire was extinguished, and that it had originated in the number one generator. NPSC stood down RCC Anchorage and Air Station Kodiak. The fire team reported that the vessel had good ventilation and plenty of electrical power from the two other generators. They brought their crew back onboard. NPSC stood down the CGC Roanoke Island. The helo from Cordova remained overhead while the crew was transferred back onto the vessel. The vessel offloaded its product to other processors and then proceeded to Whittier under escort. The F/V Polar Sea escorted the vessel from Naked Island to Lake of Bay, and the F/V Arctic Lady assumed the escort from Lake of Bay to Whittier. The vessel was safely moored in Whittier.
27 August	Decade	57ft Seiner	2	N	1	The vessel capsized and sank in the vicinity of King Cove after losing stability while hauling fishing nets. No one was injured and the vessel was partially submerged in approximately 17ft of water. Approximately 2500-3000 gallons of diesel fuel was on board and created a sheen 1-2NM in length. The owner hired Magone Marine to salvage the vessel and conduct necessary clean up, which commenced the following morning. A survey of area beaches indicated no impact from the oil. A sheen was still visible 1-2 NM south-southeast of the vessel. All vents and valves were secured by mid-afternoon and the sheening was reduced significantly. Lift eyes were welded to the hull and the vessel was stabilized. The vessel was refloated the following day. ADEC expressed concern regarding the active salmon fishery in nearby Volcano Bay, but the current location of salvage operations did not impact the fishery.
27 August	Orcrist	45ft Seiner	3	N	1	The vessel capsized and sank in Prince William Sound on the south end of Esther Island after losing stability while hauling fishing nets. All 3 persons on board were quickly picked up by nearby fishing vessels , and no injuries were sustained. The vessel had approximately 250-300 gallons of fuel oil on board. A small sheen was reported, and the area was contained using containment booms and absorbent material.
27 August	Cape St. John	70ft Tender	N/A	N	N	The vessel grounded on Danger Reef, which is located at the entrance to Ward Cove in Tongass Narrows. The master reported the incident to MSD Ketchikan. MSD Ketchikan investigators responded and inspected the vessel. An internal and external exam produced no visible signs of damage or pollution. All voids were sounded and found to be in normal, dry condition. There were two unsuccessful attempts to refloat the vessel with high tide. The vessel was refloated with commercial assistance. No major hull damage occurred.
30 August	Mrs. Mack and Ms. Lily	40ft Troller and 26ft Bowpicker	3 And N/A	N	1	The fishing vessels Mrs. Mack and Ms. Lily collided in Lisianski Strait near Pelican on Saturday resulting in the sinking of the F/V Mrs. Mack. No one was injured during the accident, and MSO Juneau will be investigating the accident. The Ms. Lily had approximately 20 gallons of diesel fuel on board.
31 August	Sandra L	N/A	3	N	N	The master radioed Communications Center Juneau reporting that the vessel was taking on water and the pumps were not keeping up with the flooding. NPSC issued a UMIB and an Air Station Sitka HH-60 launched to the scene. The helo delivered a pump to the F/V Sandra L. The F/V Barvaria and the helo stood by while the crew of the F/V Sandra L dewatered the vessel. The F/V Sandra L got underway and moored in a safe anchorage until morning at which time the vessel got underway into Sitka.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
02 September	Bonnie J	N/A	N/A	N	N	NPSC received an overdue report for the F/V Bonnie J. The vessel planned to fish in Homeshore, Idaho Inlet, or Elfin Cove. NPSC issued a UMIB and received no reports. An Air Station Sitka HH-60 helo launched to search for the vessel. The helo arrived on scene and began searching at about the time that the master answered the UMIB. The vessel was in Spasski Bay in no distress. The master verified that he was not due in Hoonah for another four days. There had been an apparent misunderstanding between the master and the reporting party.
04 September	Hana Cove	65ft Longliner	2	N	N	MSO Valdez Communication Station copied a MAYDAY broadcast from the F/V Hana-Cove on the Naked Island and Hinchinbrook high sites. No position or nature of distress was passed, and a UMIB was issued. The F/V Comstock reported to MSO Valdez that the Hana-Cove was aground on the north side of Evans Island. The Hana-Cove off-loaded some ice and was able to refloat with the assistance of the F/V Comstock at the next high tide without damage or injury.
06 September	Silver Isle	32ft Gillnetter	3	N	N	NPSC received satellite information that the EPIRB on board the F/V Silver Isle had been activated. NPSC contacted Communications Station Kodiak to direct call-outs for the vessel. Communications Station Kodiak reported that they were currently in communication with the F/V Silver Isle, and the vessel had reported an engine fire. The vessel was in the vicinity of Volcano Bay, approximately 34 nautical miles west of Unalaska. NPSC launched an Air Station Kodiak HC-130 and HH-60 helo to assist the vessel and issued a UMIB. Communications Station Kodiak reported that two Good Samaritan vessels , the F/V Shady Lady and the F/V Risky Business , were enroute. Communications Station monitored the situation through the F/V Risky Business, as the F/V Shady Lady was not equipped with HF. The F/V Shady Lady arrived on scene and embarked the three crewmembers from the F/V Silver Isle. The F/V Shady Lady reported to the F/V Risky Business that the fire was out and then took the F/V Silver Isle in tow. NPSC directed the Coast Guard aircraft to return to base. The F/V Shady Lady and F/V Silver Isle arrived safely in Dutch Harbor the next day.
07 September	Magic Maiden	32ft Longliner	2	N	N	Communications Station Kodiak received a report that the vessel was two days overdue for a call-in. Call-outs and checks of Homer harbor did not yield any information. A UMIB was issued, however, the locations where the vessel was expected to fish are in VHF and cellular phone dead spots. A first light search by HC-130 was initiated. During the search, the master of the vessel called his spouse via a cell phone. The spouse notified NPSC that the vessel was in no distress.
12 September	Mariner	32ft Gillnetter	1	N	N	NPSC received a report that the vessel was overdue on a trip from Sitka to Hoonah Sound and return. A UMIB was issued. Poor weather conditions prevented a nighttime search. An Air Station Sitka HH-60 helicopter initiated a first-light search. The helo was diverted shortly after takeoff to search for stranded persons in Hoonah Sound. A friend of the master reported that the vessel might have held up in False Island waiting for improved weather. The Alaska State Troopers contacted the Forest Service , who confirmed that the Mariner was safely anchored at False Island.
15 September	Rio Bravo	43ft Seiner	1	1	N	NPSC received a report that the vessel was overdue on a fishing trip to Nuka Bay. NPSC initiated call outs for the vessel and received no response. NPSC diverted an HC-130 on a training flight to attempt to establish communications with the vessel. The aircraft located the vessel anchored in Nuka Bay and made several low passes over the vessel. The aircraft was unable to see anyone on board the vessel or establish communications with the master. An Air Station Kodiak HH-60 helo launched to investigate. The helo deployed a rescue swimmer to the vessel where he discovered the master entangled in a net and deceased on board the vessel. The engine was still running. The master had become <u>entangled in the gear</u> while apparently hauling back. NPSC turned the case over to the Alaska State Troopers in Homer.
21 September	Starrigavan	60ft Trawler	0	N	N	The F/V Starrigavan parted a tow line while it was being towed by the F/V New West and became adrift with no one on board during high seas and winds in the Gulf of Alaska. The F/V New West could not recover the tow and departed scene to Kodiak. An Air Station Kodiak HC-130 conducted a search for the Starrigavan two days later, but the vessel could not be relocated due to high seas, winds, and low visibility. The vessel was relocated following day by another HC-130 flight approximately 72NM southeast of Kodiak with a southwest drift at 1kt. The F/V Cape Douglas was underway on the evening of 27 September enroute to the vessel, but the weather was too poor and the vessel returned to port. An Air Station Kodiak HH-60 helo located the Starrigavan the following day. The Cape Douglas got underway, located the Starrigavan, and towed it into Kodiak.

Table 2 Other Fishing Vessel Incident Summaries (No Response by Coast Guard SAR Assets)

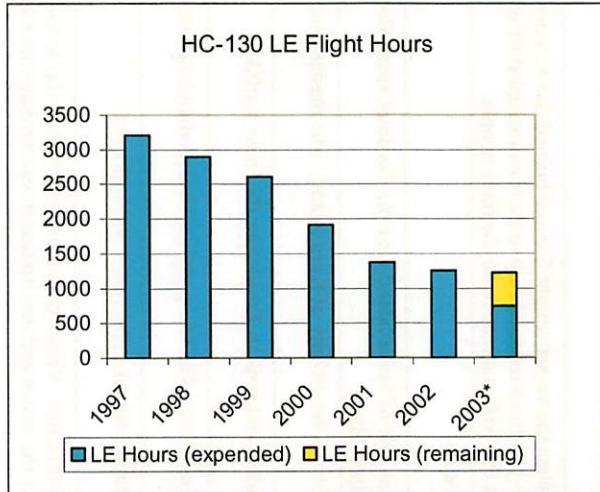
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
12 June	Seafreeze Alaska	267ft Processor	N/A	N	N	Vessel grounded on an uncharted sand bar and later refloated. The depth was believed to be 5 - 9 fathoms. Bathymetric maps onboard showed good water.
25 June	American Eagle	43ft Tender	1	N	1	The F/V American Eagle capsized and grounded near the mouth of Port Graham. A nearby Good Samaritan vessel recovered the one person onboard without injury. The owner hired the M/V Helenka B to respond and transport a diver to plug the fuel vents, assess the situation, and develop a salvage plan. The ADF&G cancelled a local commercial salmon opening scheduled for 26 June as a result of potential pollution from the incident.
30 June	New Life	79ft Longliner	1	N	N	Helmsman fell asleep and grounded the vessel. It was refloated. No additional details are yet available.
08 July	Seafisher	211ft Trawler	N/A	①	N	Crewmember was found deceased in his stateroom. No additional details are yet available.
10 July	New Dawn	42ft Tender	2	N	N	Vessel struck a semi-submerged rock while returning to the Sand Point, AK harbor. The master of the vessel misjudged the turn towards the harbor entrance and grounded on semi-submerged rocks approx 50 yards from the shoreline. After offloading ice, the vessel was pulled free from the rocks with a skiff at the next high tide.
10 July	My Colleen	37ft Gillnetter	0	N	N	The vessel was anchored at Inlet Salmon/Inlet Fish Producers facility on the Kenai River with no one on board. The anchor chain broke causing the vessel to drift onto the beach and ground at high tide. An unknown amount of diesel fuel was discharged through the scupper when the vessel started to list, creating a sheen on the surface of the water of the Kenai River. The vessel was refloated.
21 July	Unnamed	Setnet Skiff	1	①	N	The vessel <u>capsized dumping</u> the only occupant overboard and he drowned.
26 July	Warp One	32ft Pot Boat	3	N	1	Vessel was transiting between crab pots when the vessel caught fire and burned due to a probable short in the starter. The three people on board (the master and two youth) abandoned ship to their motorized skiff when they realized they could not extinguish the fire. The vessel Talon met the skiff and recovered the three people.
28 July	Unnamed	12ft Seine Skiff	1	N	1	Vessel caught fire and burned while fueling.
18 August	Valiant Maid	49ft Longliner	4	N	1	Vessel grounded and sank on the northwest side of Spike Island near the Cordova Small Boat Harbor Channel. All four persons and one dog safely abandoned ship to shore.
18 August	Vicky	49ft Seiner	1	N	1	Vessel grounded and sank due to inattention in the vicinity of Kuiu Island. The master was using binoculars and not attentive to his course.
20 August	Donna Ann	50ft Seiner	4	N	1	Vessel drug anchor due to weather, grounded, and sank in Tanglefoot Bay near Karluk.
25 August	Misty Dawn	42ft Seiner	2	N	1	The vessel caught fire and burned near King Cove. The two people on board abandoned ship, swam to the beach, and walked to King Cove.
08 September	Shelo	31ft Gillnetter	2	N	N	Vessel grounded in Steamer Bay near of Etolin Island. The vessel was refloated.
23 September	Linda B	42ft Seiner	1	N	1	Vessel grounded in Hoggat Bay on Baronof Island. Vessel could not be refloated due to hull damage. An Air Station Sitka HH-60 helo with MSD personnel overflew the vessel and determined it was hard aground with no pollution evident.

N/A indicates data not available

IX. CGD17 Resource Summary

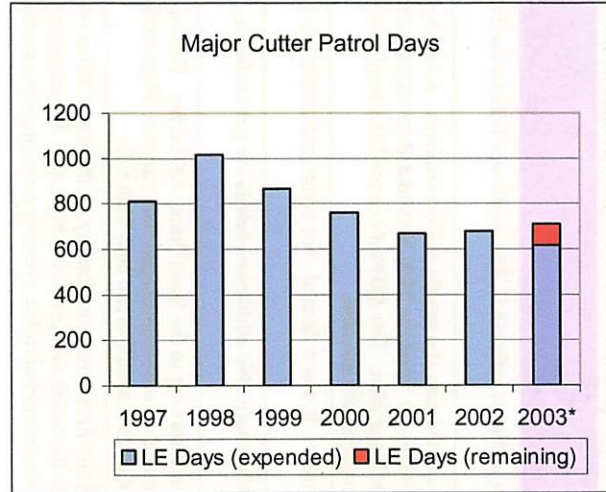
Figures 8 and 9 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 10 and 11 show the same information over the last three years for the *reporting period only*.

Figure 8. Annual HC-130 Hours



*2003 includes projection through December.

Figure 9. Annual Cutter Days



*2003 includes projection through December.

JUN 2002 - SEP 2002

3 WHEC's patrolled 119 days
 3 WMEC's patrolled 51 days
 4 WLB's patrolled 30 days
 5 WPB's patrolled 181 days
Total Cutter patrol 381 days

HC130's flew 108 sorties for 667 hours
 HH-60/65's flew 219 sorties for 478 hours

JUN 2003 - SEP 2003

4 WHEC's patrolled 139 days
 3 WMEC patrolled 157 days
 4 WLB's patrolled 24 days
 6 WPB's patrolled 161 days
Total Cutter patrol 481 days

HC130's flew 73 sorties for 472 hours
 HH-60/65's flew 152 sorties for 356 hours

Figure 10. JUN - SEP HC-130 Hours

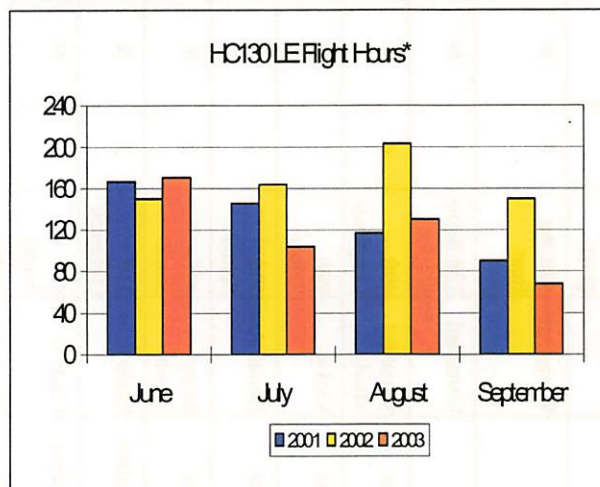
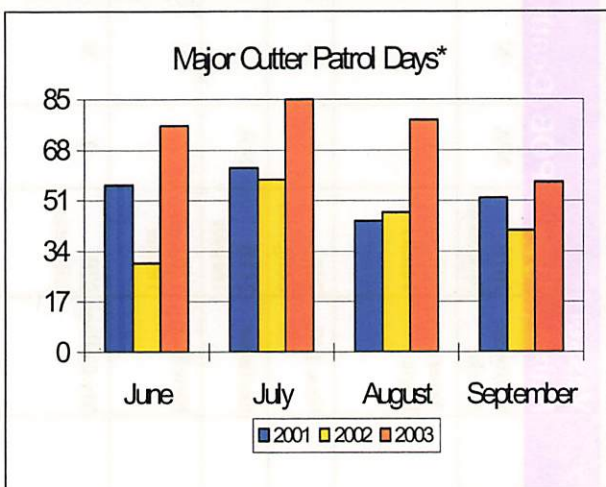


Figure 11. JUN - SEP Cutter Days



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.

The intensified focus on Maritime Security has reduced Coast Guard presence in other mission areas, including fisheries enforcement. 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 the fishing industry are particularly valuable in assisting with the Maritime Security mission.

XI. Vessel Automated Identification System (AIS)

The Coast Guard published a DRAFT rule in July 2003 concerning carriage requirements for Automatic Identification System (AIS) for vessels on international voyages and vessels operating in *specific* Vessel Traffic System (VTS) Areas and Vessel Movement Reporting System (VMRS) areas. The comment period is closed for the DRAFT rule requiring AIS, and the *interim final rule* is expected to be published by 25 Oct 2003. The current DRAFT rule requires AIS to be installed (by 31 December 2004) under the following circumstances:

1. Vessels on International Voyages

- All SOLAS-class vessels
- All non-SOLAS vessels over 65 feet

2. Vessels Operating in VTS Areas

The two VTS areas that will most often affect North Pacific fishermen are Valdez/Prince William Sound and Puget Sound.

- All *self-propelled*, commercial vessels 65ft or more in length
- All towing vessels 26 feet or more in length *and* more than 600 horsepower
- All vessels of 100 gross tons or more *carrying* one or more passengers for hire
- All vessels *certified* to carry 50 or more passengers for hire

An additional rule is currently open for public comment. The additional rule expands the AIS carriage requirements to *all vessels* 65 feet or greater operating anywhere in US waters, regardless of service. The public comment period for the this rule closes 05 January 2004. There are additional public meetings concerning these expanded AIS carriage requirements. Those meetings are scheduled for the following dates and locations:

05 Nov (9am to Noon) New Orleans, LA
13 Nov (9:30 to 12:30) New Bedford, MA
05 Dec (9:00 to 12:30) Seattle, WA

Seattle Meeting Location

13th Coast Guard District
Federal Building, 4th Floor
Northern Auditorium
915 Second Avenue
Seattle, WA 98174.

XII. International Enforcement Meetings

The Northeast Regional Border Directorate (NRBD) of the Federal Security Service (FSS) of Russia, hosted an eight-person delegation from the Seventeenth Coast Guard District in Petropavlovsk-Kamchatsky from 22-27 September 2003. Lieutenant General Putov, chief of NRBD met with Rear Admiral Underwood, who led the D17 delegation. The D17 delegation traveled from Alaska to Petropavlovsk-Kamchatsky via Coast Guard Air Station Kodiak HC-130. Concurrent to the D17 delegation visit, USCGC MUNRO made a port call to Petropavlosk from 24-27 September.



USCGC Munro makes port call in Petropavlosk

Official meetings between Admiral Underwood and General Putov included a review of coordinated enforcement efforts since April 2003, confirmation of the 2004 plan for combined operations in the North Pacific Anadromous Fisheries Convention area, central Bering Sea, and the US-Russia Maritime Boundary Line (MBL).



Commanders shake hands over 2004 Operations Plan

Review of plans for additional meetings included possible agendas for biannual meetings between the commanders with concurrent ship visits and a meeting between adjudicators.

The D17 delegation toured FSS ship Vorovsky and was invited to observe a live fire weapons demonstration at an NRBD range. Lieutenant General Putov, the new commander of the NRBD as of the summer of 2003, warmly welcomed the D17 delegation and expressed a strong desire to continue a productive working relationship with the Seventeenth District.

Appendix A

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Vessel Type	Fishery	Area
08/02/2003	Courageous	Longliner	Sablefish	WG
08/07/2003	Gemeni	Longliner	Sablefish	649
06/08/2003	Rogue	Longliner	Halibut	2C
08/09/2003	Monarch	Longliner	Halibut	3A
08/21/2003	Elanor S	Longliner	Halibut	2C
09/09/2003	Masonic	Longliner	Halibut	620
06/05/2003	The Deli	Longliner	Halibut	2C
06/07/2003	Kayleigh Ann	Longliner	Halibut	2C
06/30/2003	All Star	Longliner	Halibut	3B
07/05/2003	Allison Marie	Longliner	Halibut	2C
06/19/2003	Oceanic	Trawler	Pollock	610
07/09/2003	Kathryn Ann	Gillnetter	Salmon	ST
07/09/2003	Lazard	Gillnetter	Salmon	ST
07/09/2003	Scat Kat	Gillnetter	Salmon	ST
07/09/2003	Shanbre	Gillnetter	Salmon	ST
07/13/2003	Oddie	Gillnetter	Salmon	ST
07/18/2003	Walden 3	Troller	Salmon	ST
06/16/2003	Lady Joyce	Troller	Salmon	ST
08/01/2003	Pacific Fury	Trawler	Pollock	517
08/16/2003	Starward	Troller	Pollock	517
06/21/2003	Pacific Glacier	Trawler	Pollock	519
07/20/2003	Ocean Leader	Trawler	Pollock	521
07/20/2003	Vanguard	Trawler	Pollock	521
07/24/2003	Arctic Expolorer	Trawler	Pollock	521
07/29/2003	Island Enterprise	Trawler	Pollock	521
08/01/2003	Destination	Trawler	Pollock	517
08/14/2003	Arctic Fjord	Trawler	Pollock	521
08/01/2003	Traveler	Trawler	Pollock	517
07/07/2003	Progress	Trawler	Pacific Ocean Perch	630
07/05/2003	Michelle Renee	Trawler	Pacific Ocean Perch	630
06/23/2003	Glacier Bay	Longliner	Turbot	521
06/02/2003	Peggy Jo	Trawler	Sole	620
07/27/2003	Constellation	Trawler	Sole	521
07/27/2003	Unimak	Trawler	Sole	521
08/19/2003	Courageous	Longliner	Pacific Cod	521
09/03/2003	Lady Gundy	Longliner	Pacific Cod	521
07/26/2003	Alaska Mist	Longliner	Pacific Cod	521
06/24/2003	Tremont	Trawler	Pacific Cod	524
06/21/2003	Sunrise	Troller	Salmon	ST
08/04/2003	Crystal Rose	Troller	Salmon	ST
08/04/2003	Mary C	Troller	Salmon	ST

Date	Vessel Name	Vessel Type	Fishery	Area
08/04/2003	Shirley Ann	Troller	Salmon	ST
08/08/2003	Tamarack	Troller	Salmon	ST
08/11/2003	Katie Ann	Tender	No Product	649
06/02/2003	Bold Venture	Troller	Salmon	ST
06/02/2003	My Own	Troller	Salmon	ST
06/03/2003	C'est La Vie	Troller	Salmon	ST
06/03/2003	Donna J.	Troller	Salmon	ST
06/03/2003	Fury	Troller	Salmon	ST
06/03/2003	Justina Deanna	Troller	Salmon	ST
06/03/2003	Shake	Troller	Salmon	ST
06/05/2003	Florence A	Troller	Salmon	ST
06/05/2003	Nautilus	Troller	Salmon	ST
06/05/2003	Shannon	Tender	No Product	ST
06/06/2003	Pj's Dream	Seiner	Salmon	ST
06/07/2003	Alaskan	Pot Boat	No Product	ST
06/07/2003	Viorica	Longliner	Halibut	2C
06/08/2003	Aleutian Dream	Pot Boat	No Product	ST
06/14/2003	Leah C.	Seiner	Salmon	ST
06/14/2003	Karlene	Gillnetter	Salmon	ST
06/14/2003	Lively Jane	Seiner	Salmon	ST
06/21/2003	Sargosy	Trawler	Pacific Cod	519
06/22/2003	Shiloh	Gillnetter	Salmon	ST
06/28/2003	Nan Sea M	Gillnetter	Salmon	ST
06/28/2003	Prospector	Gillnetter	Salmon	ST
07/05/2003	Aleutian Challenger	Longliner	Halibut	4B
07/05/2003	Golden Alaska	Longliner	Halibut	4B
07/06/2003	Ocean Rover	Longliner	Halibut	4B
07/10/2003	Desert Storm	Seiner	Salmon	ST
07/17/2003	Traci C	Troller	Salmon	ST
07/23/2003	Misty	Gillnetter	Salmon	ST
07/24/2003	Chaperon	Seiner	Salmon	ST
07/25/2003	Cheryl	Troller	Salmon	ST
07/25/2003	Quest	Troller	Salmon	ST
07/25/2003	Sonar	Troller	Salmon	ST
07/28/2003	Ocean Pearl	Gillnetter	Salmon	ST
07/28/2003	Point Lavinia	Seiner	Salmon	ST
07/28/2003	Whisper	Gillnetter	Salmon	ST
06/19/2003	April L	Trawler	Pollock	610
06/26/2003	Lone Fisherman	Longliner	Pollock	640

Appendix B

01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Vessel Type	Fishery	Area	Violation notes
06/01/2003	Acushnet	Orion	Longliner	Halibut	3B	Fisheries violation issued for failure to use seabird avoidance, and safety warning issued for expired fire extinguishers.
06/01/2003	Acushnet	Shemya	Longliner	Halibut	3B	Safety violation issued for expired liferaft, expired EPIRB hydrostatic release, inadequate visual distress signals, and expired fire extinguishers.
06/01/2003	Acushnet	Northern Jaeger	Longliner	Halibut	3B	Voyage terminated for expired liferaft and expired fire extinguishers. Vessel was put on a communications schedule as it transited to Kodiak.
06/02/2003	Anacapa	Lady Viking	Longliner	Halibut	2C	Fisheries violation issued for issued ear for failure to use seabird avoidance and safety violation issued for expired visual distress signals.
06/02/2003	Anacapa	Middle Pass	Pot Boat	No Product	ST	Voyage terminated and vessel escorted to Petersburg for insufficient PFDs, no survival craft or survival craft equipment, failure to properly maintain and inspect survival equipment and unsatisfactory material condition.
06/03/2003	Anacapa	Judith	Troller	Salmon	ST	Safety violation issued for unserviceable ring buoy, expired EPIRB, failure to properly maintain lifesaving equipment, unserviceable survival suits (corrected onscene), and no documentation.
06/03/2003	Anacapa	Wendy	Troller	Salmon	ST	Safety violation issued for no visual distress signals.
06/03/2003	Anacapa	Emily Ann	Troller	Salmon	ST	Safety violation issued for no documentation.
06/05/2003	Anacapa	Duwamish	Tender	Salmon	ST	Safety violation issued for expired documentation.
06/06/2003	Anacapa	Afognak	Support	No Product	ST	Safety violation issued for insufficient ring buoys.
06/07/2003	Anacapa	Mariner 2	Longliner	Halibut	2C	Fisheries violation issued for failure to use seabird avoidance.
06/08/2003	Anacapa	Shawn Reann	Longliner	Halibut	2C	Fisheries violation issued for failure to have IFQ permit on board, landing to other than a registered buyer, and retaining undersize halibut.
06/08/2003	Anacapa	Good Luck	Troller	Salmon	ST	Safety violation issued for expired EPIRB.
06/08/2003	Anacapa	Allman Joy	Troller	Salmon	ST	Safety violation issued for expired visual distress signals and expired documentation.
06/16/2003	Naushon	Jon Boy	Troller	Salmon	ST	Voyage terminated for no survival craft, no personal marker light on survival suits, insufficient reflective tape on survival suits, expired visual distress signals, insufficient fire extinguishers, no line on Type IV PFD, sewage system lined up for direct overboard discharge, and no current documentation.
06/21/2003	Storis	Vesteraalen	Seiner	Salmon	ST	Fisheries violation issued for failure to comply with bycatch restrictions.
06/22/2003	Acushnet	Monks Habit	Longliner	Halibut	3B	Safety violation issued for unregistered EPIRB and insufficient visual distress signals.
06/23/2003	Storis	Western Queen	Longliner	Turbot	523	Fisheries violation issued for failure to comply with bycatch restrictions.
06/26/2003	Acushnet	Helen-T	Longliner	Sablefish	WY	Safety violation issued for exposed hazards and inadequate immersion suits.
06/28/2003	Naushon	Ivy	Gillnetter	Salmon	ST	Safety violation issued for no sound producing device and unserviceable lifering.
06/29/2003	Acushnet	Eh	Longliner	Sablefish	SE	Safety violation issued for exposed hazards.

Date	Unit	Vessel Name	Vessel Type	Fishery	Area	Violation notes
06/30/2003	Acushnet	Johnny A.	Longliner	Sablefish	SE	Fisheries violation issued for no federal fisheries permit and safety violation issued for expired EPIRB registration.
06/30/2003	Acushnet	Sea Crest	Longliner	Halibut	2C	Safety violation issued for expired survival craft and expired liferaft hydrostatic release.
07/04/2003	Alex Haley	Ocean Hope 3	Trawler	Pacific Ocean Perch	630	Safety violation issued for unserviceable life rings.
07/05/2003	Sherman	American Beauty	Trawler	Pacific Cod	521	Fisheries fix-it ticket issued for failure to submit logbooks in a timely manner.
07/05/2003	Alex Haley	Leslie Lee	Trawler	Pacific Ocean Perch	630	Safety violation issued for expired visual distress signals.
07/06/2003	Alex Haley	Dusk	Trawler	Pacific Ocean Perch	630	Voyage terminated for expired liferaft.
07/08/2003	Anacapa	Procession	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals.
07/09/2003	Roanoke	Edward R.	Gillnetter	Salmon	ST	Safety violation issued for no personal marker light on immersion suit.
07/14/2003	Maple	Memories	Troller	Salmon	ST	Safety violation issued for expired visual distress signals.
07/23/2003	Naushon		Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals.
07/23/2003	Naushon	Shammah	Gillnetter	Salmon	ST	Voyage terminated and vessel escorted to Ketchikan for no survival craft.
07/24/2003	Storis	Pacific Sojourn	Longliner	Sablefish	BS	Safety violation issued for expired hydrostatic release on EPIRB.
07/25/2003	Ketchikan		Tender	No Product	ST	Safety violation issued for a seine skiff with no navigation lights after sunset, and an intoxicated operator was arrested.
07/25/2003	Storis	Norton Sound	Longliner	Pacific Cod	513	Summary settlement issued for no Pacific cod endorsement on federal fisheries permit and safety violation issued for inadequate visual distress signals.
07/26/2003	Storis	Southern Seas	Longliner	Halibut	4C	Boating warning issued for no current certificate of documentation.
07/26/2003	Storis	Ocean Challenger	Longliner	Halibut	4C	Summary settlement issued for failure to carry current federal fisheries permit.
07/28/2003	Naushon	Pennock	Gillnetter	Salmon	ST	Voyage terminated for no survival craft, no markings on survival suits or life ring, and no light on survival suit.
08/01/2003	Storis	Great Pacific	Trawler	Pollock	517	Fisheries fix-it ticket issued for failure to submit logbooks in a timely manner.
08/01/2003	Storis	Caitlan Ann	Trawler	Pollock	517	Fisheries violation issued for failure to submit logbooks in a timely manner and for failure to comply with bycatch restrictions.
08/01/2003	Storis	Poseidon	Trawler	Pollock	517	Fisheries warning issued for failure to submit logbooks in a timely manner and safety warning issued for expired visual distress signals.
08/01/2003	Storis	Mar-Gun	Trawler	Pollock	517	Fisheries warning issued for logbook errors.
08/01/2003	Storis	Pacific Challenger	Trawler	Pollock	517	Fisheries warning issued for failure to comply with bycatch restrictions.
08/02/2003	Storis	Alliance	Trawler	Flathead Sole	610	Fisheries fix-it ticket issued for failure to submit logbooks in a timely manner.
08/11/2003	Roanoke	Unimak	Tender	No Product	649	Safety violation issued for expired hydrostatic releases on liferafts and expired visual distress signals.
08/11/2003	Roanoke	Arctic Eagle	Tender	No Product	649	Safety violation issued for failure to carry original documentation.
08/20/2003	Munro	Barren Island	Longliner	Halibut	4B	Summary settlement issued for failure to properly maintain logbook.
09/06/2003	Acushnet	Clipper Endeavor	Longliner	Pacific cod	521	Safety violation issued for expired visual distress signals and no sound producing device.

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FOR IMMEDIATE RELEASE
Wednesday, September 17, 2003

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TWO COMMERCIAL FISHERMEN INDICTED FOR FALSELY REPORTING FISHERIES CATCH INFORMATION

Anchorage, Alaska - Two Washington state commercial fishermen, Paul Ison, 50, and Dan Skauge, 54, were indicted by a federal grand jury yesterday for falsely reporting to federal officials the amount of halibut caught on the 185-foot factory trawler Unimak. The trawler conducts commercial fishing operations off the Alaska Coast and, in accord with an international treaty, is limited in the number of Pacific halibut that can be inadvertently caught while taking groundfish such as sole.

A treaty between the U.S. and Canada calls for limits on the number of halibut which can be taken incidentally from Alaskan groundfish fisheries, in order to protect the future viability of the halibut stock. To enforce the terms of the treaty, federal law and regulations call for an observer from the National Oceanic and Atmospheric Administration (NOAA) to be present at all times on a trawler boat the size of the Unimak, while it operates in the groundfish fishery. The observer scientifically samples the catch and reports the number and types of fish caught to the NOAA Fisheries. This information helps NOAA Fisheries to determine when the fishery must be closed in order to protect the species' future.

According to the indictment, Ison and Skauge the captain and co-captain, directed the crew of the Unimak to hide the true number of halibut caught from the NOAA observer on board. This was accomplished by pre-sorting the halibut from the vessel's catch before the observer could conduct the scientific sampling. The indictment alleges that during the 1999 and 2000 groundfish fisheries seasons, it was common practice for the vessel's crew to physically and mechanically presort halibut. Also, the crew sometimes failed to notify the observer when a catch designated for sampling was brought onboard. The indictment also alleges that the crew would frustrate observer efforts by intentionally mixing catches or causing sampled catches to be mixed with unsampled catches. As a result, both the observer and the vessel under-reported to NOAA Fisheries the amount of Pacific halibut caught incidentally during the Umiak groundfish fishing activities.

The indictment charges that the methods undertaken by Ison and Skauge significantly impacted the NOAA Fisheries ability to manage the fishery due to the false reporting of the amount of halibut caught.

Special Agents of the NOAA Fisheries Office for Law Enforcement in Anchorage conducted the investigation. The case is being prosecuted by the United States Attorney's Office for the District of Alaska and the United States Department of Justice, Environment and Natural Resources Division. The maximum penalties for a violation of 18 U.S.C. § 1001(a)(1), False Statements to the United States, are a maximum term of imprisonment of five years and a \$250,000.00 fine for each felony count.

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Charges are merely accusations; and defendants are presumed innocent until proven guilty at trial or a plea of guilty is accepted by the Court.