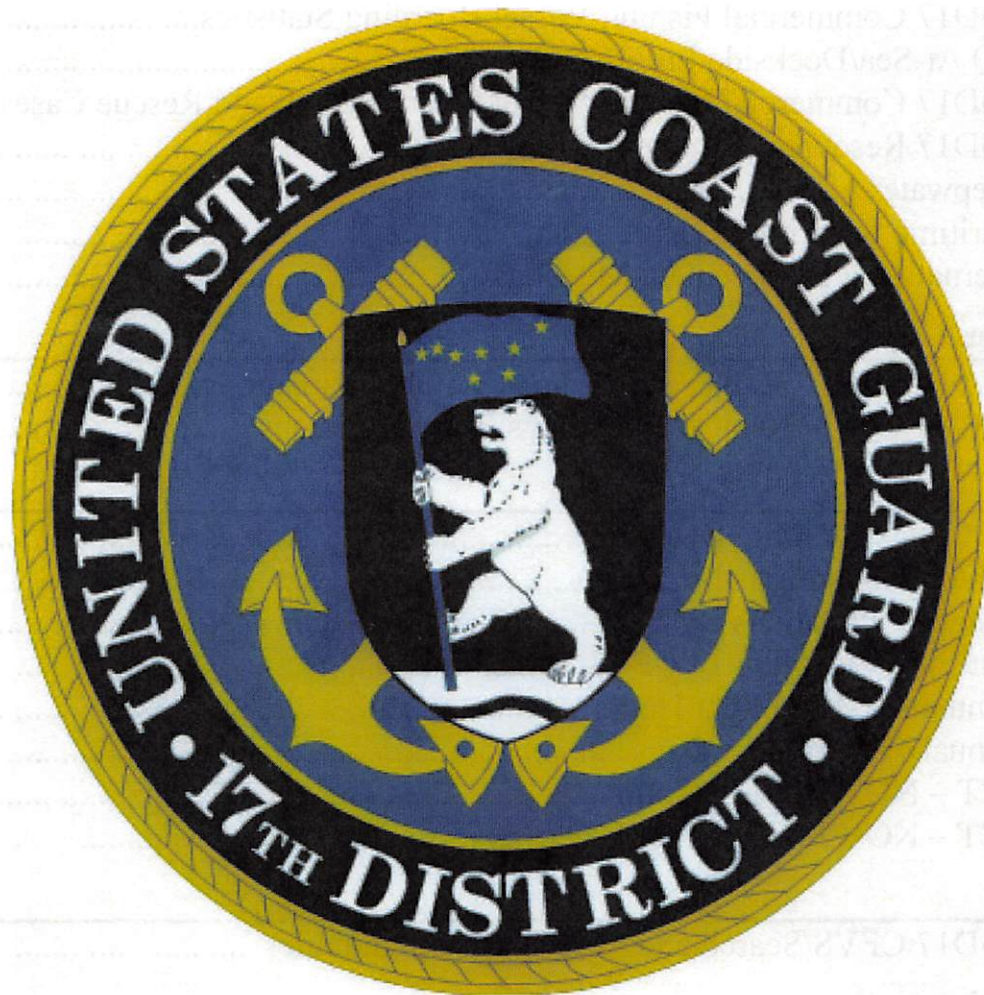


# 17<sup>th</sup> COAST GUARD DISTRICT ENFORCEMENT REPORT



**01 OCT - 30 NOV 05**

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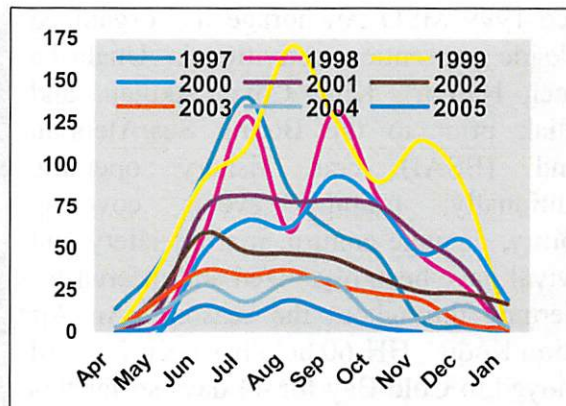
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### **List of Abbreviations**

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. US/Russian Maritime Boundary Line (MBL) Enforcement

Three incursions were detected for 2005. All of the 2005 incursions were minor and immediately returned to the RS EEZ after being issued verbal warnings. The *average maximum* number of vessels detected (Figure 1) has dropped from 52 in 2001 to about 5 so far in 2005. Although overall numbers of fishing 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.



Coast Guard HC-130's flew 11 sorties totaling 85 hours patrolling the MBL for the reporting period. Figure 2 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

## II. Donut Hole Activity

There has been no trial fishing activity since 2003. The Seventeenth District uses VMS as the primary tracking tool with HC-130 verification for trial fishing vessels. The Coast Guard makes a concerted effort to board trial-fishing boats while they are in the Donut Hole to verify catch reports and ensure compliance with the Convention.

## III. High Seas Drift Net Enforcement

Officers from the Seventeenth Coast Guard District attended the North Pacific Anadromous Fish Commission (NPAFC) annual meeting held from 24-28 October in Jeju, South Korea. Representatives from Canada, Russia, Japan, United States, and South Korea (KS) discussed enforcement activities and results of patrol efforts in the NPAFC Convention Area in 2005. Taiwan participated as an observer for the first time. The USCGC JARVIS patrol was highlighted.

Three vessels potentially equipped to driftnet fish were sighted by USCG/DFO resources, but none actively engaged in fishing. US tuna fishermen reported sighting an additional two in May, and as many as twelve more in early October, all presumably targeting squid/tuna, but not salmon. Canada's flights (180 hours) staged from Shemya sighted five suspected HSDN vessels (not actively engaged in fishing). Russia reported five flights and various patrols with no HSDN activity detected. Japanese vessels patrolled for 335 days (May-Sep) and aircraft flew 159 hours during which they detected 11 driftnet vessel sightings from China, Indonesia, and Georgia. None of the vessels were boarded, nor were any targeting salmon. Flag states were notified and requested to take action.

The U.S. will host the Enforcement Evaluation & Coordination Meeting (EECM) 28 Feb-1 Mar in Juneau, Alaska. One of the primary objectives will be patrol planning for the 2006 season. A USCG proposal for an HSDN Enforcement Symposium was approved and will be held in conjunction with the EECM meeting on 2 Mar, 2006. The symposium will bring in operational representatives from each party to share experiences, lessons learned, and best practices.

#### IV. Bering Sea Crab Fisheries

Since 1999 MSO Anchorage has organized dockside prevention activities in Unalaska (Dutch Harbor), King Cove, Akutan, and Kodiak prior to the Bering Sea/Aleutian Island (BSAI) crab fishery opening. Additionally, training events covering stability, damage control, marine safety and survival have been organized and offered for fishermen throughout the season. An Air Station Kodiak HH-60 helo has been forward deployed to Cold Bay for 44 days so far this season (versus 18 days last year) with the USCGC Munro and an on-board HH-65 helo on station in the Bering Sea.



**Crabber Departing Dutch Harbor**

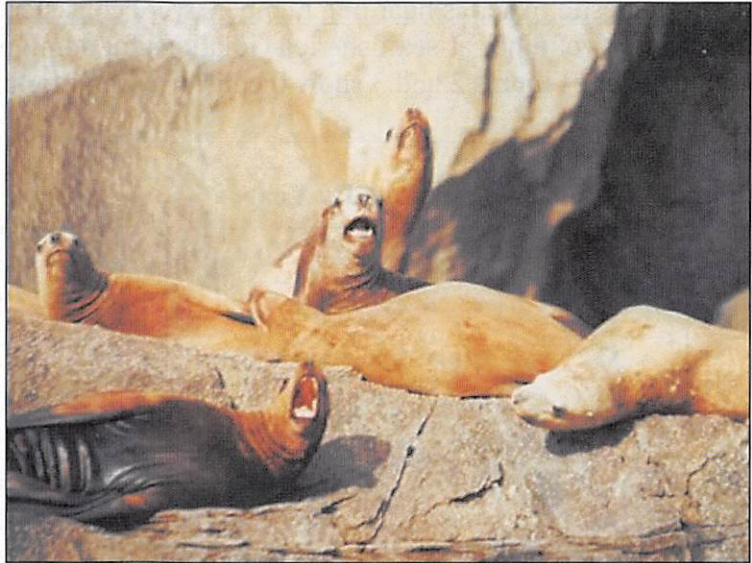
Uncertain as to how the new rationalization would affect the tempo of the Red King Crab (RKC) fishery, District 17 and MSO Anchorage coordinated personnel with experience in the fishery to handle the anticipated workload. Six experienced examiners were sent to Dutch Harbor to conduct Safety Compliance Checks (SCCs), dockside Commercial Fishing Vessel Safety (CFVS) examinations, and training sessions. Two experienced examiners were sent from Kodiak to King Cove as they completed loading their gear. One examiner traveled to Akutan to conduct Safety Compliance Checks.

Due to the multi-jurisdictional nature of the Bering Sea Red King Crab fishery, the Coast Guard, NOAA enforcement, and the Alaska State Troopers initiated an effort to coordinate enforcement planning via weekly conference calls and by producing a shared database of F/Vs that had been boarded at-sea, had offloads monitored, and/or had received a safety compliance check. This undertaking was viewed as essential to optimally utilize enforcement and search and rescue assets from each agency without repeatedly making contact with the same F/V by multiple agencies.

As of 10 November, 78 SCCs were conducted, identifying approximately 10 discrepancies that were repaired or corrected prior to departure. Examiners found several expired hydrostatic releases for rafts and EPIRBs, as well as one expired EPIRB battery. Several vessels had problems with watertight doors, frozen doors, missing or painted gaskets, etc. While inspecting individual immersion suits, examiners found one suit with a missing inflation hose. Twenty three (23) CFVS decals were issued to RKC vessels in October 2005. Training was provided by Alaska Marine Safety Education Association (AMSEA) with assistance from MSO and MSD personnel. Nine (9) fishermen received *drill-conductor* training in a class taught by AMSEA and MSO personnel utilizing the damage control trainer. Three vessels exceeded their stability parameters and required to offload pots to meet compliance. The F/V Mystery Bay had to remove 40 pots (approximately 32K pounds). The F/V Maverick needed to remove 10 pots, and the F/V Bristol Mariner needed to remove 15 pots. The excesses were a result of using heavier pots than estimated, reducing the number of pots allowed by the original stability letters.

## V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to assist NMFS in management activities to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The Coast Guard does this through continued patrols of Steller Sea Lion Critical Habitat Areas, monitoring the western population of rookeries and haulouts starting at Cape St. Elias and extending out the Aleutian Chain and into the Bering Sea. Cutters committed 841 hours, and aircraft flew 66 hours in support of this mission. There were no significant violations observed.



A Coast Guard aircrew from Kodiak transported a female Steller sea lion from Anchorage to Juneau. She was released back into the wild off Benjamin Island 20 miles north of Juneau. The sea lion was discovered in Haines, Alaska on June 22. She was hauled out on a dock looking emaciated and lethargic. An initial exam revealed she was underweight, severely dehydrated, had high parasite loads, conjunctivitis and a series

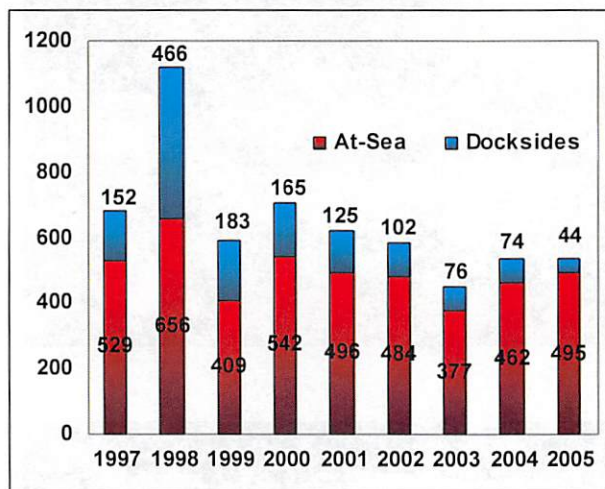


Petty Officer David Matthes secures a female stellar sea lion inside an HC-130 aircraft. of severe puncture wounds along her neck. She was transported to the Alaska SeaLife Center, where the veterinary staff began rehabilitating her with the administration of antibiotics, anti-parasitics, topical therapy, and lots of fish. She doubled her weight and received surgery to repair her neck wounds. With all of her infections and ailments treated she was cleared for release and fitted with a satellite tag so that Alaska SeaLife Center staff could monitor her progress. “We really appreciate the efforts of the U.S. Coast Guard,” said Jason Wettstein, spokesperson for the Alaska SeaLife Center. “The Coast Guard’s job encompasses protecting Americans, our coasts and just once in a while helping us return a very special patient like Boardwalk to a safe home.”

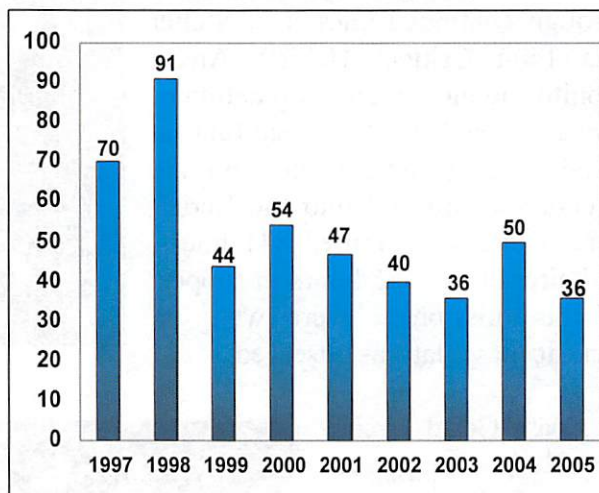
## VI. CGD17 Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers were consistent with the same period from last year. There were two minor at-sea fisheries violations for administrative logbook compliance discrepancies. Figures 2 and 3 show the historic trend for boardings and violations over the last eight years.

**Figure 2. Fisheries Boardings By Year**



**Figure 3. Fisheries Violations By Year**



The fisheries violation rate was up by one violation from the same period last year. Appendices A and B contain a complete list of boardings and violations.

### OCT 2004 - NOV 2004

F/V Boardings (at sea): ..... 44  
 IFQ Monitors (dockside): ..... 2  
 Boarding/monitor w/fisheries vio's: ... 1  
 Violation Rate: ..... 2.2%

### OCT 2005 – NOV 2005

F/V Boardings (at sea): ..... 41  
 IFQ Monitors (dockside): ..... 0  
 Boarding/monitor w/fisheries vio's: ... 2  
 Violation Rate: ..... 4.9%

## VII. IFQ At-Sea/Dockside Enforcement

There were no IFQ violations. Coast Guard IFQ enforcement effort consisted of the following:

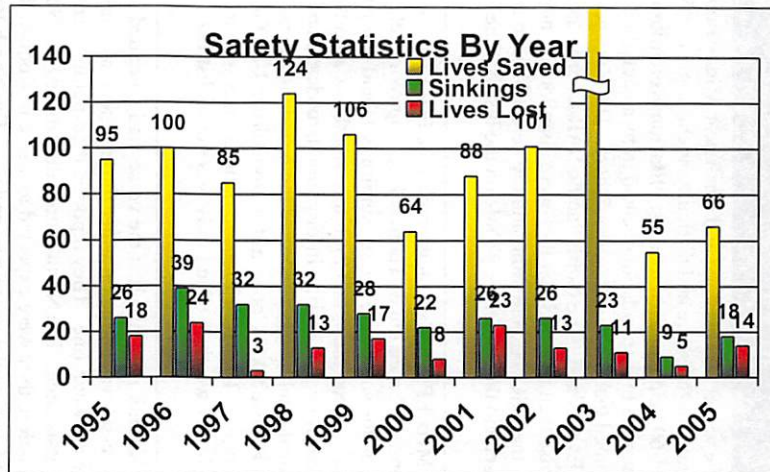
- 12 IFQ at-sea boardings.
- 0 dockside offloads.
- 15 surveillance hours.



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

There were six vessels found to have a mix of safety violations in the course of boardings. One voyage was terminated for failure to carry any survival suits. The other safety violations consisted of expired visual distress signals (4) and one expired liferaft hydrostatic release.

There were fifteen search and rescue cases during the reporting period. The operational summary of the reporting period (01 October to 30 November) tallied one life lost, twelve lives saved, and two vessels lost (Figure 4). There were two injuries and three illness-related incidents resulting in five total MEDEVACs. Four of the MEDEVAC patients were rescued and transported by helo hoist operations. Table 1 (on the following three pages) provides a summary of significant search and rescue cases.



**Figure 4. Historical Overview of CFVS Statistics**



**F/V Yvonne Denise founders on the rocks on Middy Point of Ham Island near Annette Island as the crew abandoned ship to the beach, where they were hoisted to safety by HH-60 helo.**

**Table 1 CGD17 CFVS/Search and Rescue Case Summaries**

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
10/11/05	Yvonne Denise	58ft Dive Boat	3	N	Y	The master of the Yvonne Denise radioed Station reporting that the vessel was disabled and adrift near Middy Point on Ham Island. The master was concerned due to the vessel's close proximity to the shore and difficulty anchoring. The <b>North Pacific SAR Coordinator</b> issued an UMIB, and an <b>Air Station Sitka</b> HH-60 helo launched to assist. <b>Station Ketchikan</b> could not launch due to severe weather. <b>Two Good Samaritan vessels</b> attempted to respond, but one had to turn back due to weather. The one Good Samaritan vessel searched Middy Point and determined that the vessel was not there. The Yvonne Denise then stated that they were near Crab Bay, which they then changed to Twin Island. The North Pacific SAR Coordinator launched <b>USCGC Anthony Petit</b> and <b>USCGC Naushon</b> . The Yvonne Denise then reported that they were abandoning their vessel and entering the water in survival suits. The <b>USCGC Anthony Petit</b> , the <b>USCGC Naushon</b> , and the helo all began searching the various reported positions of the vessel. The helo located the vessel and then the three people on the beach. The helo hoisted all three people and transported them to Ketchikan.
10/12/05	Lindy	Longliner	N/A	N	N	The <b>North Pacific SAR Coordinator</b> received an unlocated 406 MHz EPIRB alert registered to the F/V Lindy, home-ported in Petersburg. Contacts indicated that the vessel and owner were normally based out of Thomas Bay, approximately 6 nm east of Petersburg. The vessel was also known to operate at Tyee Lodge on the southwest end of Admiralty Island and participate in IFQ fishing in southeast Alaska. The Petersburg harbormaster had not seen the vessel for a few months. Call outs for the vessel were negative. The <b>North Pacific SAR Coordinator</b> issued an Urgent Marine Information Broadcast, and <b>USCGC Anacapa</b> prepared for a first light search of Thomas Bay. Additional satellite passes located the beacon in the northern Gulf of Alaska, approximately 20 nm south of Cape St. Elias. The <b>North Pacific SAR Coordinator</b> stood down <b>USCGC Anacapa</b> and launched an <b>Air Station Kodiak</b> HC-130 and HH-60 to investigate. The HC-130 made radio contact with the F/V Lindy. The vessel's EPIRB and other gear was washed overboard during heavy weather. The Lindy was not in distress. The helo was unable to safely retrieve the EPIRB.
10/13/05	North Point	Longliner	N/A	N	N	The master of the North Point radioed <b>Communications Station Kodiak</b> reporting that the vessel had grounded approximately 150 nm southwest of Kodiak Island near the Semidi Islands. The vessel was taking on water through several small holes in their freshwater tank. The vessel also reported a larger hole above the water line. They reported their pumps were able to keep up with the incoming water and they did not require Coast Guard assistance. The North Point later advised the <b>North Pacific SAR Coordinator</b> that they would run out of gas for their pumps before they were expected to arrive in Kodiak. The <b>North Pacific SAR Coordinator</b> launched an <b>Air Station Kodiak</b> HH-65 helo to deliver pumps and gas. The <b>North Pacific SAR Coordinator</b> maintained a communications schedule with the North Point via INMARSAT until they moored safely in Kodiak.
10/14/05	Mrs	48ft Shrimper	3	1	Y	<b>MSD Ketchikan</b> received notification that F/V Mrs capsized near Grindall Island resulting in the death of the master. Two survivors were rescued by the <b>Good Samaritan vessel F/V Lady May</b> .
10/16/05	Excellence	353ft Processor	N/A	N	N	The master of the F/V Excellence radioed the <b>North Pacific SAR Coordinator</b> requesting the MEDEVAC of a 30-year-old female crewmember who severed both legs in an auger. The <b>North Pacific SAR Coordinator</b> consulted the duty flight surgeon, who recommended the MEDEVAC of the patient. The <b>North Pacific SAR Coordinator</b> contacted <b>Air Station Kodiak</b> to plan the long-range MEDEVAC. The <b>Air Station Kodiak</b> HH-60 helo (forward deployed in Cold Bay) planned to fly to St. Paul, refuel, and then conduct the hoist the following morning with an <b>Air Station Kodiak</b> HC-130 providing cover. The <b>North Pacific SAR Coordinator</b> diverted the <b>USCGC Midgett</b> toward the scene to serve as a secondary SAR platform in the event that the HH-60 helo could not conduct the hoist. The <b>USCGC Midgett</b> , with their HH-65 helo onboard, was at the time 465 nm from F/V Excellence. After refueling at St. Paul, the HH-60 helo hoisted the victim from the F/V Excellence 120 nm northwest of St. Paul. Winds on St. Paul Island were too severe for commercial MEDEVAC services or the HC-130 to land there. Both the HC-130 and the helo landed on St. George Island to transfer the victim from the helo to the HC-130. The HC-130 transported the patient to awaiting EMS at <b>Elmendorf AFB</b> in Anchorage in stable condition.



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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
10/18/05	Arctic Chinook	32ft Longliner	N/A	N/A	N/A	The <b>North Pacific SAR Coordinator</b> received a 406MHz unlocated alert for the F/V Arctic Chinook. The <b>North Pacific SAR Coordinator</b> conducted an extensive investigation, but the vessel had been sold in 1999, and no information about the vessel was available. The <b>North Pacific SAR Coordinator</b> issued a UMIB. The <b>North Pacific SAR Coordinator</b> briefed the case for suspension with no further information about the vessel available, no subsequent SARSAT alerts received, and no reasonable search area. The <b>North Pacific SAR Coordinator</b> discovered the F/V Arctic Chinook had been sold by <b>Yukon Delta Fisheries</b> to a company in Russia in 1999. <b>Yukon Delta Fisheries</b> did not retain the name of the company that bought the Arctic Chinook. The <b>North Pacific SAR Coordinator</b> contacted <b>MRCC Vladivostok, Russia</b> and passed along the vessel's information.
10/20/05	North Cape	Longliner	N/A	N	N	<b>Health Forces</b> of Seattle, Washington contacted the <b>North Pacific SAR Coordinator</b> requesting a MEDEVAC of the 57-year-old, male master of the F/V North Cape. The master was suffering from possible heart complications. After conferring with the duty flight surgeon and the <b>Health Forces</b> , the decision was made for the vessel to transit to St. Paul to transfer the patient to the clinic for evaluation. Commercial MEDEVAC services were anticipated to not be able to land in St. Paul due to weather. So contingency plans were made for the Coast Guard to attempt the MEDEVAC with an HC-130. Once at St. Paul the weather precluded the vessel from entering port (winds 50kts, seas in the harbor 8ft). The vessel transited to a northeast side of St. Paul to be in the lee of the weather. A conference call was conducted between the duty flight surgeon, <b>Health Forces</b> , F/V North Cape, and the <b>Juneau Command Center</b> to determine if a helo MEDEVAC from the vessel was necessary. It was determined that his condition had been stable enough for him to remain aboard until the weather abated. The <b>North Pacific SAR Coordinator</b> continued to monitor the situation until the master disembarked to the <b>St. Paul clinic</b> .
10/31/05	Long Shot	39ft Tender	2	N	N	The F/V Long Shot radioed <b>Communications Center Juneau</b> requesting a MEDEVAC for a 55-year-old female crewmember suffering from acute abdominal pain, possibly appendicitis while operating in Port Protection, approximately 125 nm southeast of Sitka. The duty flight surgeon was consulted and recommended MEDEVAC. The <b>North Pacific SAR Coordinator</b> directed the launch of an <b>Air Station Sitka</b> HH-60 helo. The helo arrived on scene and hoisted down the rescue swimmer and corpsman. The patient was brought by skiff to the Trading Post wharf, where she was litter hoisted up by the helo, transported to Sitka, and transferred in stable condition to awaiting EMS.
11/4/05	Huntress	35ft Longliner	5	N	N	<b>Air Station Kodiak Communications Center</b> intercepted a MAYDAY call on VHF FM channel 16 reporting that the F/V Huntress was taking on water and disabled approximately 1 nm south of Callisto Head in Resurrection Bay. <b>Air Station Kodiak</b> diverted an HC-130 from routine patrol, launched the ready HH-60 helo, and diverted an HH-65 helo from routine patrol to the scene. <b>Two Good Samaritan</b> vessels, the M/V <b>Glacier Explorer</b> and the charter vessel <b>Nantak</b> got underway from Seward to assist. <b>USCGC Mustang</b> diverted from its patrol to assist. The HC-130 arrived on scene and dropped pumps to help dewater the vessel. The HH-60 helo arrived on scene and delivered additional pumps. After the vessel was dewatered, the master was able to start one engine and the vessel started transiting to a safer location to anchor. Weather was still too rough to affect repairs, so the crew was transferred to the M/V <b>Glacier Explorer</b> for transport to Seward. The <b>USCGC Mustang</b> and the HH-65 stood down and returned to patrol. The HC-130 and HH-60 helo departed scene once the crew was safely enroute to Seward. The crew had failed to secure the forward hatch resulting in progressive flooding in the crew's cabin, anchor locker, and main space.
11/6/05	Sandra L	N/A	2	N	N	The master of the F/V Sandra L radioed <b>Communication Center Juneau</b> reporting that the vessel was taking on water in the vicinity of Vitskari Rocks approximately 7 nm west of Sitka. The <b>North Pacific SAR Coordinator</b> issued an Urgent Marine Information Broadcast, and an <b>Air Station Sitka</b> HH-60 helo prepared to launch to assist. The F/V Sandra L was able to continue to make way toward Sitka and reached port safely prior to the helo getting airborne.

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

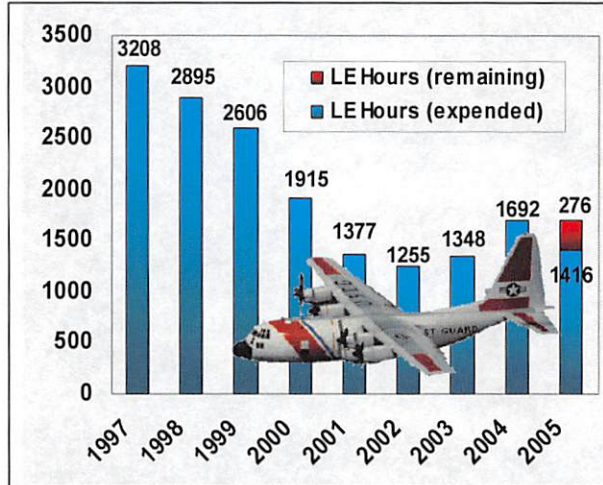
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
11/11/05	Ocean Peace	216ft Processor	N/A	N	N	<b>Maritime Health Forces</b> of Seattle, Washington contacted the <b>North Pacific SAR Coordinator</b> requesting a MEDEVAC for a 25-year-old male crewmember aboard the F/V Ocean Peace approximately 120 nm northwest of St. Paul who was experiencing dizziness and vomiting blood. The duty flight surgeon was consulted and recommended the MEDEVAC. An <b>Air Station Kodiak</b> HH-60 helo pre-deployed in Cold Bay launched to assist with an HC-130 to fly cover. The helo hoisted the patient and transported him to St. Paul in stable condition to an awaiting <b>LifeFlight</b> air ambulance for further transport to Anchorage.
11/12/05	Blue Star	127ft Longliner	N/A	N	N	<b>Health Line</b> of Seattle, Washington contacted the <b>North Pacific SAR Coordinator</b> requesting a MEDEVAC for a 51-year-old male crewmember aboard the F/V Blue Star suffering from a rapid heart rate, shortness of breath, and tightness in the chest. The duty flight surgeon was consulted and recommended the MEDEVAC. An <b>Air Station Kodiak</b> HH-60 helo deployed in Cold Bay launched to hoist the patient and transported him to Dutch Harbor where commercial MEDEVAC was already waiting.
11/12/05	Arriah	40ft Longliner	3	N	N	The master of the F/V Arriah radioed the <b>North Pacific SAR Coordinator</b> reporting that the vessel had grounded on the northwest side of Canoe Bay Pass in Pavlov Bay. An <b>Air Station Kodiak</b> HH-60 helo deployed in Cold Bay launched to assist. The helo arrived on scene and dropped a pump to F/V Arriah. The <b>Good Samaritan Vessel F/V Decision</b> arrived on scene to further assist the vessel and escort her back to Sand Point. The vessels transited safely to Sand Point while <b>Communications Station Kodiak</b> maintained a communications schedule with them.
11/13/05	Scandies Rose	N/A	N/A	N	N	The <b>USCGC Munro</b> contacted the <b>North Pacific SAR Coordinator</b> requesting medical advice from the duty flight surgeon for a 28-year-old male crewmember on board the F/V Scandies Rose who was suffering from a possible fractured ankle 90 nm north of Cold Bay. The flight surgeon recommended MEDEVAC via <b>USCGC Munro</b> to Dutch Harbor or via helo to Cold Bay. Due to the upcoming <b>USCGC Munro</b> port call, the patient was transferred to <b>USCGC Munro</b> for transport to Dutch Harbor.
11/24/05	Top Notch	58ft Shrimper	2	N	N	The master of the F/V Top Notch radioed the <b>North Pacific SAR Coordinator</b> reporting that they were experiencing fuel problems off Niblack Point. The <b>North Pacific SAR Coordinator</b> launched the <b>Station Ketchikan</b> 47ft motor lifeboat (MLB) to assist the Top Notch due to pending bad weather. The MLB arrived on scene and took the Top Notch in a stern tow. The Top Notch was towed safely to Lyman Anchorage where they anchored to affect repairs.

N/A indicates data not available.

## IX. CGD17 Resource Summary

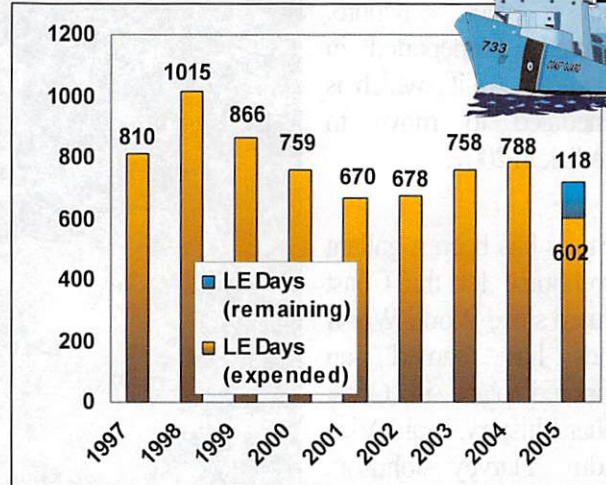
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

**Figure 5. Annual HC-130 Hours**



\*2005 includes projection through December.

**Figure 6. Annual Cutter Days**



\*2005 includes projection through December.

### OCT 2004 - NOV 2004

1 WHEC patrolled.....32 days  
 2 WMEC's patrolled.....77 days  
 2 WLB's patrolled.....21 days  
 4 WPB's patrolled.....53 days  
**Total Cutter patrol.....183 days**

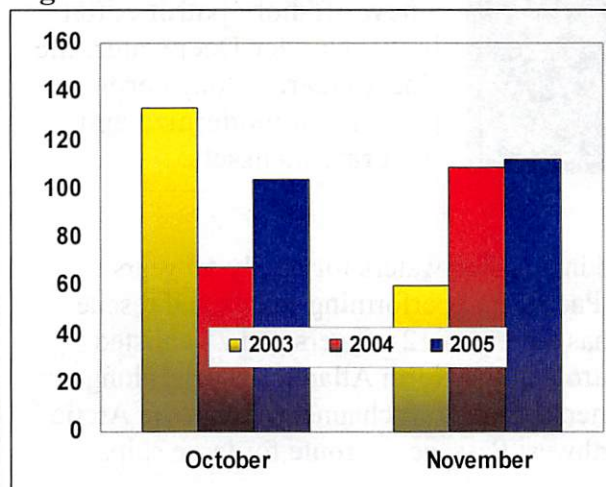
HC-130's flew 22 sorties for 177 hours  
 HH-60/65's flew 47 sorties for 237 hours

### OCT 2005 - NOV 2005

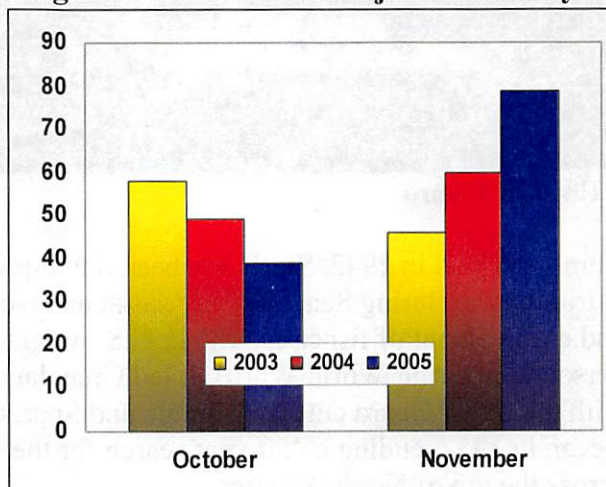
2 WHEC's patrolled .....67 days  
 2 WMEC patrolled .....51 days  
 2 WLB's patrolled .....3 days  
 3 WPB's patrolled .....56 days  
**Total Cutter patrol .....177 days**

HC-130's flew 27 sorties for 216 hours  
 HH-60/65's flew 52 sorties for 260 hours

**Figure 7. OCT - NOV HC-130 Hours**



**Figure 8. OCT - NOV Major Cutter Days**



## X. Deepwater

The Coast Guard announced today that the 63-year-old cutter *Storis*, its longest-serving cutter, is proposed to be decommissioned in 2007 as part of the service's ongoing modernization of its fleet of aged and obsolete cutters. *Storis'* decommissioning will make room for the 378-foot cutter *Munro*, currently homeported in Alameda, Calif., which is scheduled to move to Kodiak in 2007.

"*Storis* has been a gallant workhorse for the Coast Guard since World War II and has earned an honored place in Coast Guard history," said Vice Adm. Harvey Johnson, Commander, Coast Guard Pacific Area. "Her departure from active



**USCGC Storis**

service heralds a new era marked by our Deepwater modernization project that will bring us three new classes of faster and more capable cutters as well as new and more capable aircraft."

USCGC *Munro*, a flight-deck-equipped high endurance cutter, will enhance search and rescue and law enforcement capabilities in the Gulf of Alaska, Bering Sea and across the



**USCGC Munro**

North Pacific Ocean. It has a crew of 20 officers and 150 enlisted personnel. *Munro* is expected to remain in Kodiak until the planned delivery of a new offshore patrol cutter in 2011 under Deepwater, the Coast Guard's long-term program to modernize and integrate its assets.

Commissioned in 1942, *Storis* has been home-ported in Alaskan waters for nearly 50 years, patrolling the Bering Sea, Gulf of Alaska and North Pacific and performing search and rescue and enforcement of fisheries laws in U.S. waters. It has a crew of 12 officers and 74 enlisted personnel. During World War II, it led Greenland patrols in the North Atlantic. *Storis*, along with the Coast Guard cutters *Bramble* and *Spar*, charted a deep draft channel through the Arctic Ocean in 1957, ending a 450-year search for the Northwest Passage – a route for large ships across the top of North America.

## XI. 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 Marine Safety and Security Team (MSST) stationed in Anchorage is wrapping up the first year of their initial deployment having reported to Alaska last year. The team has been performed shoreside harbor patrols and underway cruise ship escorts in Ketchikan and Juneau. Shoreside efforts resulted in drug-interdiction arrests aboard Alaska Marine Highway System. The MSST patrolled the Valdez oil terminal security zone and also conducted military escorts and provided ammunition-outload security. The MSST dedicated 398 hours of small-boat underway time during the reporting period.

## XII. International Enforcement Meetings

The Sixth Annual North Pacific Coast Guard Summit (formerly called the North Pacific Heads Of Coast Guard Agencies Principals Meeting) was held in Kobe, Japan, 27-30 September, 2005. The senior leadership of the Canadian Coast Guard, Japan Coast Guard, Korea Coast Guard, Chinese ministry of public security (mps); Russian Federal Border Guard Service, and the US Coast Guard's Pacific Area attended the meeting.

The 2005 meeting marked a sea change in the direction of the multi-national Coast Guard forum. For the first time, member countries conducted at-sea combined operations during the summer of 2005 in support of the objectives of the forum. This unprecedented cooperation spurred the membership to develop more robust scenarios for future cooperative activities. Specifically, a follow-on combined operation was planned at the meeting for summer 2006, centered on USCGC Rush. The 2006 operation will have a maritime security theme and will be comprised of three elements. First, there will be a simulated boarding of a suspect vessel. The USCGC Sequoia (a 225ft seagoing buoy tender) will be tracked as the "suspect" vessel as she transits from China through Japan waters enroute home to Guam. The cutter will be boarded by boarding teams from all nations. Second, following the Japan Sea Review in May 2006, the USCGC Rush plans to participate in at-sea engagement with Japan, China, and Korea, involving migrant, drug, fishery, and SAR scenarios. Finally, multi-lateral, at-sea enforcement operation will be conducted involving illegal, unregulated, and unreported (IUU) fishery operations in the high sea driftnet area with all-nation operational support similar to Jarvis this past summer.



**225ft Seagoing Buoy Tender**

## *Appendix A*

### 01 OCT – 30 NOV Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
10/02/05	Bulldog	Pot Boat	Pacific Cod	519
10/02/05	Pacific Venture	Pot Boat	Pacific Cod	519
10/13/05	Betty	Longliner	Halibut	2C
10/13/05	Coral Lee	Longliner	Sablefish	ST
10/14/05	Kaliegh Ann	Longliner	Halibut	2C
10/15/05	Savannah Jean	Gillnetter	No Product	ST
10/18/05	Isis	Tender	Salmon	ST
10/23/05	Longstar	Longliner	Halibut	2C
10/25/05	Angelette	Longliner	Halibut	2C
10/26/05	Arctic Nomad	Pot Boat	Pacific Cod	ST
10/26/05	Rollo	Pot Boat	Crab	517
10/26/05	Toni Marie	Pot Boat	Crab	ST
10/27/05	Ocean Peace	Trawler	Yellowfin Sole	509
10/27/05	Handler	Pot Boat	Crab	509
10/28/05	Aleutian Dream	Longliner	Halibut	2C
10/28/05	Seanna	Longliner	Halibut	2C
10/29/05	Fierce Allegiance	Pot Boat	Crab	509
10/30/05	Royal Viking	Pot Boat	Crab	513
10/31/05	Sea Fisher	Trawler	Yellowfin Sole	513
11/09/05	Sunrise	Pot Boat	Crab	ST
11/11/05	Pacific Dawn	Longliner	Halibut	3A
11/13/05	Aleutian Ballad	Pot Boat	Crab	509
11/13/05	St Nicholas	Longliner	Halibut	3B
11/13/05	Terrigail	Longliner	Sablefish	WG
11/15/05	Mar Del Sud	Pot Boat	Crab	509
11/16/05	Albion	Pot Boat	Crab	ST
11/19/05	Adventure	Pot Boat	Crab	509
11/20/05	Cascade Mariner	Pot Boat	Crab	509
11/20/05	Early Dawn	Pot Boat	Crab	509
11/20/05	Pro Surveyer	Pot Boat	Crab	509
11/21/05	Baranof	Pot Boat	Crab	509
11/21/05	Nordic Mariner	Pot Boat	Crab	509

## *Appendix B*

### 01 OCT – 30 NOV Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
10/02/05	Storis	Obsession	Pot Boat	Pacific Cod	509	Fisheries fixit ticket issued for logbook clerical errors.
10/03/05	Storis	Nordic Mariner	Pot Boat	Pacific Cod	509	Fisheries fixit ticket issued for logbook clerical errors.
10/07/05	Hickory	Commander	Longliner	Halibut	3A	Commercial fishing vessel safety violation issued for expired visual distress signals.
10/15/05	Anacapa	Indian Summer	Longliner	Halibut	2C	Commercial fishing vessel safety violation issued for expired hydrostatic release.
10/18/05	Anacapa	Alaskan Rose	Pot Boat	Pacific Cod	ST	Commercial fishing vessel safety violation issued for expired visual distress signals.
10/18/05	Anacapa	Sweet Lisa	Mothership	Urchins	ST	Commercial fishing vessel safety violation issued for expired visual distress signals.
10/18/05	Anacapa	Suzie Q	Tender	Salmon	ST	Voyage terminated for no immersion suits on board.
11/09/05	Anacapa	Partisan	Support	Urchins	ST	Boating violation issued for no name or hailing port on stern.
11/09/05	Anacapa	Heron	Mothership	Urchins	ST	Commercial fishing vessel safety violation issued for expired visual distress signals.