

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 DEC 07 - 31 MAR 08

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

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

There has been very little fishing activity along the MBL since December. Significant activity is not expected to resume until mid-May at which time Coast Guard units will be in position to respond to potential incursions.

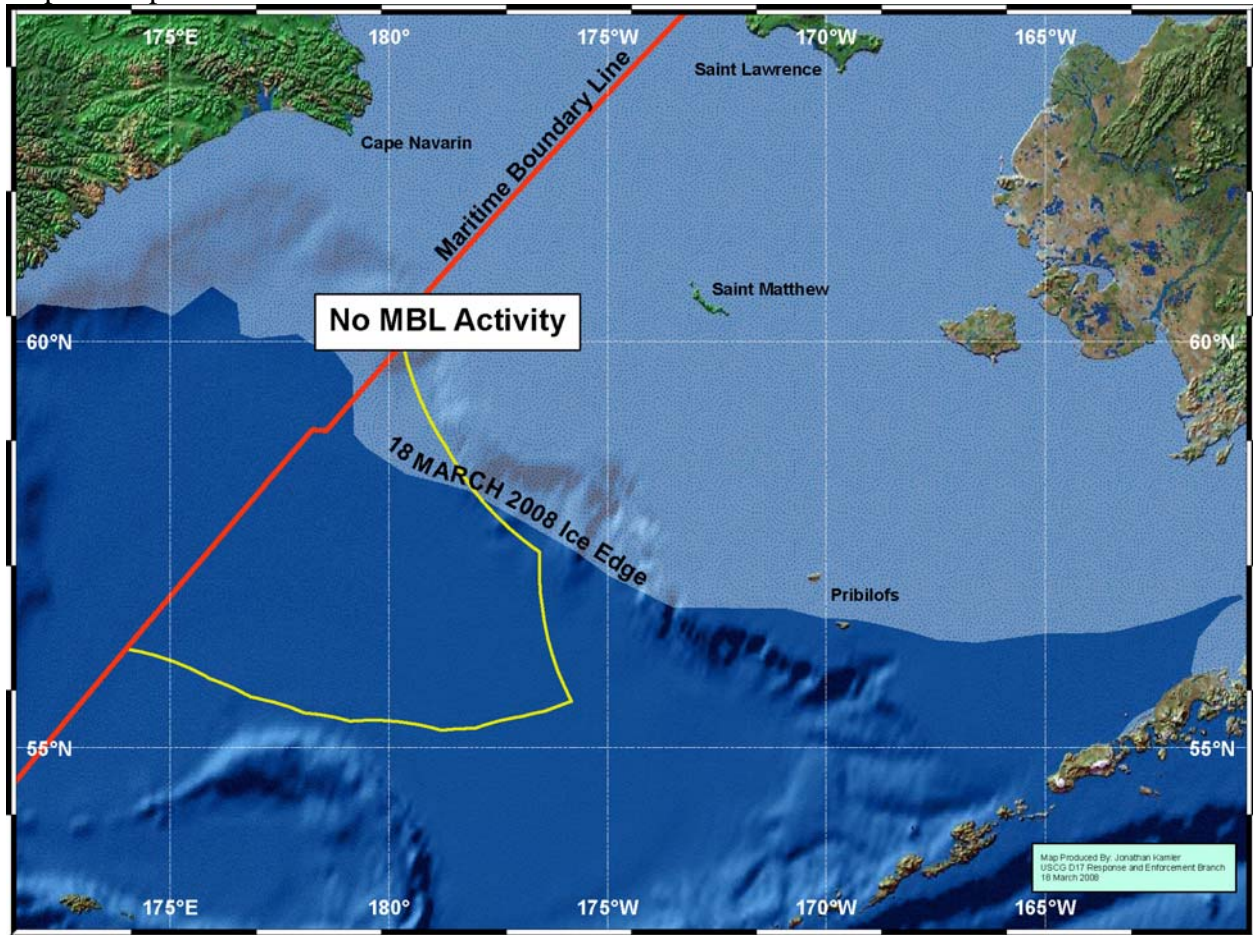


Figure 1. 18 MAR 08 MBL Plot (No Activity)

II. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. Members of the North Pacific Anadromous Fish Commission Enforcement Committee met in Vancouver, Canada from 27-29 Feb in order to coordinate enforcement plans for the 2008 season.

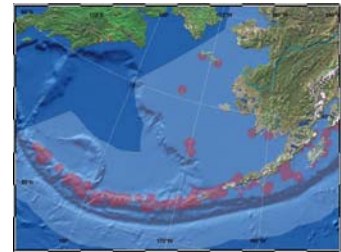
III. Donut Hole

There was no trial fishing activity during the reporting period. Several of the parties to the convention have indicated that they plan to conduct trial fishing during 2008, however, none are planned for the near future. The Coast Guard is actively pursuing joint US/RS boarding opportunities of trial fishing vessels that operate in the central Bering Sea.



IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 1,077 monitoring hours, and aircraft patrolled 23 hours in support of this mission. There were no violations observed during the reporting period.



V. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends since 1997. Total violation numbers during the reporting-period (albeit small) were up by 40% over those during the same period last year. During the reporting period, one significant fisheries violation was issued for failure to retain halibut bycatch. The remainder of the fisheries violations were for minor, logbook-related discrepancies or failure to carry permits. Appendices A and B contain a complete list of boardings and violations for the reporting period.

Figure 2. Fisheries Boardings

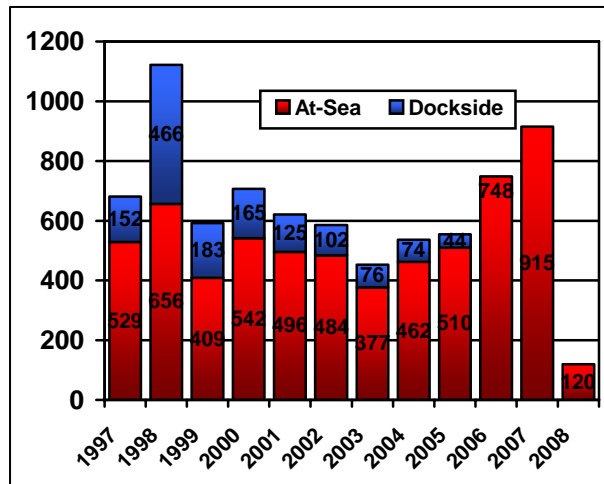
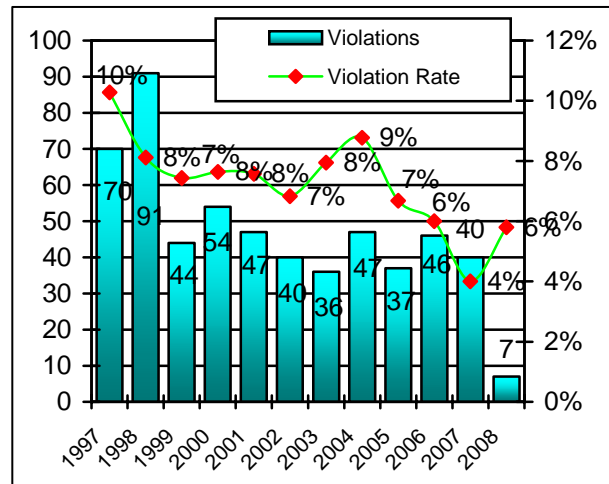


Figure 3. Fisheries Violations



DEC 2006 - MAR 2007

All F/V Boardings (at sea):.....160
 Boardings w/Fisheries Violations:.....5
 Violation Rate:..... 3.1%

DEC 2007 - MAR 2008

All F/V Boardings (at sea):.....130
 Boardings w/Fisheries Violations:.....7
 Violation Rate:..... 5.8%*

*January- March ONLY

VI. IFQ Halibut/Sablefish At-Sea Enforcement

The 2008 IFQ season opened on schedule without incident. Both fishing and enforcement effort were light due to heavy weather early in the season. There were 21 boardings during the reporting period with no IFQ fisheries violations (one related fisheries violation was a Pacific cod vessel that failed to retain halibut bycatch). Seventeenth Coast Guard District personnel presented a review of 2007 IFQ enforcement effort at the Eighty Fourth Annual International Pacific Halibut Commission Meeting in Portland, Oregon in January.

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

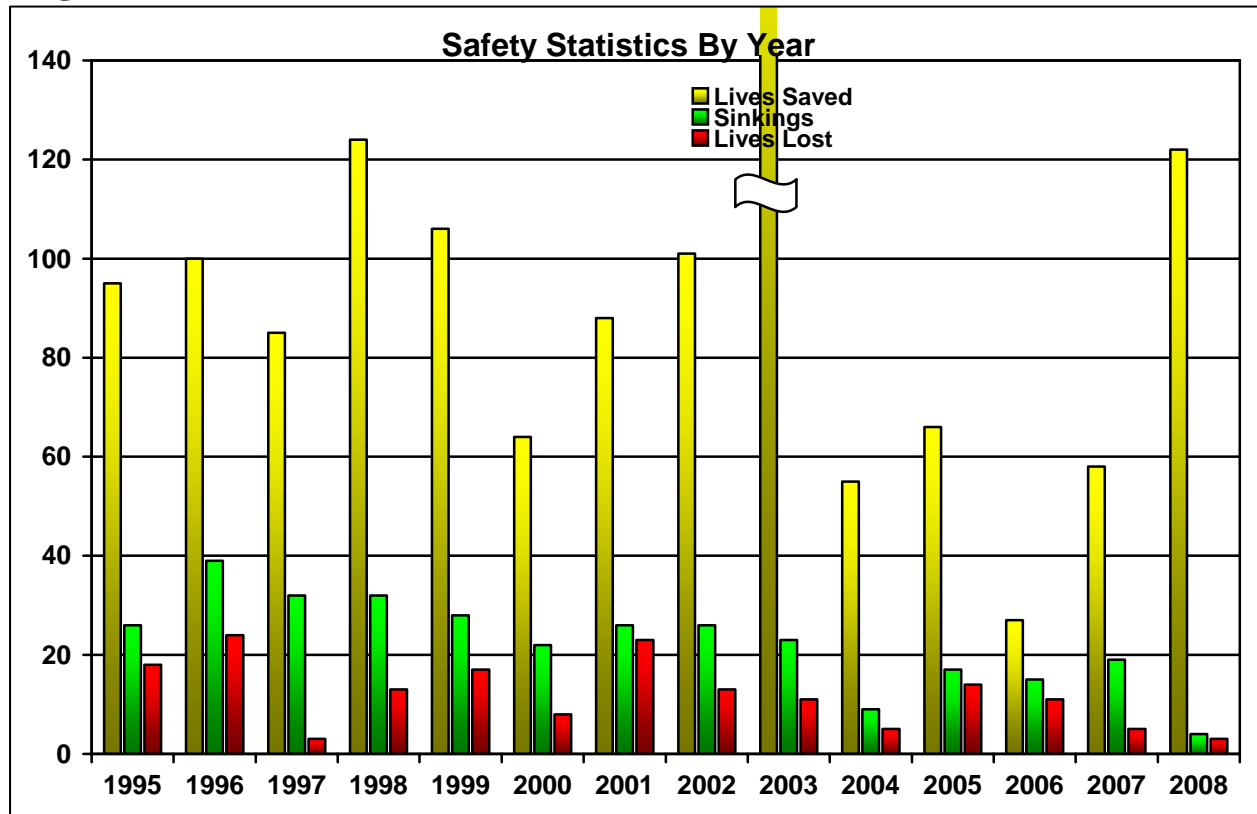
There was a single *voyage termination* for insufficient liferaft and expired EPIRB and expired EPIRB hydrostatic release. An additional 25 vessels were issued violation notices and warnings for a variety of safety discrepancies.

There were 26 SAR cases including eight helo basket-hoist MEDEVACs. One case required a crew of over one hundred personnel to abandon ship due to a fire. There were eight fatalities. Seven fatalities resulted from two sinkings and one resulted from a capsizing. Good Samaritan vessels assisted in several cases; the amount of effort in the Alaska Ranger case was particularly noteworthy. Summaries of the more significant search and rescue cases are included in the table on the following seven pages. The history of casualties and fatalities is summarized in Figure 4.



PHOTO: MSD personnel inspects liferaft expiration decal.

Figure 4. Historical Overview of CFVS Statistics



There were 164 lives saved, 8 fatalities, and 5 vessels lost during this reporting period. Both sinkings resulted in the crews abandoning ship to their rafts and the first and only notification that the Coast Guard received was the 406MHz EPIRB alert.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries


Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
12/11/07	Ambition	3	N	N	District Seventeen was notified that the F/V Ambition was three days over due, with three people on board, on a voyage from Dutch Harbor to Usof Bay on Unalaska Island. Preliminary communications efforts yielded negative results. An Air Station Kodiak HC-130 diverted to the area to investigate. The USCGC ALEX HALEY diverted to the area and their HH-65 helo launched to assist in the search effort. Shortly thereafter, the HC-130 located the F/V Ambition safely moored to the fish processor Lady Gudny in Usof Bay. ALEX HALEY and their helo stood down and the HC-130 returned to Kodiak.
12/15/07	Kaiulani	1	N	N	The master radioed Sector Juneau Communications Center reporting that the 37ft F/V Kaiulani had grounded in Wrangell Narrows and was taking water over the gunnels and listing 45 degrees. The master was the only POB. Sector Juneau then lost communications with the vessel. An Air Station Sitka HH-60 launched to the scene to render assistance. Sector Juneau was able to re-establish communications with the operator by mobile phone after he abandoned the vessel temporarily. When the helo arrived on scene, the master had begun dewatering the vessel and was no longer in distress. The master was able to refloat the vessel and transit to Petersburg.
12/15/07	Sea Dog	4	N	N	The master radioed Sector Juneau Communications Center reporting that that the 58ft F/V Sea Dog had grounded in Chapin Bay after dragging anchor. The vessel had four persons on board. The vessel had heeled over as the tide receded and was left hard aground. The USCGC LIBERTY was patrolling nearby and diverted to assess the conditions of the F/V Sea Dog and crew. When LIBERTY arrived on scene, they discovered that the crew had used logs from shore to prop-up and stabilize the vessel and stated that they would await high tide to attempt to refloat. The crew was able to refloat the vessel and get underway. There was no pollution nor major damage reported.
1/9/08	My Oar	N/A	N	N	 <p>Photo: F/V My Oar aground in Anton Larson Bay.</p> <p>The master radioed Sector Anchorage Communications Center Kodiak reporting that the F/V My Oar was taking on water in Anton Larsen Bay off Kodiak Island. An Air Station Kodiak HH-60 helo launch when communications were lost with the vessel. Upon arriving on scene, the crew was tied to a pier and bailing water with buckets. HH-60 delivered a pump and the rescue swimmer to assist with dewatering. The My Oar was dewatered and grounded as the tide receded, whereupon it was secured to the shore to prevent rolling as the tide continued to ebb. The rescue swimmer was recovered and HH-60 returned to the Air Station.</p>

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




Date	Vessel Name	POB	Death	VSL	Specific Cause
1/13/08	Equinox	4	N	N	
					<p>Above: F/V Equinox disabled and adrift in Gulf of Alaska. Left: USCGC MUSTANG tows Equinox into Seward.</p> <p>The USCGC MUSTANG and USCGC SYCAMORE diverted to a request for assistance from the F/V Equinox reporting that the vessel was disabled and adrift 30nm south of Montague Island. The MUSTANG arrived on scene and took the F/V Equinox in tow near the south end of Resurrection Bay at which time the SYCAMORE stood down. The weather conditions were severe with a wind chill of negative 12 which caused extreme icing. The MUSTANG crew had to remove several inches of ice from the vessel's superstructure during the tow. Battling freezing spray and high winds during the transit into Seward, the MUSTANG towed the F/V Equinox to a safe anchorage 4nm east of the Seward coal terminal. The Tug Junior towed the Equinox safely into Seward Harbor.</p>
1/16/08	Clyde	5	N	N	 <p>Photo: F/V Clyde.</p> <p>Sector Anchorage Communications Center intercepted a mayday call from F/V Clyde reporting that they had grounded and the vessel was taking on water. Vessel grounded in vicinity of Kaguyak Bay on Kodiak Island. An Air Station Kodiak HH-60 helo launched to the scene and removed three of the five crewmembers. Two crewmembers remained on board to attempt repairs. The vessel was patched, refloated, and transited to Kodiak.</p>
1/19/08	Jea Noah	N/A	N	N	<p>The master radioed communication Station Kodiak reporting that the F/V Jea Noah was taking on water 18 miles southeast of Cape Barnabas off Kodiak Island. An Air Station Kodiak HH-60 helo launched to assist, and an HC-130 launched to fly cover. Shortly thereafter, the F/V Jea Noah reported that the crew was able to control the flooding and required no further assistance. The vessel was able to safely anchor and perform permanent repairs.</p>

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




Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
1/22/08	Van Elliot	N/A	N	N	 <p>Photo: Helo attempts basket hoist MEDEVAC just prior to cable parting.</p> <p>The master of the F/V Van Elliot radioed Sector Anchorage Communications Center requesting a MEDEVAC for a 38-year-old male crewmember experiencing chest pains. The vessel was operating near Cape Uyak in Shelikof Strait. Sector Anchorage and District Seventeen Command Center consulted the Duty Flight Surgeon, who recommended MEDEVAC. An Air Station Kodiak HH-60 launched to the scene and attempted to basket hoist the crewman, but sheared the hoist cable when the pilot lost visual contact with the vessel. The helo returned to Kodiak, and the situation was reevaluated with the Duty Flight Surgeon. The crewmember's condition improved adequately to ride the ship into Kodiak. Air Station Kodiak stood down, and Sector Anchorage diverted USCGC ROANOKE ISLAND to escort F/V Van Elliot into Kodiak.</p>
1/24/08	Beauty Bay	N/A	N	N	  <p>Far Left: Beauty Bay underway. Near Left: Beauty Bay crewmember safely on board USCGC RUSH's HH-65 helo enroute to Cold Bay.</p> <p>The master radioed District Seventeen Communications Center requesting a MEDEVAC for a crewmember having difficulty breathing. The F/V Beauty Bay was operating 100nm northwest of Cold Bay. The Duty Flight Surgeon determined that a MEDEVAC was warranted due to the patient's respiratory condition and the length of time it would take the vessel to stow its gear and transit to Cold Bay. The USCGC RUSH's HH-65 helo, which was on deck in Cold Bay, launched to assist. The helo basket hoisted the patient and transported him in stable condition to the Cold Bay clinic.</p>
1/31/08	Sierra Madre	N/A	N	N	<p>District Seventeen Command Center received a 406MHz emergency position indicating radio beacon (EPIRB) position conflict alert registered to the F/V Sierra Madre. District Seventeen shared the alert with District Nine in Cleveland Ohio. District Seventeen contacted USCG Pacific Area Command since they had been in receipt of previous messages. USCG Pacific Area Command stated that the vessel information was in the USCG Pacific Area Command area of responsibility, but they were unable to make contact with anyone affiliated with the vessel. Position conflicts also plotted in the District Thirteen, USCG Pacific Area Command and District Nine. District Seventeen issued an Urgent Marine Information Broadcast for the Alaskan positions and diverted an Air Station Kodiak HC-130 to investigate. The HC-130 investigated the positions with negative results and no signs of distress.</p>
2/2/08	Proud Mary	N/A	N	N	<p>The master radioed Sector Anchorage Communications Center Kodiak reporting that the 36ft F/V Proud Mary had lost steering in the vicinity of Uginak Bay off Kodiak Island. The vessel reported they were underway and able to maintain a safe distance from shore. An Air Station Kodiak training flight diverted to the scene to verify non-distress. The Good Samaritan vessel F/V Zachary R overheard the conversation and diverted to assist. F/V Zachary R took the vessel in tow. Shortly thereafter F/V Zachary R transferred the tow to F/V Fair Wind. F/V Proud Mary was kept on a communication schedule until safely moored in Village Islands.</p>

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

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
2/5/08	Aleutian Lady	N/A	N	N	The master radioed Sector Juneau Communications Center requesting a MEDEVAC for a crewmember on board the 155ft F/V Aleutian Lady who had suffered a back injury, possible internal injuries, and was having difficulty breathing. The Duty Flight Surgeon provided medical advice and recommended that the injured crewman remain aboard the vessel for the short transit (one hour and 30 minutes) to St. Paul. District Seventeen Command Center arranged for emergency medical services to meet the vessel at the harbor. Aleutian Lady arrived at St. Paul and transferred the crewman to awaiting emergency medical services ashore.
2/7/08	Luba Marie	1	N	N	The master radioed Communications Center Kodiak reporting that the F/V Luba Marie was disabled in Kupreanof Strait south of Raspberry Island due to an unspecified engine problem. The vessel had been anchored in that position waiting for a commercial tow for two days, and the master was requesting that the coast guard contact his spouse in Port Lions to check on the tow service. The North Pacific SAR Coordinator issued a Marine Assistance Radio Broadcast (MARB). A Good Samaritan vessel, F/V Viking Star, responded and safely towed Luba Marie into Port Lions.
2/8/08	Van Elliot	N/A	N	N	Communications Center Kodiak relayed a message to the North Pacific SAR Coordinator reporting that the F/V Van Elliot was transiting north in Shelikof Strait headed towards Larsen Bay with a 44-year-old male crewmember with an apparent diabetic condition. The Duty Flight Surgeon determined that a MEDEVAC was necessary. An Air Station Kodiak ready HH-60 helo launched to the Larsen Bay airstrip to transport the patient to emergency medical services in Kodiak.
2/8/08	Alantico And Tug Redeemer	N/A	N	N	Sector Anchorage relayed a message to the North Pacific SAR Coordinator reporting that the F/V Alantico was disabled and adrift, having suffered a steering casualty approximately 100nm north of Dutch Harbor. The vessel was filming a Discovery Channel special. Alantico owners contracted Magone Marine Tug Redeemer to tow the vessel to Dutch Harbor. Prior to arriving on scene, the Tug Redeemer also suffered a steering casualty and was unable to continue to provide assistance to the Alantico. Communications Station Kodiak continued a communications schedule with the Alantico and issued a Marine Assistance Radio Broadcast (MARB). The Good Samaritan vessel F/V Excaliber II responded and took the Alantico into Dutch Harbor. The Tug Redeemer made partial repairs and transited under its own power to Dutch Harbor.
2/8/08	Island Enterprise	N/A	N	N	Health Force Partners contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a crewmember on board the 303ft F/V Island Enterprise who had a sudden diabetic crisis. The vessel was operating 115nm north of Dutch Harbor. The Duty Flight Surgeon concurred that a MEDEVAC was necessary. An Air Station Kodiak HH-60 deployed at St. Paul launched to the vessel's location, while an HC-130 flew cover. The helo arrived on scene and hoisted crewmember. The original plan was to transport the crewmember to Cold Bay for transfer to a life flight service. However, high winds, icing conditions, and critical fuel levels forced the helo to return to St. Paul. The patient was transferred to emergency medical services in St. Paul. The St. Paul clinic evaluated the patient's condition and determined that further MEDEVAC was unnecessary and recommended that the patient travel via commercial air to Anchorage for treatment. A Penair aircraft was on deck at St. Paul and was requested to take the patient to Anchorage. A Coast Guard rescue swimmer accompanied the crewman on the Penair flight as a qualified EMT.

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




Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
2/16/08	Westward	N/A	N	Y	 <p>Photo: F/V Westward partially submerged and leaking fuel off Prince of Whales Island.</p> <p>The master radioed Sector Juneau reporting that the F/V Westward was hard aground in the vicinity of Point Ildefonso, south of Prince of Wales Island. Operator of the vessel reported 5,500 gallons of diesel fuel on board but no leakage. The Craig harbormaster response boat responded to set a containment boom. The F/V Westward reported the engine room and generator room were completely flooded. The Good Samaritan vessel F/V Confidence responded to assist. An Air Station Kodiak HH-60 conducted a first light overflight to assess the situation. All product on board was lost, include 45 tons of herring. The vessel was later refloated and salvaged.</p>
2/22/08	Velocity	2	1	Y	<p>District Seventeen received a 406MHz emergency position indicating radio beacon (EPIRB) registered to the F/V Velocity. Preliminary communications revealed the vessel was transiting from Kodiak to Afognak. The harbormaster reported a sighting of an overturned vessel in the same area as the EPIRB. An Air Station Kodiak HH-60 helo launched to the scene, and the USCGC SPAR, the USCGC ALEX HALEY, and the USCGC MUNRO were placed on alert. The Alaska State Troopers and the local volunteer fire department also responded. The Velocity was located in Mill Bay and had drifted to shore. Good Samaritan first responders heard knocks within the hull. Access equipment was used to breach the hull. Two crewmembers were extricated, hoisted by the HH-60 helo, and transported to awaiting emergency medical services. The master was later declared deceased at the hospital, and the other crewmember sustained serious injuries, but survived.</p>  <p>Photo: Air Station Kodiak aircrew and Good Samaritans extricate F/V Velocity victims from inside capsized vessel.</p>

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

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
2/26/08	Pacific Glacier	106	N	N	<p>Communications Station Kodiak relayed a message from the F/V Pacific Glacier reporting that the vessel was on fire with 106 POB approximately 50nm northwest of Cold Bay. The fire originated in the laundry room but quickly spread through the overhead to adjacent spaces including the galley. The master ordered evacuation of all personnel not engaged in firefighting, thereby safely transferring 86 people by small boat and skiff to Good Samaritan vessels F/V Northern Glacier and F/V Island Enterprise. The remaining 20 persons on the Pacific Glacier continued to fight the fire supplemented by 13 Good Samaritan firefighters from several of 10 total vessels that responded to the initial distress call. District Seventeen diverted USCGC ALEX HALEY, 86 miles to the west and an Air Station Kodiak HC-130 diverted from another mission to fly cover. ALEX HALEY's embarked HH-65 helo and an Air Station Kodiak HH-60 helo forward deployed to St. Paul both launched to assist. Coast Guard aircraft provided a continuous presence on scene until ALEX HALEY arrived. The vessel developed a five-degree starboard list with continuous dewatering of firefighting water. The master reported that the fire had been contained in the laundry room area and that the crew was fighting hotspots. An Air Station Kodiak HH-60 helo from Cold Bay conducted an overflight shortly after sunrise to assess the scene. ALEX HALEY escorted the Pacific Glacier safely to Dutch Harbor. Island Enterprise and Northern Glacier moored in Dutch Harbor and offloaded the Pacific Glacier crew.</p>
2/27/08	Tradition	N/A	N	N	<p>An Air Station Kodiak HH-65 helo intercepted a MEDEVAC request from the F/V Tradition while transiting between Dutch Harbor and Cold Bay. A crewman aboard Tradition had fallen down a ladder and sustained head and neck injuries and was having seizures. The vessel was operating in Unimak Bight, 70nm west-southwest of Cold Bay. The North Pacific SAR Coordinator (NPSC), in consultation with the Duty Flight Surgeon, concurred that a MEDEVAC was warranted. The transiting HH-65 helo did not have a basket on board, because it was left on board the USCGC ALEX HALEY (140nm away) for logistical reasons. The NPSC directed the launch of an Air Station Kodiak HC-130 to deliver a litter to Cold Bay and fly cover. The HH-65 helo loaded the basket in Cold Bay, proceeded to scene, and hoisted the crewmember. The patient was transferred in stable condition to an air ambulance at Cold Bay for further transport to Anchorage.</p>
2/28/08	Transition	2	2	Y	<p>A concerned spouse of a F/V Transition crewmember telephoned Sector Juneau Command Center reporting the 35ft vessel three days overdue on a voyage from Juneau to Ketchikan. The vessel departed Juneau with two POB and had not been heard from since. The vessel had not arrived, nor had it made the expected daily check-ins. Over the course of five days, twenty-one searches were completed by Air Station Sitka HH-60 helos. Six searches were completed by Civil Air Patrol based in Juneau. Two searches were completed by two Station Juneau 25ft Response Boats and two by the Station Juneau 47ft Motor Life Boat (MLB). USCGC ANACAPA conducted two searches, and USCGC MAPLE completed one search while transiting to Juneau. Army National Guard HH-60 helos completed five searches. Ketchikan volunteer rescue service conducted an aerial search. Juneau Mountain Rescue and S.E.A.D.O.G.S. conducted a ground search on Cape Fanshaw and on Kupreanof Island. All searches resulted with negative sightings with one exception. A Coast Guard helo recovered a wooden door on Kupreanof Island belonging to the F/V Transition. The 36 searches covered approximately 6,700nm of trackline. The vessel and crew were presumed lost.</p>

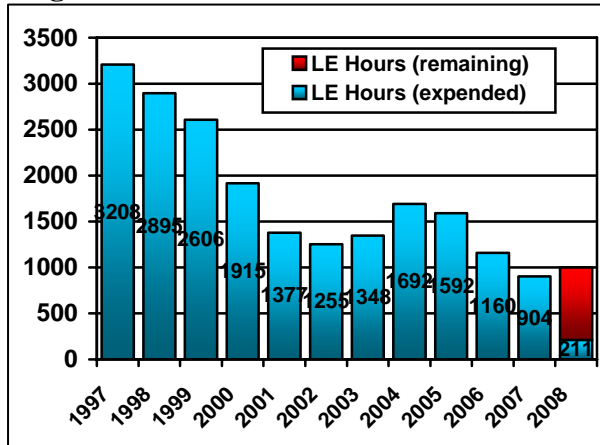
Table 1. CGD17 CFVS/Search and Rescue Case Summaries (Continued)

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
3/8/08	Turmoil	3	N	Y	 <p>District Seventeen Command Center received two unlocated 406MHz emergency position indicating radio beacon (EPIRB) hits. The EPIRB was registered to the F/V Turmoil. Preliminary communications indicated the vessel was underway from King Cove to Belkofski Bay with three persons on board. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB). Two helos launched to the scene; the Air Station Kodiak HH-60 helo forward deployed in St. Paul, and the HH-65 short range recovery helicopter in Dutch Harbor from the USCGC ALEX HALEY. A Penair flight in the area spotted the vessel on fire in Volcano Bay with three people on the beach waving their arms. Good Samaritan vessels responding to the UMIB arrived on scene, picked up all three passengers and returned them to King Cove. No injuries were reported. The HH-60 helo at St. Paul was stood down. The HH-65 helo continued to scene, witnessed vessel still on fire, and determined it would likely burn to the water line.</p>
3/12/08	Viking Star	N/A	N	N	A crew member of the F/V Viking Star radioed Communications Center Kodiak requesting a MEDEVAC for the 72-year-old male master suffering a possible heart attack. The 58ft F/V Viking Star was operating 47nm east of Kodiak City. The Duty Flight Surgeon concurred that a MEDEVAC was warranted. An Air Station Kodiak HH-60 helo launched to the scene, basket hoisted the master, and delivered him in stable condition to awaiting emergency medical services at Air Station Kodiak.
3/13/08	Sharon Ann	N/A	N	N	The master radioed Sector Anchorage Communications Center reporting that the F/V Sharon Ann had lost steering while operating near Port Etches. USCGC LONG ISLAND diverted to the scene, and the North Pacific SAR Coordinator issued a Marine Assistance Radio Broadcast (MARB). The crew was able to steer using engines and made some temporary repairs. The vessel made permanent repairs and proceeded to Seward.
3/14/08	Van Elliot	N/A	N	N	The master of the F/V Van Elliot radioed Communications Center Kodiak requesting a MEDEVAC for a 45-year-old male crewmember suffering a possible heart attack. The 71ft F/V Van Elliot was located 80nm west of Kodiak City. The Duty Flight Surgeon concurred that a MEDEVAC was warranted. An Air Station Kodiak HH-60 helo launched to the scene, basket hoisted the crewmember, and delivered him in stable condition to awaiting emergency medical services at Air Station Kodiak.
3/22/08	Alaska Ranger	47	5	Y	District Seventeen received a relayed report from COMMSTA Kodiak that the F/V Alaska Ranger, 184FT catcher/processor with 47 people on board, was sinking and making preparations to abandon ship approximately 120NM West of Dutch Harbor. The flooding was due to a lost rudder and the crew attempted to seal the affected space. Crew was unable to prevent progressive flooding. District Seventeen launched the ready MH-60 Medium Range Recovery Helicopter from St. Paul Island and the ready C-130 from Anchorage and diverted the Coast Guard Cutter MUNRO.

VIII. CGD17 Resource Summary

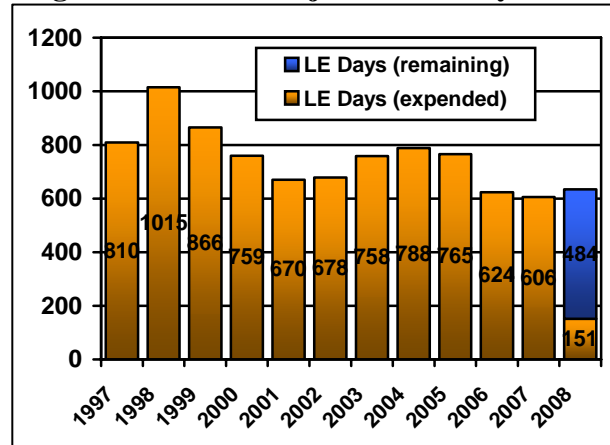
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Total projected major cutter days are expected to be comparable to last year. Flight hours for HC-130 aircraft are projected to be up about 100 hours this year. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours



NOTE: Flight hour data by calendar year.
2008 includes projection through December.

Figure 6. Annual Major Cutter Days



NOTE: Patrol day data by calendar year.
2008 includes projection through December.

DEC 2006 - MAR 2007

2 WHECs Patrolled 65 Days
3 WMECs Patrolled 106 Days
4 WLBs Patrolled 30 Days (Fisheries)
6 WPBs Patrolled 121 Days (Fisheries)
Total Cutter Days 322

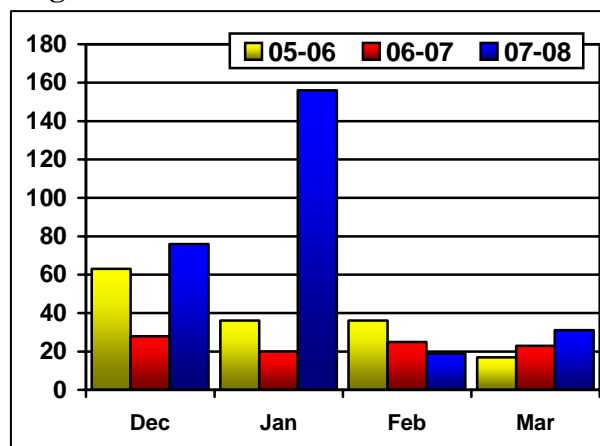
HC130s Flew 97 Hours
HH-60/65s Flew 365 Hours

DEC 2007 - MAR 2008

3 WHECs Patrolled 113 Days
1 WMECs Patrolled 38 Days
4 WLBs Patrolled 31 Days (Fisheries)
4 WPBs Patrolled 97 Days (Fisheries)
Total Cutter Days 279

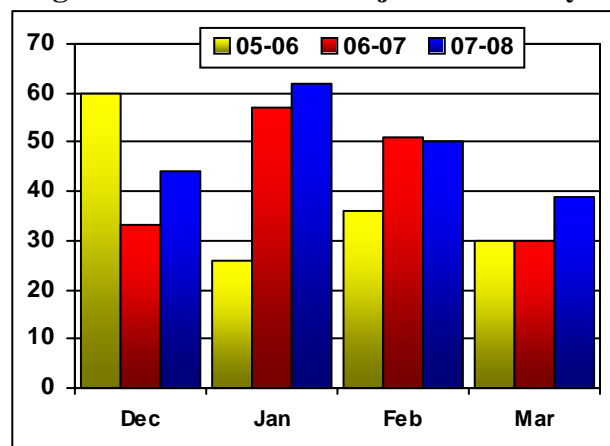
HC130s Flew 211 Hours
HH-60/65s Flew 257 Hours

Figure 7. DEC - MAR HC-130 Hours



NOTE: Flight hour data for reporting period ONLY.

Figure 8. DEC - MAR Major Cutter Days



NOTE: Patrol day data for reporting period ONLY.

IX. Maritime Security

Members of the District 17 and Sector Anchorage staff attended an Integrated Border Enforcement Team (IBET) Intelligence Sharing Workshop the week of March 11th in Ottawa, ON. The U.S. Coast Guard (USCG) was included in these negotiations to further operationalize the IBETs. These IBETs (a Royal Canadian Mounted Police (RCMP) initiative including the USCG, Canadian Border



Services Agency, U.S. Customs **RCMP and USCG Joint Operation**

and Border Protection, Border Patrol, Immigration and Customs Enforcement) are currently well established along the land border and at sea ports of entry, but the latest negotiations underway will draw the RCMP and the U.S. Coast Guard into a closer role that will eventually allow both agencies to enforce each countries laws on the water.

A trial of IBET structure was carried out during summer 2007 and resulted in 76 Boardings with 27 safety violations in the Vancouver, British Columbia/Blaine, Washington, area during 556 patrol hours. Additionally the patrols: terminated four vessel voyages because they were manifestly unsafe; recovered stolen property; seized poached marine resources; & discovered a personal use amount of a controlled substance. The current planning cycle, which commenced in January 2008, will further enhance the IBET mandate to improve border integrity and security through the identification, investigation and interdiction of persons and organizations that pose a threat to national security or are engaged in organized criminal activity.

Appendix A

Boardings Without Violations 01 DEC 2007 – 31 MAR 2008

Date	Vessel Name	Fishery	Area
12/12/07	Hickory Wind	Pacific Cod	630
12/13/07	Blueberry	Pacific Cod	630
12/16/07	Car Tanya	Crab	ST
01/03/08	Valiant	No Product	513
01/03/08	Northern Mariner	Pacific Cod	513
01/03/08	Pavlof	Pacific Cod	513
01/09/08	Silver Bullet	Pacific Cod	630
01/12/08	Competition	Pacific Cod	630
01/12/08	Sea Dream	Pacific Cod	630
01/13/08	Equinox	Pacific Cod	630
01/14/08	Hall Pt	Crab	ST
01/14/08	Old Squaw	Pacific Cod	630
01/15/08	Cape Reliant	Pacific Cod	620
01/16/08	Coho	No Product	630
01/16/08	Redoubt	Pacific Cod	630
01/16/08	Terminator	Pacific Cod	630
01/16/08	Ak0156h	Pacific Cod	630
01/16/08	Michelle Renee	Pollock	630
01/17/08	Bering Star	Pacific Cod	509
01/17/08	Ramblin Rose	Pacific Cod	509
01/18/08	Challenge	Crab	630
01/18/08	Judi B	Crab	630
01/18/08	Linnea	Crab	630
01/18/08	Mikado	Crab	630
01/18/08	Miss Linda	Crab	630
01/18/08	New Dawn	Crab	630
01/18/08	Raging Beauty	Crab	630
01/18/08	Sea Barb	Crab	630
01/20/08	Deanoah	No Product	ST
01/23/08	Van Elliot	No Product	630
01/23/08	Ocean Alaska	Pacific Cod	509
01/23/08	Spawn	Pacific Cod	ST
01/23/08	Wilma May	Pacific Cod	ST
01/24/08	Epic Explorer	No Product	ST
01/24/08	Miss Leona	Pacific Cod	519
01/24/08	Provider	Scallops	ST
01/26/08	Deep Pacific	Pacific Cod	509
01/27/08	Ocean Harvester	Pacific Cod	519
01/27/08	Pegasus	Pacific Cod	519
01/27/08	Frontier Explorer	Pacific Cod	610
01/29/08	Bering Sea	Crab	521
02/13/08	Chelsea Dawn	Crab	ST
02/13/08	Emily Nicole	Crab	ST

Appendix A (Continued)

Boardings Without Violations 01 DEC 2007 – 31 MAR 2008

Date	Vessel Name	Fishery	Area
02/13/08	Karine Brit	Crab	ST
02/13/08	Morning Light	Crab	ST
02/13/08	Providence	Crab	ST
02/13/08	Hungry Raven	Pacific Cod	640
02/13/08	Tenacious	Pacific Cod	640
02/14/08	Misty Morn	Crab	ST
02/14/08	Mongoose	Crab	ST
02/14/08	Sunrise	Crab	ST
02/14/08	Defiant	Crab	ST
02/14/08	Phoenix	Crab	ST
02/15/08	Shelikov	Crab	ST
02/15/08	Champion	No Product	ST
02/15/08	Jeanine Kathleen	No Product	ST
02/15/08	Souder	No Product	ST
02/15/08	Shirley N	Pacific Cod	ST
02/18/08	Jager	No Product	ST
02/18/08	Conquest	No Product	ST
02/20/08	Kupreanof	No Product	ST
02/25/08	Jean	No Product	ST
02/26/08	Marauder	Crab	ST
02/28/08	Caitlin Ann	Pacific Cod	517
02/28/08	Sea Storm	Pacific Cod	517
02/29/08	Nordic Star	Pacific Cod	519
02/29/08	Sea Mac	Pacific Cod	519
03/01/08	Pacific Star	No Product	ST
03/02/08	Raven	Pollock	509
03/02/08	Starfish	Pollock	509
03/04/08	Bergen	Halibut	2C
03/04/08	Enterprise	Rock Sole	509
03/06/08	Sea Dawn	Pollock	509
03/07/08	Iver P Nore	Halibut	2C
03/08/08	Archangel	Halibut	2C
03/08/08	Martina	Halibut	2C
03/08/08	Rustler	Halibut	2C
03/08/08	Ak6374ag	Salmon	ST
03/10/08	Outlook	Halibut	3A
03/10/08	V-Eight	Halibut	3A
03/10/08	Discovery	No Product	ST
03/10/08	Lady Jane	No Product	ST
03/10/08	Crescent Moon	No Product	ST
03/10/08	Arctic Flyer	Pacific Cod	NA
03/10/08	Chanticleer	Pacific Cod	NA
03/10/08	Monarque	Pacific Cod	NA

Appendix A (Continued)

Boardings Without Violations 01 DEC 2007 – 31 MAR 2008

Date	Vessel Name	Fishery	Area
03/11/08	Northern Explorer	Halibut	2C
03/11/08	Pacific Sun	Halibut	2C
03/12/08	New Venture	Halibut	2C
03/12/08	Avalanche	No Product	ST
03/12/08	Lady Grace	No Product	ST
03/12/08	Southern Seas	No Product	ST
03/13/08	Rose Lee	Halibut	2C
03/13/08	Karelia	Halibut	3A
03/13/08	Spectre	Halibut	3A
03/13/08	Jenny K	Herring	ST
03/13/08	Samantha Dawn	Herring	ST
03/13/08	Jill Anne I	Pacific Cod	ST
03/13/08	Fury	Salmon	ST
03/13/08	Sea Bird	Salmon	ST
03/13/08	Tricia Marie	Salmon	ST
03/13/08	Northern Explorer	Halibut	2C
03/13/08	Spectre	Halibut	3A
03/14/08	Karelia	Halibut	3A
03/14/08	Seaweed II	Salmon	ST
03/14/08	Kimber	Halibut	2C
03/14/08	Jamboree	No Product	659
03/14/08	Invincible	Herring	659
03/14/08	Chantel Marie	Salmon	ST
03/15/08	Kraken	Halibut	2C
03/16/08	Bay Islander	Pollock	620
03/17/08	Lisa Gayle	No Product	630
03/17/08	Topaz	No Product	630
03/18/08	North Cape	No Product	659
03/18/08	Nancy J	No Product	659
03/18/08	Casey Point	No Product	659
03/18/08	Seabound	No Product	ST
03/18/08	Empress	No Product	659
03/18/08	Sanctified	No Product	659
03/18/08	Outlook	No Product	659
03/18/08	Royal American	No Product	517
03/18/08	Anita J	No Product	517
03/20/08	Jeannie X	No Product	659
03/20/08	Pacific Belle	No Product	659
03/20/08	Sunbeam	No Product	659
03/20/08	Seaboy	No Product	ST
03/20/08	Commander	No Product	659
03/23/08	Anmicon	Salmon	ST

Appendix B

Boardings With Violations 01 DEC 2007 – 31 MAR 2008

Date	Cutter	Vessel Name	Fishery	Area	Violation notes
12/07/07	Maple	Huntress	Halibut	2C	Safety violation issued for no vessel numbering, inoperative navigation lights, and insufficient life ring markings.
12/07/07	Maple	Nooksack	Halibut	2C	Safety violation issued for inoperative fire fighting equipment and expired visual distress signals
12/07/07	Maple	Osprey	Halibut	2C	Safety violation issued for expired liferaft, insufficient life ring markings, and expired EPIRB registration
12/11/07	Liberty	Hornet	Cucumbers	ST	Safety violation issued for expired EPIRB hydrostatic release, insufficient life ring buoys, and insufficient reflective tape on buoyant apparatus
12/13/07	Liberty	Pot Luck	No Product	ST	Safety violation issued for missing day shape
12/13/07	Spar	Wild Thing	Pacific Cod	630	Safety violation issued for insufficient visual distress signals and improperly registered EPIRB
12/13/07	Spar	Letun	Pacific Cod	630	Safety violation issued for inoperative navigation lights
12/13/07	Liberty	Avalon	No Product	ST	Safety violation issued for expired EPIRB hydrostatic release, expired EPIRB battery, and missing day shape
12/14/07	Liberty	Sea Dog	Pacific Cod	ST	Safety violation issued for expired EPIRB battery and missing day shape
01/08/08	Rush	Cape Caution	Pacific Cod	509	Fisheries violation issued for failure to properly maintain logbooks
01/16/08	Roanoke Island	Captain Kidd	Pacific Cod	630	Safety violation issued for expired liferaft
01/17/08	Jarvis	Baranof	Pacific Cod	509	Fisheries violation issued for failure to properly maintain logbooks
01/18/08	Jarvis	Arctic Lady	Pacific Cod	509	Fisheries violation issued for failure to properly maintain logbooks
01/21/08	Jarvis	Perseverance	Pacific Cod	519	Fisheries violation issued for failure to properly maintain logbooks, and safety violation issued for failure to provide safe boarding ladder, undated liferaft hydrostatic release, insufficient immersion suit marker lights, and unserviceable life ring buoy.
01/25/08	Jarvis	Determined	Pacific Cod	610	Fisheries violation issued for failure to properly maintain logbooks
01/29/08	Liberty	Skipjack	Shark	ST	Safety violation issued for insufficient visual distress signals
02/14/08	Liberty	Steller	Crab	ST	Voyage terminated for failure to carry liferaft, expired EPIRB hydrostatic release, and expired EPIRB registration
02/14/08	Liberty	Lady Jo	Crab	ST	Safety violation issued for unsecured marine sanitation device y-valve
02/14/08	Sta Juneau	Sharon Sue	No Product	ST	Safety violation issued for insufficient immersion suit markings and discharge of oily bilge water.
02/15/08	Sta Juneau	Blue Harvest	No Product	ST	Safety violation issued for unserviceable life ring buoy
02/20/08	Mustang	N/A	No Product	ST	Safety violation issued for inoperative navigation lights, insufficient sound producing device, insufficient life ring buoys, and insufficient visual distress signals.

Appendix B (Continued)

Boardings With Violations 01 DEC 2007 – 31 MAR 2008

Date	Cutter	Vessel Name	Fishery	Area	Violation notes
03/04/08	Alex Haley	Goldrush	Pacific Cod	509	Fisheries violation issued for failure to retaining IR/IU species as required, and safety violation issued for expired FCC license.
03/06/08	Alex Haley	Hazel Lorraine	Pollock	509	Fisheries violation issued for failure to carry current AFA permit onboard
03/08/08	Sta Ketchikan	Barbara Ann	Halibut	2C	Safety violation issued for no sound producing device
03/08/08	Liberty	Carlynn	Halibut	2C	Safety violation issued for failure to carry current certificate of documentation, expired liferaft, and expired liferaft hydrostatic release
03/08/08	Liberty	Tiffany	Pacific Cod	ST	Safety violation issued for expired visual distress signals
03/10/08	Anacapa	Karioca	No Product	ST	Safety violation issued for expired visual distress signals
03/11/08	Anacapa	Nordic Son	Halibut	2C	Safety violation issued for insufficient liferaft
03/11/08	Anacapa	Wind Chime	Halibut	2C	Safety violation issued for expired EPIRB registration
03/13/08	Anacapa	Tom Boy	Salmon	ST	Safety violation issued for safety violation issued for unserviceable survival suit
03/13/08	Long Island	Currency	Halibut	3A	Safety violation issued for failure to log safety drills
03/14/08	Anacapa	Gypsy	Salmon	ST	State numbering absent
03/14/08	Anacapa	Cuatro Vidas	Salmon	ST	Safety violation issued for improperly stowed fire extinguishers
03/18/08	Anacapa	Valkyrie	No Product	ST	Safety violation issued for expired life raft hydrostatic release & EPIRB registration
03/18/08	Long Island	Anna Lisa	No Product	ST	Safety violation issued for unserviceable life raft and EPIRB
03/21/08	Hickory	Mystery	Halibut	3A	Safety warning for instructions drills safety orientation
03/23/08	Hickory	Nomad II	Halibut	3A	Safety warning for inoperable high water bilge alarm.