

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 APR 06 - 31 MAY 06

Prepared By:
Living Marine Resources Branch
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK 99802-5517

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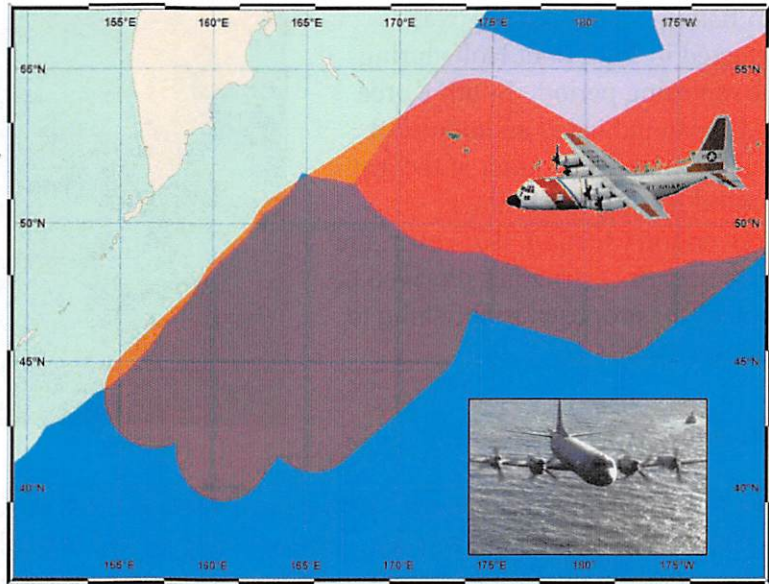
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List of Abbreviations	
CFVS – Commercial Fishing Vessel Safety	HSDN – High Seas Drift Net
FSB - Russian Federal Security Service	MBL – US/Russian Maritime Boundary
FF/V – Foreign Fishing Vessel	NPSC – North Pacific SAR Coordinator
GOA – Gulf of Alaska	SAR – Search and Rescue
HC-130 – USCG Fixed-Wing Aircraft	WLB – 180ft or 225ft Buoy Tender
WHEC/WMEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

I. High Seas Drift Net Enforcement

The U.S. Coast Guard began north Pacific HSDN patrol flights in April. The Canadian Air Force and Fisheries and Oceans Canada resumed dedicated HSDN patrol flights in the North Pacific in June. The joint efforts control illegal, unregulated and unreported (IUU) fishing in the North Pacific Ocean and will continue through the summer. The primary monitoring platforms are long-range search aircraft including Air Station Kodiak HC-130s and Canadian Air Force CP-140 Auroras. These fixed winged aircraft carry U.S. and Canadian enforcement officials



who identify and report suspected illegal, unregulated, and unreported (IUU) fishing vessels for subsequent interdiction by the U.S. Coast Guard's Pacific Area cutters. Russia's Federal Border Service and Japan's Coast Guard/Fisheries Agency also assist in the interdiction efforts.

This multinational enforcement operation has served as a model of international cooperation for protecting fish stocks in the North Pacific. The annual detection and enforcement operation has helped to reduce IUU fish harvesting in international waters of the North Pacific significantly since the mid-1990s. For the reporting period, the following details apply:

- U.S. Coast Guard HC-130's flew 6 sorties totaling 47 hours
- No suspect vessels detected

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

The Russian Pollock season in the area adjacent to the MBL opened in mid-May. Very little activity has occurred so far this year, although fishing intensity was starting to increase at the time this report was drafted. Light fishing activity limited the need for cutter coverage for most of the reporting period, and Coast Guard enforcement resources detected no incursions. Figure 2 provides a plot of foreign fishing vessel activity near the MBL. For the reporting period, the following details apply:

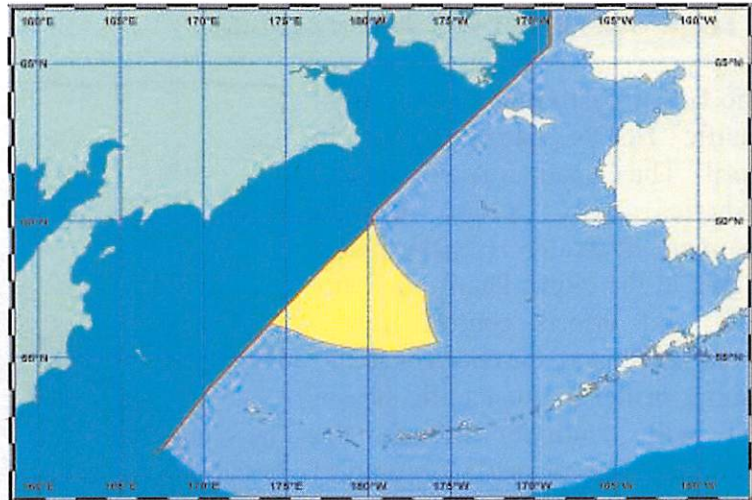


- HC-130's flew 4 sorties totaling 28 hours
- Cutters patrolled 3 days

Figure 2. 25 MAY 06 MBL Vessels Sighted

III. Donut Hole

No fishing vessel activity was detected in the Donut Hole during the reporting period. South Korea and Japan indicated an interest in trial fishing this summer at the last Central Bering Sea Pollock Convention Meeting. However, the Seventeenth District has received no notices for proposed trial fishing to date for 2006.

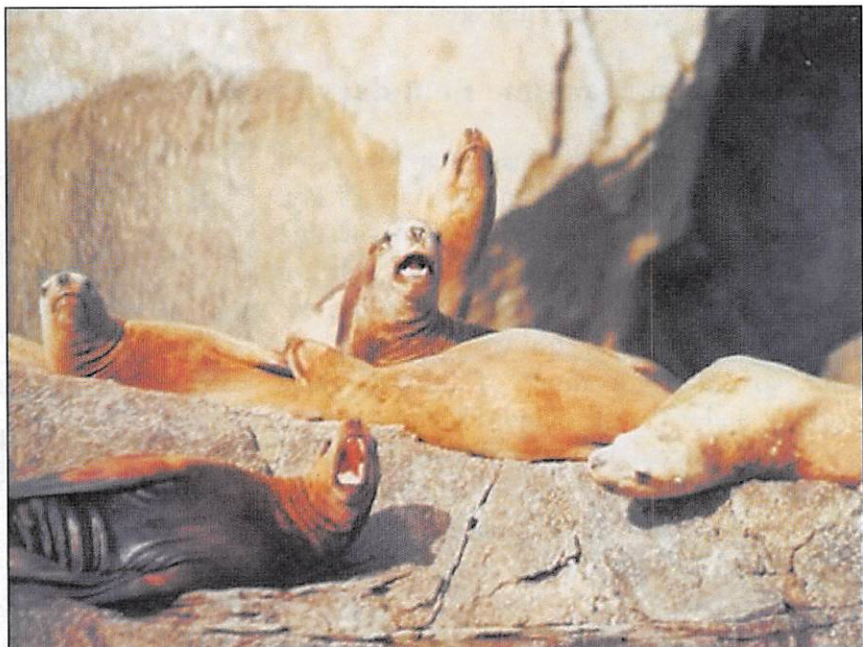


IV. Dixon Entrance

The Seventeenth Coast Guard District participated in a U.S.-Canada border enforcement meeting last month in Ketchikan, Alaska. This meeting is held annually as part of the 1990 US-CA fisheries enforcement agreement to address enforcement issues along the disputed boundary area in Dixon Entrance. Discussions at this working level meeting included: review of 2005 season, projected fisheries openings and closures, expected patrol effort, customs issues, counter drug enforcement issues, and maritime transportation security. Salmon fishing in this area by Canadian fishermen is expected to be limited again this year with some minor effort expected from mid-July through early August. A U.S./Canadian working group was formed, which will focus on improving information flow between local and federal agencies via the execution of cross-border pulse operations. These operations are in the initial planning stages and will target boarding opportunities.

V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to assist NMFS's in management activities to insure that 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 logged 524 monitoring hours, and aircraft patrolled 65 hours in support of this mission. There were no violations detected.

VI. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends. Violations during the reporting-period remained relatively low with most being minor.

Figure 3. Fisheries Boardings

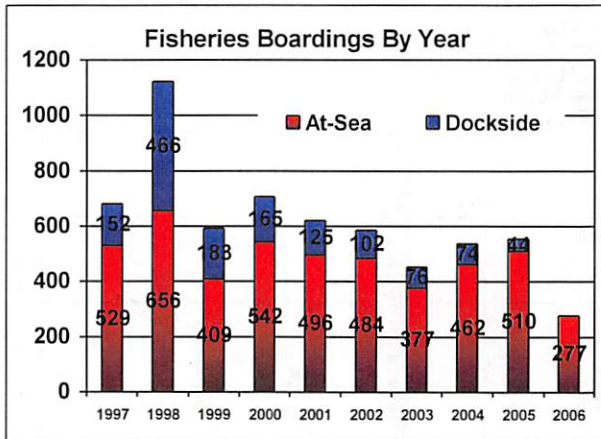
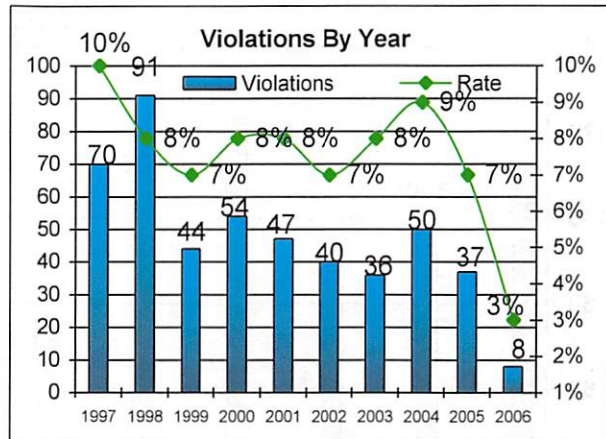


Figure 4. Fisheries Violations



APR 2005 – MAY 2005

All F/V Boardings (At-Sea):.....102
 IFQ Monitors (Dockside):.....17
 Boarding/Monitor w/Fisheries Vio's:.....7
 Violation Rate:.....5.9%

APR 2006 – MAY 2006

All F/V Boardings (At-Sea): 101
 IFQ Monitors (Dockside): 0
 Boardings w/Fisheries Violations: 3
 Violation Rate:3.0%

During the reporting period, there were three fisheries violations, including two summary settlements. All three fisheries violations occurred on board IFQ boats and are discussed in the next section.

There were five *voyage terminations* for safety violations (four of which were fishing in state fisheries). Most of the voyage terminations were for multiple violations (insufficient survival suits: 4 vessels; inadequate fire fighting equipment: 3 vessels; insufficient lifering buoys: 2 vessels). One master was charged with operating a vessel while intoxicated. Several vessels were also issued violation notices and warnings for minor safety discrepancies. Appendices A and B contain a complete list of boardings and violations for the reporting period.

VII. IFQ At-Sea/Dockside Enforcement

The 2006 IFQ season continued without significant incidents. There were two summary settlements on sablefish vessels for inadequate seabird avoidance measures and a single fishery violation on a halibut vessel also for failure to use adequate seabird avoidance.

Coast Guard effort consisted of the following:

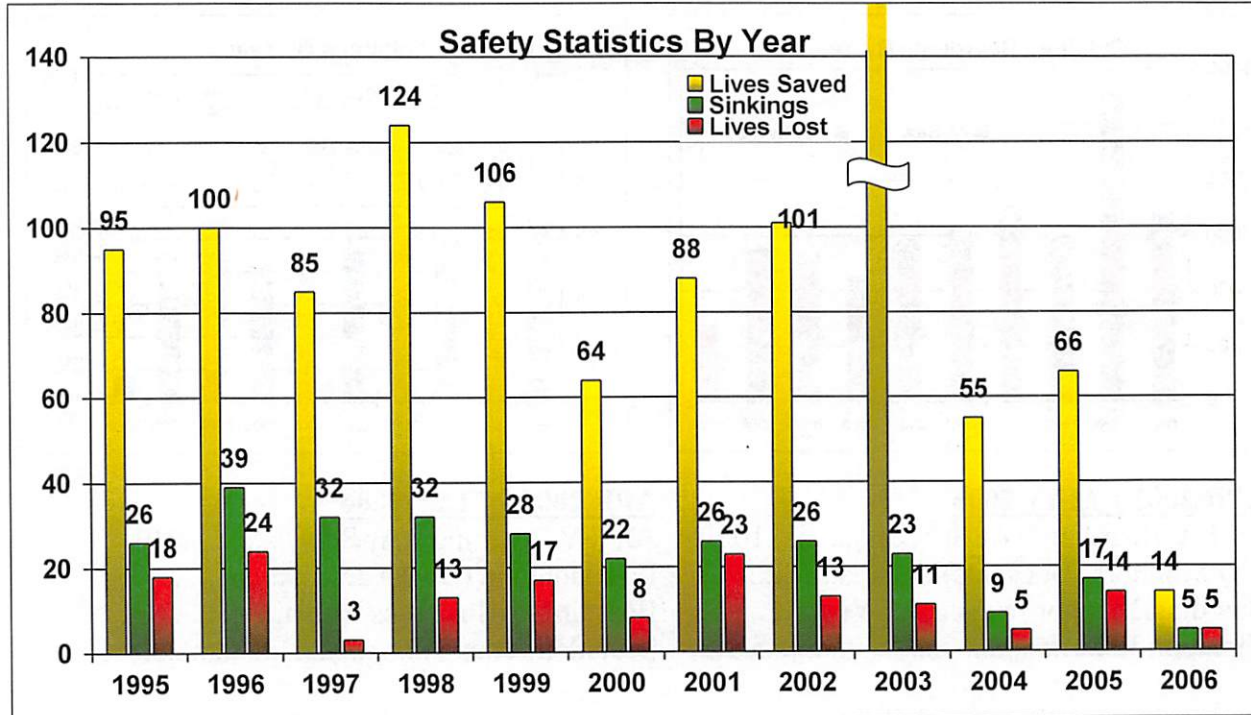
- 43 IFQ at-sea boardings



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

There were six search and rescue cases during the reporting period. Summaries of the more significant search and rescue cases are included in the table below and on the following page.



Figure 5. Historical Overview of CFVS Statistics



*There was 1 life lost, 2 vessels lost, 6 lives saved (plus one whale) from 01 April to 31 May.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Circumstances/Specific Cause
31 May 06	Fin	35ft Gillnetter	I	N	N	The master radioed the North Pacific SAR Coordinator reporting that a humpback whale was entangled in the gillnet still attached to the F/V FIN in Frederick Sound near Petersburg. The 80-year-old master was the sole person on board and needed assistance with the situation. The master could not free the net, and the vessel was in danger of being drug under by the whale. The CGC ANACAPA's small boat launched to the scene to assist and ensure the safety of the mariner onboard FIN and those responding to disentangle the whale. The NOAA marine mammal team was notified, which immediately responded. ANACAPA's small boat arrived on scene and assumed a support role for the NOAA disentanglement attempt. The whale was successfully disentangled, with no injuries to personnel or the animal.

LEFT & ABOVE: NOAA and Coast Guard personnel disentangle a humpback whale from a driftnet attached to the F/V FIN.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Circumstances/Specific Cause
24 May 06	Isbjorn	N/A	1	N	N	A friend of a crewmember contacted the North Pacific SAR Coordinator reporting the vessel overdue from fishing near Ketchikan. Communications Center Juneau made callouts for the vessel with negative results. The NPSC issued a UMIB which ran throughout the night with negative results. Station Ketchikan launched their 25ft SAFE boat to search nearby fishing grounds. A Good Samaritan vessel answered the UMIB stating that they had seen the Isbjorn the previous afternoon fishing near Phocena Rocks. The 25ft SAFE investigated Phocena Bay and found the F/V Isbjorn in no distress.
16 May 06	Shiloh	40ft Gillnetter	3	N	N	The master contacted the North Pacific SAR Coordinator via satellite phone reporting that the vessel was disabled and adrift approximately 8NM southwest of Cape St. Elias. The transmission cooler was cracked. The master was able to use the engine to keep station off of Cape St. Elias and control the direction of their drift so that it was away from land. The master was instructed to keep survival suits at close hand and to plug the vents on his vessel in the event that the wind or current pushes the vessel up onto the rocks. The NPSC issued an UMIB and launched the USCGC MUSTANG from Seward to respond. The NPSC put the F/V SHILOH on a one-hour communications schedule via satellite phone. While the MUSTANG was enroute, the F/V ALLYSEN MORIAH arrived on scene with F/V SHILOH. The F/V ALLYSEN MORIAH began towing the disabled vessel westward to close the distance to MUSTANG. The MUSTANG arrived on scene and relieved F/V ALLYSEN MORIAH of the tow. CGC MUSTANG towed the F/V SHILOH safely into Seward.
9 May 06	Lady Alliene	32ft Gillnetter	2	1	Y	The Dutch Harbor Harbormaster contacted the North Pacific SAR Coordinator relaying a report from the Alaska State Trooper vessel STIMSON. The STIMSON had located an overturned 32ft vessel with one person clinging to the hull approximately 12nm east of Dutch Harbor. The STIMSON transported the survivor back to Dutch Harbor for medical treatment and learned that the vessel had capsized the previous night and that the other person on-board had gone into the water. The NPSC directed a search of the area by the USCGC HICKORY, an Air Station Kodiak HC-130, and an HH-65 helo. All searches yielded negative results in locating the missing crewmember. Local divers from Dutch Harbor searched beneath the capsized vessel for the missing crewman with negative results. The HICKORY searched the area through the night and the helo conducted a first light search. All searches yielded negative results.
7 May 06	Seafreeze Alaska	267ft Processor	N/A	N	N	Health Works in Seattle contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 22-year-old male crewmember on board the F/V SEAFREEZE ALASKA operating 150nm north of Cold Bay. The crewmember was suffering from trauma to the head and eye after being struck by a boom or block. Due to the concern for traumatic brain/eye injury, the duty Flight Surgeon concurred with the request for MEDEVAC. The NPSC diverted the SEAFREEZE ALASKA towards Cold Bay 150 NM to the south. An Air Station Kodiak HH-60 helo launched to Cold Bay and then on to the vessel. Due to the distance offshore, an Air Station Kodiak HC-130 provided cover during the transit. The helo arrived on scene, hoisted the patient, and transport him to Cold Bay for transfer to a commercial MEDEVAC provider to Anchorage.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Circumstances/Specific Cause
9 April 06	Laura	84ft Longliner	4	N	Y	<p>Air Station Kodiak Communications Center relayed a MAYDAY call from F/V LAURA to the North Pacific SAR Coordinator. The master reported the vessel was aground on the South end of Long Island, 6 NM East of Kodiak, with 4 POB. F/V Laura was not taking on water but was requesting a Coast Guard rescue. NPSC issued a UMIB and directed the master to activate the vessel's 406MHz EPIRB. An Air Station Kodiak HH-60 helo launched to the scene, hoisted the four crewmembers, and transported them to Kodiak. The vessel had grounded when a crewmember apparently fell asleep.</p>

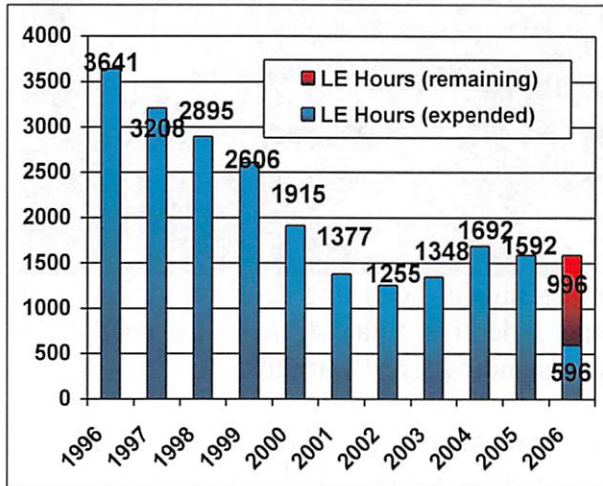
BELOW: Fishing vessel Laura in the process of being refloated.



IX. CGD17 Resource Summary

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

Figure 6. Annual HC-130 Hours



*Flight hour data by calendar year.

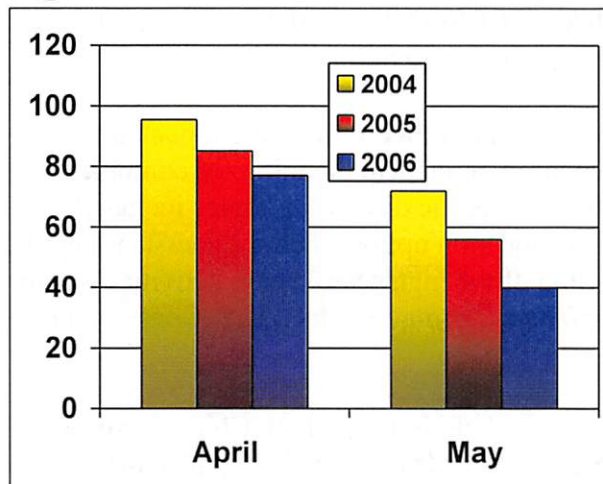


APR 2005 – MAY 2005

- 2 WHEC's patrolled for 78 days
 - 2 WMEC's patrolled for 5 days
 - 3 WLB's patrolled for 12 days (fisheries)
 - 6 WPB's patrolled for 112 days (fisheries)
- Total Cutter days – 207**

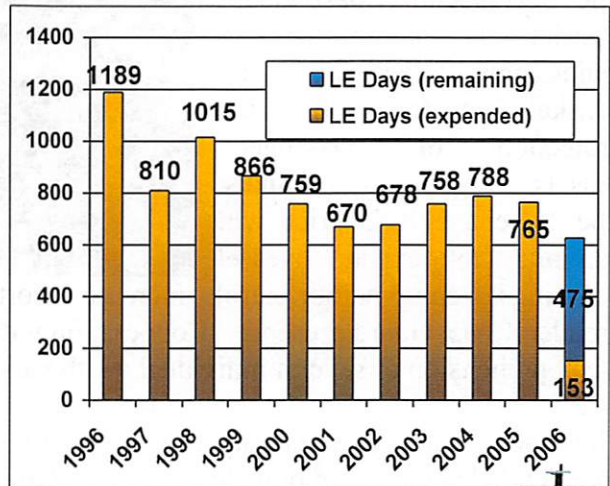
HC-130's flew 21 sorties for 140 hours
 HH-60/65's flew 80 sorties for 319 hours

Figure 8. APR - MAY HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 7. Annual Cutter Days



*Patrol day data by calendar year.

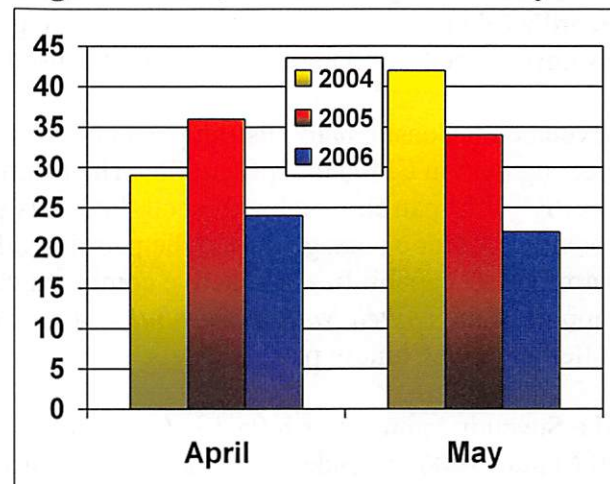


APR 2006 – MAY 2006

- 1 WHEC patrolled for 23 days
 - 1 WMEC patrolled for 23 days
 - 3 WLB's patrolled for 6 days (fisheries)
 - 4 WPB's patrolled for 61 days (fisheries)
- Total Cutter days – 113**

HC-130's flew 32 sorties for 117 hours
 HH-60/65's flew 82 sorties for 284 hours

Figure 9. APR - MAY Cutter Days



*Patrol day data for reporting period ONLY.

X. Maritime Security

The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. The Seventeenth Coast Guard District is committed to maintaining security on Alaska's waters for the protection of passengers, vessels, cargo, and terminals. The Seventeenth District will continue to expand vessel



boardings, step up harbor patrols, increase escorts of certain ships carrying dangerous cargo, and broaden Coast Guard presence. Cooperation with other federal and state agencies has resulted in the apprehension of several individuals with various outstanding arrest warrants.

The Marine Safety and Security Team (MSST), stationed in Anchorage, recently returned from an extended deployment outside of Alaska. Cruise ship season is now in full swing and the MSST will be assisting with cruise ship escorts and military offloads later this summer.

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. International Engagement

A Seventeenth Coast Guard District officer participated in the 2006 bi-annual Pacific Rim Fisheries Conference in Vietnam, along with several other representatives from Alaska. A presentation was given on international cooperative fisheries law enforcement. The Coast Guard's role in several multi-lateral forums (e.g., NPAFC, CBSPC, N. Pacific Coast Guard Forum), as well as bilateral efforts with Pacific Rim countries were highlighted.

Seventeenth Coast Guard District personnel participated in a US/PRC enforcement planning meeting held in China in April, 2006. The meeting focused on tactical planning for combined US/PRC IUU patrol, which will occur later this summer. Specific discussion topics included potential officer exchange during the patrol, rendezvous location options, better understanding of patrol vessel capabilities, and active combined patrolling of the high seas. These activities would support of the *United Nations Resolution Against High Seas Driftnetting* by a U.S. Coast Guard cutter and two Chinese patrol vessels.

The Seventh Annual North Pacific Coast Guard Forum was held in Hangzhou, China, from 27-30 March, 2006. Attendees included coast guard representatives from Canada, Japan, Korea, China, Russia, and the United States. Member countries discussed maritime security exercise planning for during 2006. Specifically, a series of tabletop and command post exercises will

occur later in the spring. At-sea field exercises and multilateral combined operations will take place in the summer of 2006, including a multi-week IUU fisheries operation.

The Seventeenth Coast Guard District hosted a seven member delegation from the Russian Northeast Border Directorate (NBD) of the Federal Security Service (FSB) from 12 through 16 April 2006 in Anchorage. The NBD Commander, Lt. General Valeri Putov led the Russian delegation with the U.S. delegation led by (now former) U.S. Coast Guard 17th District Commander, Rear Admiral James Olson. The sides discussed joint activities including a bilateral agreement regarding Bering Sea fisheries enforcement as well as a plan of joint actions and 2006 patrols. The two Coast Guards started cooperating in 1995, after the two countries had signed a memorandum of understanding and launched joint patrols in the northwestern Pacific Ocean and Bering Sea. The two Coast Guards hold joint exercises, share service experience, and exchange information on fisheries and illegal fishing vessels. These joint efforts have resulted in dozens of bilateral fisheries-enforcement actions and search-and-rescue operations.



U.S. Coast Guard Rear Admiral James Olson (left) and Russian NBD Commander, Lt. General Valeri Putov update cooperative agreements at their April, 2006 meeting in Anchorage.

Appendix A

Boardings Without Violations 01 APR 2006 – 31 MAY 2006

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
04/01/06	Evelyn O	Longliner	Pacific Cod	630
04/01/06	Expatriate	Longliner	Halibut	3C
04/01/06	Tiffany Lee	Longliner	Pacific Cod	630
04/02/06	Augustine	Longliner	Sablefish	CG
04/02/06	Jennifer Rose	Longliner	Halibut	3A
04/02/06	Malaka	Longliner	Pacific Cod	630
04/13/06	Viekoda Bay	Pot Boat	Crab	521
04/18/06	Amatuli	Seiner	Herring	ST
04/21/06	Blue Gill	Troller	Salmon	ST
04/21/06	Emily Nichole	Seiner	Herring	ST
04/21/06	Fiddle	Troller	Salmon	ST
04/21/06	Ocean Maid	Seiner	Herring	ST
04/21/06	Seymour	Longliner	Halibut	3A
04/23/06	Keltie	Troller	Salmon	ST
04/23/06	Sunrise	Troller	Salmon	ST
04/23/06	Velvet	Troller	Salmon	ST
05/03/06	Gulf Maiden	Longliner	Halibut	3A
05/04/06	Cape Spencer	Longliner	Halibut	3A
05/05/06	Arctic Storm	Shrimper	Shrimp	ST
05/05/06	C Rain	Longliner	Halibut	3A
05/05/06	Laura S	Longliner	Halibut	3A
05/11/06	Alaskan Enterprise	Pot Boat	Crab	521
05/12/06	Kiska Sea	Pot Boat	Crab	521
05/14/06	Four Daughters	Pot Boat	Crab	521
05/17/06	Bay Harvest	Longliner	Halibut	3B
05/17/06	Dawn	Troller	Salmon	ST
05/17/06	Dorinda Lee	Troller	Salmon	ST
05/17/06	Dorothy Hii	Troller	Salmon	ST
05/17/06	Kimbel	Troller	Salmon	ST
05/17/06	Miss Sonja	Longliner	Halibut	2C
05/17/06	Monarch	Longliner	Halibut	2C
05/17/06	Shalee Rae	Troller	Salmon	ST
05/17/06	Wooster	Pot Boat	Crab	ST
05/18/06	Rebecca Irene	Trawler	Pacific Cod	521
05/18/06	Unimak	Trawler	Pacific Cod	521
05/19/06	Antares	Troller	Salmon	ST
05/19/06	Charles T	Longliner	Sablefish	SE
05/19/06	Hopspur	Longliner	Halibut	3A
05/19/06	Orion	Longliner	Sablefish	SE
05/19/06	Sea Angel	Longliner	Sablefish	CG
05/19/06	Vigorous	Longliner	Halibut	3A
05/19/06	Western Queen	Longliner	Sablefish	CG

Appendix A (Continued)

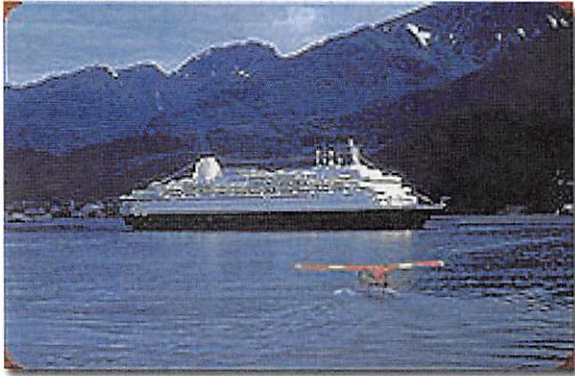
Boardings Without Violations 01 APR 2006 – 31 MAY 2006

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
05/21/06	Alliance	Trawler	Pacific Cod	521
05/21/06	Caravell	Trawler	Rock Sole	630
05/21/06	Golden Fleece	Trawler	Flatfish	630
05/21/06	Mikado	Longliner	Halibut	3A
05/22/06	Alantico	Longliner	Halibut	3A
05/22/06	Kodiak Isle	Longliner	Halibut	3A
05/22/06	Lesley Ann	Longliner	Halibut	2C
05/22/06	Lucky J's	Gillnetter	Salmon	ST
05/22/06	Melanie	Longliner	Halibut	3A
05/22/06	Midnight Special	Gillnetter	Salmon	ST
05/23/06	Daniel G	Troller	Salmon	ST
05/23/06	Dusk	Trawler	Rock Sole	630
05/23/06	Fyke	Troller	Salmon	ST
05/23/06	Lady Jane	Troller	Salmon	ST
05/23/06	Luna	Longliner	Halibut	3A
05/24/06	Spectre	Longliner	Halibut	3A
05/25/06	Bergen	Longliner	Sablefish	CG
05/25/06	Chandalar	Longliner	Sablefish	CG
05/25/06	Day Star	Longliner	Halibut	3A
05/25/06	Martin	Longliner	Sablefish	CG
05/25/06	Memories	Longliner	Sablefish	CG
05/25/06	Sea Valley li	Longliner	Sablefish	CG
05/25/06	Tordenskjold	Longliner	Sablefish	CG
05/26/06	Cape Reliant	Longliner	Sablefish	CG
05/26/06	Inlet Sunrise	Seiner	Salmon	ST
05/26/06	Kamilar	Longliner	Sablefish	CG
05/26/06	Lucky Star	Seiner	Salmon	ST
05/26/06	North Point	Longliner	Sablefish	CG
05/26/06	Silver Beach	Seiner	Salmon	ST
05/26/06	Vis	Longliner	Halibut	3A
05/27/06	Alaska Victory	Trawler	Yellowfin Sole	514
05/27/06	Dream Maid	Longliner	Halibut	3A
05/27/06	Enterprise	Trawler	Yellowfin Sole	514
05/27/06	Halcyon	Longliner	No Product	630
05/28/06	Jersey Girl	Troller	Salmon	ST
05/28/06	Kristiana	Longliner	Sablefish	CG
05/28/06	Shemya	Longliner	Sablefish	CG
05/29/06	Aleutian	Longliner	Sablefish	CG
05/29/06	Kilkenny	Longliner	Halibut	2A

Appendix B

Boardings With Violations 01 APR 2006 – 31 MAY 2006

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
04/06/06	Sycamore	Captain Sam	Longliner	Halibut	3A	Safety violation issued for insufficient drills and training.
04/21/06	Anacapa	Maggie Scott	Longliner	No Product	630	Boating violation issued for failure to carry documentation on board.
04/21/06	Anacapa	Carrole B	Seiner	Herring	ST	Safety violation issued for expired liferaft.
04/21/06	Liberty	Slayer	Troller	Salmon	ST	Voyage terminated for insufficient immersion suits on board.
04/23/06	Liberty	Crusader	Longliner	Halibut	2C	Safety violation issued for expired liferaft and expired visual distress signals.
05/05/06	Long Island	Kelsey	Longliner	Halibut	3A	Fisheries violation issued for insufficient seabird avoidance.
05/05/06	Long Island	Alaskan Lady	Longliner	Halibut	3A	Safety violation issued for no EPIRB, expired life raft and hydrostatic release, and expired visual distress signals.
05/15/06	Mustang	Allysen Moriah	Longliner	Halibut	3A	Safety violation issued for boating while intoxicated.
05/23/06	Anacapa	Sword	Troller	Salmon	ST	Boating violation issued for insufficient hull markings.
05/23/06	Anacapa	Sundance	Troller	Salmon	ST	Safety violation issued for expired distress signals and no garbage placard.
05/23/06	Anacapa	Allman Joy	Troller	Salmon	ST	Safety violation issued for insufficient hull markings, expired EPIRB hydrostatic release and insufficient reflective tape on lifering.
05/23/06	Liberty	Ge Ge	Gillnetter	Salmon	ST	Voyage terminated for insufficient fire fighting equipment, insufficient visual distress signals, and insufficient lifering buoys.
05/26/06	Long Island	Castaway	Longliner	Sablefish	CG	Fisheries summary settlement issued for insufficient seabird avoidance.
05/26/06	Long Island	Cape Falcon	Longliner	Sablefish	CG	Safety violation issued for no high water alarm and insufficient emergency instructions.
05/26/06	Mustang	Gator	Seiner	Salmon	ST	Safety violation issued for insufficient immersion suits and improperly maintained fire fighting equipment.
05/26/06	Mustang	Coyote	Clammer	Clams	ST	Voyage terminated for inadequate immersion suits.
05/26/06	Mustang	N/A	Seiner	Salmon	ST	Voyage terminated for inoperative navigation lights, insufficient immersion suits, insufficient lifering buoys, insufficient fire fighting equipment, no sound producing device and insufficient placards.
05/28/06	Liberty	Silver Surfer	Longliner	Halibut	2C	Voyage terminated for insufficient fire fighting equipment and insufficient immersion suits.
05/28/06	Long Island	Indigo	Longliner	Sablefish	CG	Fisheries summary settlement issued for insufficient seabird avoidance and safety violation issued for improper hull markings, no first aide manual onboard, inoperative general alarm, and no magnetic compass onboard.
05/29/06	Long Island	Reiver	Longliner	Sablefish	CG	Boating violation issued for improper external markings and no waste management plan.



WHAT ARE THE PRINCIPLE RULES GOVERNING VESSELS OPERATING IN THE SECURITY ZONES?

- The security zone extends 100 yards around and under all escorted HCP and/or AMHS vessels during their transit in the navigable waters of the Seventeenth Coast Guard District.
- No person or vessel (except commercial fishing vessels while actively engaged in fishing) may enter the security zone unless authorized by the designated on scene representative.
- If an escorted HCP or AMHS vessel is underway and approaches within 100 yards of a moored or anchored vessel, the moored or anchored vessel must remain moored or anchored while in the security zone unless ordered or given permission to move by the designated on scene representative.

- If permission is granted to transit within 100 yards of an escorted HCP or AMHS vessel, all persons and vessels must comply with the instructions of the on scene designated representative.

EFFECTIVE PERIOD: The effective date of this Final Rule is May 15, 2006.

PURPOSE? The security zones are necessary to mitigate potential terrorist acts and enhance public and maritime safety and security.

WHERE DOES IT APPLY? The security zone will be in effect 100 yards around all escorted HCP and AMHS vessels in the navigable waters of Alaska (see 33CFR 3.85).

WHAT ARE THE POTENTIAL PENALTIES FOR VIOLATING THE PROVISIONS OF THE SECURITY ZONE? Violations of this security zone could result in both civil and/or criminal penalties.

WHAT IS AN HCP VESSEL? An HCP vessel is defined as a passenger vessel over 100 feet in length that is authorized to carry more than 500 passengers for hire.

WHAT IS AN AMHS VESSEL? An AMHS vessel is defined as any vessel owned or operated by the Alaska Marine Highway System.

HOW CAN I TELL IF AN HCP OR AMHS VESSEL IS BEING ESCORTED? The HCP or AMHS vessel will be accompanied by one or more Coast Guard, Federal, State or local law enforcement agencies (surface or air assets). These are called the "designated on scene representatives."

WHO MAY GIVE PERMISSION FOR OTHER VESSELS TO ENTER AN HCP VESSEL SECURITY ZONE? Permission to enter or remain (if moored or anchored) in the zone will be granted by the designated on scene representative. Contact the designated on scene representative on VHF channel 16/13.

WHO MAY ENFORCE THE REGULATIONS? The official patrol authorized to enforce these regulations include Coast Guard commissioned, warrant, and petty officers, as well as federal, state, or local law enforcement officers when acting on behalf of the CG.

HOW WILL THE PUBLIC KNOW OF THE EXISTENCE OF THESE SECURITY ZONES? This rule is effective 15 May 2006 and will remain in effect until terminated by the 17th District Commander. The security zone will only be in effect when there is a designated on scene representative present during the escort of the HCP or AMHS vessel

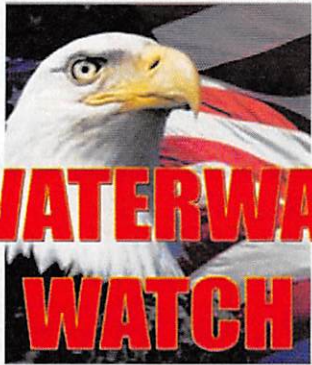
POC FOR QUESTIONS OR CONCERNS:

D17, DEPARTMENT OF PREVENTION, LT
MATTHEW D. YORK (907)463-2821

REGULATORY INFORMATION:

-71 FEDERAL REGISTER 19121

877-24 WATCH



The average water temperature in Alaskan Waters is 40F-60F. If you enter the water at this temperature, it will likely result in unconsciousness and/or exhaustion in 30-60minutes

18 lives lost annually in Alaska from recreational boating accidents



www.dnr.state.ak.us/parks/boating/kdfhomehtm.htm

FINAL HIGH CAPACITY PASSENGER VESSEL AND ALASKA MARINE HIGHWAY SYSTEM



SECURITY ZONE IN ALASKA'S SEVENTEENTH COAST GUARD DISTRICT

Help Keep America's Waterways Safe and Secure

AMERICA'S WATERWAY WATCH

To Report Suspicious Activity
Call the National Response Center
800-424-8802
or
877-24WATCH

For Immediate Danger to Life or Property
911



17th Coast Guard District

PO Box 25517
Juneau, AK 99802-5517
(907) 463-2000 (command center)
If calling from a cell phone: *CG

