

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



October 2011 – November 2011

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List of Abbreviations

CFVS – Commercial Fishing Vessel Safety	HSDN – High Seas Drift Net
FBS - Russian Federal Border Service	MBL – US/Russian Maritime Boundary
FF/V – Foreign Fishing Vessel	NPSC – North Pacific SAR Coordinator
GOA – Gulf of Alaska	SAR – Search and Rescue
HC-130 – USCG Fixed-Wing Aircraft	UMIB –Urgent Marine Info Broadcast
HEC/MEC – High/Medium Endurance Cutters	WLB – 180ft or 225ft Buoy Tender
HH65/60 – CG helicopter	WPB – 110ft Patrol Boat

I. High Seas Drift Net Enforcement

Operation North Pacific Guard 2011, the USCG's North Pacific high seas fisheries enforcement plan, commenced in April with a HC-130 deployment out of Shemya Island, Alaska. USCG Cutter MUNRO commenced their deployment in late July. The USCGC MUNRO conducted a 100-day patrol (42 patrol days in the Convention Area) in direct support of Operation North Pacific Guard, completing operations on 01 November 2011. While deployed, CGC MUNRO participated in a multi-national



Figure 1: USCGC MUNRO with FF/V BANGUN PERKASA

IUU fisheries enforcement patrol that included enforcement coordination with North Pacific Anadromous Fisheries Commission (NPAFC) parties and the People's Republic of China Fisheries Law Enforcement Command (PRC-FLEC). USCGC MUNRO conducted port calls in Yokosuka, Japan and embarked PRC-FLEC enforcement officers from 25 July to 26 September. Russia deployed surface assets for a cumulative of 30 patrol days in the Convention Area. Japanese surface assets, which normally deploy for HSDN patrols were unable to deploy this year due to the earthquake and tsunami that struck the east coast of Japan in March. Chinese surface assets got underway to conduct joint operations with the CGC MUNRO, but were diverted for search and rescue operations involving a Chinese flagged fishing vessel and were unable to complete the joint operations or conduct any patrols to detect HSDN activity.

USCG C-130 aircraft flew a total of 150 dedicated mission hours from April to September this year, with 103 hours directly surveying the convention area. The Canadian Forces and the Department of Fisheries and Oceans (DFO) deployed a CP-140 to fly patrols from Shemya in September 2011. The Canadian CP-140 flew a total of 31 mission hours. The Japanese Coast Guard conducted two joint Gulfstream-V (G-5) flights in August 2011 coincident to CGC MUNRO's patrol of the high-threat area. The USCG Seventeenth District sent an officer to Tokyo to participate in both flights as an observer. Low clouds and fog precluded the aircraft from visually sighting any fishing vessels. Several vessels were identified via AIS. These flights continued joint U.S.-Japanese HSDN aircraft patrol operations dating back to 2006. Fisheries Agency of Japan (FAJ) aircraft patrolled the NPAFC Convention Area for a total of 98 hours and first sighted the F/V BANGUN PERKASA and F/V SHUN LI No. 6 fishing with large scale high seas drift nets. Finally, Russian aircraft patrolled the NPAFC Convention Area for 97 hours.

There were a total of 02 HSDN vessels detected in the North Pacific during 2011. The F/V BANGUN PERKASA and F/V SHUN LI No. 6 were both sighted in late August by an FAJ aircraft. USCGC MUNRO was diverted from Typhoon avoidance to relocate the vessels and successfully did so on September 7. Both vessels initially claimed to be Indonesian flagged, but

were later assimilated as stateless when Indonesia denied the masters' claims of registry. A boarding team from USCGC MUNRO was able to board F/V BANGUN PERKASA on



Figure 2: FF/V SHUN LI No. 6 renamed to MITRA 888

transferred to NOAA for final disposition.

September 8 and, and as reported at the last NPFMC meeting, found more than 9 miles of driftnet and a catch of shark and squid onboard. The SHUN LI No. 6 fled the scene when CGC MUNRO arrived and its present location is unknown. The F/V BANGUN PERKASA was seized on September 15 and escorted back to Dutch Harbor, AK. It arrived in Dutch Harbor in early October. After rat eradication efforts were completed off the coast of Unalaska Island, the vessel moored in Dutch Harbor on October 16 and

Finally, Seventeenth District representatives met with the members of the NPAFC at the commission's 19th annual meeting in Nanaimo, BC, Canada. The Coast Guard reported on their successes, challenges met, and 2011 joint efforts to deter high seas driftnet and illegal, unreported and unregulated fishing activities in the North Pacific. The other participants also reported their respective efforts and collectively discussed enforcement plans for 2012.

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

The Russian Pollock season was open throughout the period with one possible incursion detected. The FF/V SHANTAR 1, a Russian flagged vessel rigged for crabbing with pot gear, was detected on the US side of the EEZ via AIS on multiple occasions on October 2 and October 3. The deepest point of incursion was approximately 6.5 NM. A C-130 aircraft diverted to query the SHANTAR 1 on October 3, but was forced to abort the mission due to an equipment casualty. A second C-130 aircraft was deployed to investigate the SHANTAR 1 on October 4 and found the vessel on the Russian side of the MBL. The C-130 hailed the vessel via radio and the master claimed that he had been forced over the line due to weather and a line fouled in his prop. The C-130 did not observe any pots deployed on the US side of the line. USCG District 17 contacted the Russian Northeast Border Guard Directorate about the incursion, and the Russian Northern Border Guard subsequently contacted the vessel's owner. The owner also reported that the vessel was forced into the US EEZ for weather and the safety of the crew. While there is no evidence that any

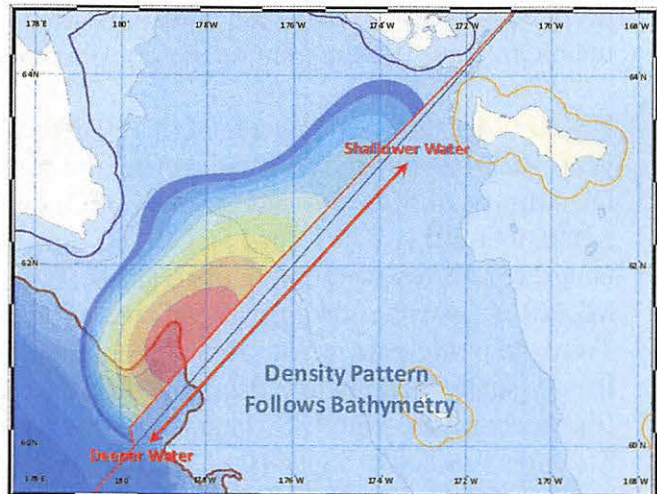


Figure 3: MBL Historical Vessel Density

had

illegal fishing took place while the SHANTAR 1 was in the US EEZ, the possibility cannot be ruled out.

Overall, fishing pressure along the MBL remained consistently low for 2011, and there is no indication that the downward trends seen in recent years will change. Coast Guard HC-130s flew 17.8 hours patrolling the MBL in October 2011.

III. Donut Hole Activity

There has been no activity in the Donut Hole throughout the reporting period, and no reports that any trial fishing will be undertaken by any Convention nations in 2011.

IV. Steller Sea Lions and Critical Habitat Enforcement

Coast Guard Cutters and Aircraft monitored critical habitat areas on a near daily basis. Over the reporting period, Coast Guard assets monitored various critical habitat areas 350 different times between 01 October and 30 November. Of the 151 SSL critical habitat areas, Coast Guard assets covered 75% in October, 28% in November. A significant number of our November flights were cancelled due to weather conditions. AIRSTA Kodiak detected the F/V GULF MAIDEN transiting through the Ugamak Island no entry zone. When queried by Coast Guard Aircraft, the master admitted to transiting through the area and stated, "This protection area is controversial."

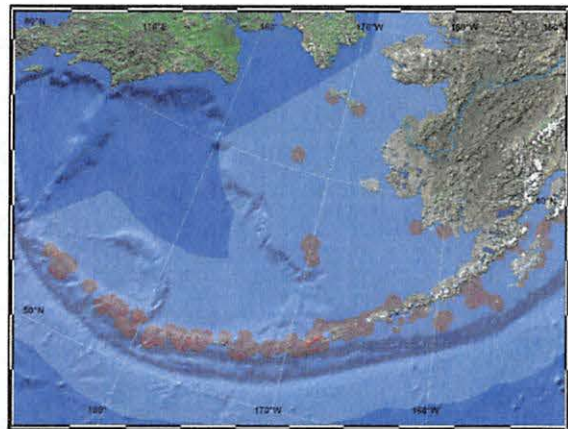


Figure 4: SSL Critical Habitats

V. Fishing Vessel Boarding Statistics

There were 92 domestic fisheries and fishing vessel safety boardings during the reporting period. These boardings resulted in a total of 2 safety violations and 13 fisheries violations, five of which were significant. Significant violations involved one vessel transiting through Steller Sea Lion critical habitat, three vessels failing to meet observer coverage requirements, and one vessel retaining prohibited crab species more than a week before the 15 October crab opener. Figures 2 and 3 show the historic trend for boardings and violations.

Figure 5. Fisheries Boardings By Year

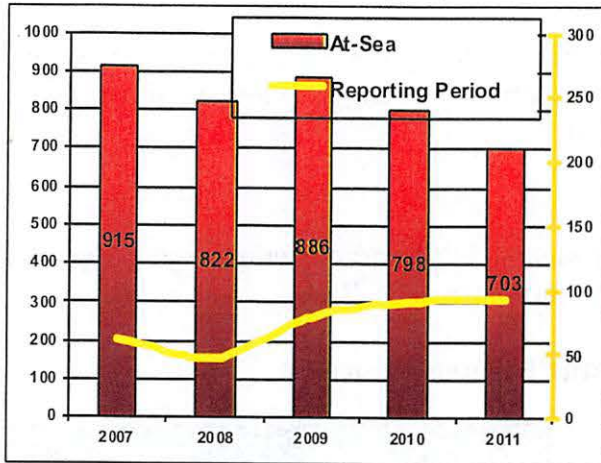
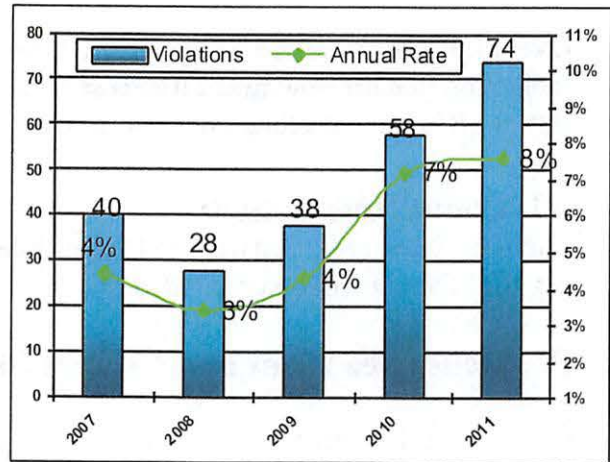


Figure 6. Fisheries Violations By Year



Oct 2010 - Nov 2010 Boardings

F/V Boardings (at sea):.....99
 Boarding w/fisheries violations:7
 Violation Rate:7%

Oct 2011 – Nov 2011 Boardings

F/V Boardings (at sea):.....92
 Boarding w/fisheries violations:10
 Violation Rate:.....10.9%

VI. IFQ Enforcement

There were 10 Halibut/Sablefish Boardings during the reporting period, with 4 fishing violations detected 2 vessels. The F/V PATRICIA SUE was issued violations for failure to have their IFQ permit and Federal Fisheries permit on board, although it was later verified that the vessel did have valid permits. The F/V ADRONICA was issued violations for failure to meet observer coverage requirements and logbook errors.



VII. Crab Fisheries Enforcement

The Bering Sea Crab fisheries opened on 15 October. Primary effort was in the Bristol Bay Red King Crab (RKC) fishery with limited initial effort in the St. Matthews Blue King Crab (SMB) fishery. 54 RKC vessels were noted underway in the first days after the opener, only 2 of which had not received pre-season safety and stability compliance checks (SSC). An additional 6 vessels were participating in the SMB fishery, 2 of which had not received the pre-season SSC.

The RKC fishery wrapped up in mid-November when the TAC was attained, and several vessels have since shifted from RKC to SMB.

USCGC SHERMAN was on scene, and a H-60 helicopter was forward deployed to Cold Bay for the majority of the RKC season. SHERMAN initially conducted boardings in the SMB fleet, transiting down to the RKC grounds, focusing on vessels who had not received their pre-season SSC. SHERMAN conducted 22 boardings on crab vessels, resulting in 1 significant and 2 minor fisheries violations, as well as 2 minor safety violations.

F/V KODIAK and F/V NUKA ISLAND were both issued minor violations for logbook errors, and F/V KONA KAI was issued 1 significant violation for failure to meet observer coverage requirements during a previous quarter while engaged in the groundfish fishery. Both safety violations were issued for life rings.

VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, 3 vessels with a total of 3 safety violations were detected. There were no *voyage terminations* during the reporting period. Safety violations for the reporting period were for life rings and visual distress signals.

There were 12 SAR cases, resulting in one life and one vessel lost. Table 1 below provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.

Figure 7. Historical Overview of CFVS Statistics

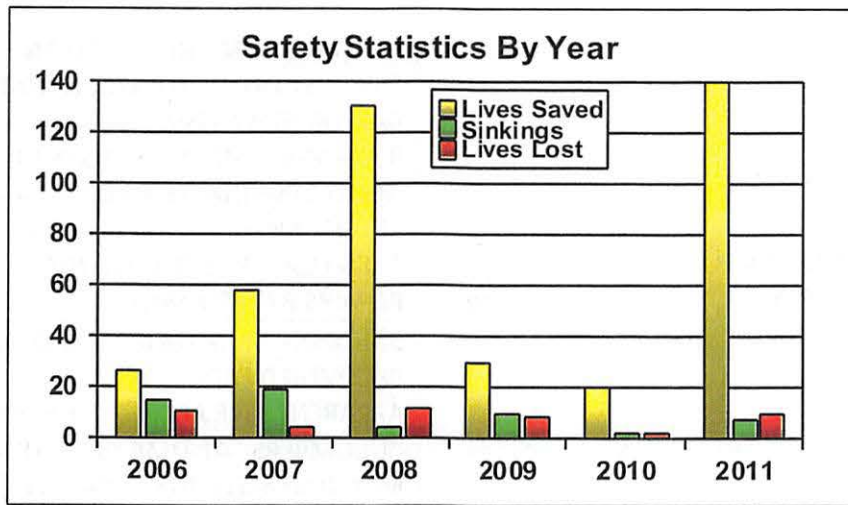


Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Table 1. CGD17 CFVS/Search and Rescue Case Summaries					
Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
10/06/2011	JAGER	1	0	Yes	D17 RECEIVED CALL FROM SITKA FSS OF ONE OF THEIR AIRCRAFT SIGHTING RED SMOKE AND A RED LIFE RAFT IN CHATHAM STRAIT, WEST OF ANGOON. SCC ISSUED UMIB, LAUNCHED A/S SITKA, AND ANGOON SAR TO INVESTIGATE. D17 ALSO RECEIVED 3 EPIRB ALERTS. CGR6038, ANGOON SAR, AND ANGOON PUBLIC SAFETY ARRIVED ON SCENE, LOCATED RAFT WITH 1POB. RESCUE SWIMMER DEPLOYED, SAFELY TRANSPORTED POB OVER TO ANGOON SAR VESSEL. PERSON IN RAFT WAS IN GOOD CONDITION WITH NO SIGNS OF ANY SERIOUS MEDICAL CONCERNS. ANGOON SAR POPPED RAFT AND CGR6038 LOCATED AND TURNED OFF EPIRB. PERSON WAS TRANSPORTED TO SHORE BY ANGOON SAR AND THEN TRANSFERRED TO ANGOON EMS FOR FURTHER EVALUATION. BIG DEBRIS FIELD AND LARGE SHEEN OF DIESEL AND OIL HAVE BEEN REPORTED. VSL WAS FISHING FOR DUNGENESS CRAB.
10/20/2011	SANDRA FAY	1	0	No	F/V SANDRA BAY REPORTED AN ENGINE ROOM FIRE JUST OFF OF TOLSTOI IS NORTH OF THORNE BAY. UMIB WAS ISSUED AND A 28' GOOD SAM RESPONDED AND WAS O/S IN MINUTES. 28' GOOD SAM UNABLE TO OFFER A TOW. STATION KETCHIKAN MLB WAS LAUNCHED TO ASSIST, BUT THE VESSEL WAS TOWED INTO THORNE BAY FOR REPAIRS BY THE KARLA BAY.
10/24/2011		2	1	No	911 DISPATCH NOTIFIED D17 OF A 34YOM RECOVERED FROM 20FT OF WATER AFTER AN APPARENT DIVE ACCIDENT FISHING FOR SEA CUCUMBERS. AT TIME OF NOTIFICATION THE MAN HAD BEEN UNRESPONSIVE FOR 20 MINS AND WAS 45 MINS OUT OF AUKE BAY. SECTOR JUNEAU PUT THE VESSEL ON A COMMS SCHEDULE AND LAUNCHED STATION JUNEAU'S RBM BUT STOOD THEM DOWN DUE TO THE SUBJECT VESSEL'S PROXIMITY TO PORT. THE MASTER TRANSPORTED THE VICTIM TO EMS PERSONNEL IN AUKE BAY.

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
10/28/2011	ALASKAN LEADER	23	0	No	<p>AT APPROXIMATELY 0545Z, THE F/V ALASKAN LEADER NOTIFIED NOJ THAT THEY HAVE AN ENGINE ROOM FIRE IN POSITION 55-11N 167-32W. THE F/V ALASKAN LEADER IS A 137FT CATCHER/PROCESSOR WITH A WHITE, STEEL HULL AND 23 POB. AT APPROXIMATELY 0550Z, THE ALASKAN LEADER NOTIFIED NOJ THAT THE FIRE WAS EXTINGUISHED BUT THERE WAS A LARGE QUANTITY OF SMOKE ON BOARD AND THAT THEY HAD LIMITED POWER, NO PROPULSION, AND NO STEERING. THE MASTER HAD A SATPHONE ON BOARD (#206-734-3685) AND AN INMARSAT PHONE (NUMBER UNKNOWN TO MASTER). WEATHER ON SCENE WAS WINDS SE 20-25KTS WITH 7-8FT SEAS. AT 0632Z, THE CGC SHERMAN WAS DIVERTED OUT OF BEAVER INLET TO ASSIST. A GOOD SAM, THE F/V FRONTIER SPIRIT, ALONG WITH TWO OTHER GOOD SAMs, RESPONDED TO THE UMIB AND REMAINED ON SCENE UNTIL THE CGC SHERMAN ARRIVED AT 0330U. THE CGC SHERMAN, AFTER ARRIVING ON SCENE, RELIEVED THE 03 GOOD SAMs. AT THAT TIME, THE ALASKAN LEADER ANNOUNCED THEY HAD THEIR PORT MDE WORKING AND COULD MAKE 7-8 KTS. THE SHERMAN SHADOWED THE F/V ALASKAN LEADER INTO DUTCH HARBOR AND ARRIVED AT 1100U. CASE CLOSED.</p>
10/31/2011	BLUE GADUS	21	0	No	<p>COMMUNICATIONS STATION KODIAK RECEIVED A CALL OVER HF 4125 FROM THE F/V BLUE GADUS, WHO WAS TAKING ON WATER 230NM NW OF ST. PAUL ISLAND. THE FLOODING WAS DESCRIBED AS A 'MINIMUM' AMOUNT IN THE BILGE, ABOUT 2" EVERY TWO HOURS. 21 PEOPLE ON BOARD. D17 ASSUMED SMC, PLACED THE BLUE GADUS ON A 1 HR. COMMUNICATIONS SCHEDULE, ISSUED A HF UMIB, AND DIVERTED THE CGC SHERMAN TO THE BLUE GADUS' POSITION. AT 0720Z, THE CAPTAIN OF THE BLUE GADUS REPORTED THE SITUATION WAS RESOLVED AND THAT THEY WERE TURNING BACK AROUND TO RESUME FISHING. CGC SHERMAN WAS TOLD TO RESUME NORMAL OPERATIONS.</p>

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
11/18/2011	KELSEY J	1	0	No	SCC RECEIVED A PHONE CALL FROM A DISABLED 40 FT GILLNETTER, ADRIFT IN PYBUS BAY. SCC ISSUED A MARB AND F/V THERESA MARIE WAS ABLE TO ASSIST IN CLEARING THE FUEL LINES AND RESTARTING THE ENGINES.
11/21/2011	AMY RAE	2	0	No	D17CC RECEIVED A CALL FROM SECTOR ANCHORAGE ADVISING US THAT A 30YOM ON THE F/V AMY RAY HAD A SEIZURE WHILE THE VESSEL WAS UNDERWAY IN EASTERN PRINCE WILLIAM SOUND. THE VESSEL IS ENROUTE CORDOVA WITH A 2.5 HOUR ETA. NO CG ASSETS ARE CLOSE ENOUGH TO ASSIST THE VESSEL PRIOR TO ITS ARRIVAL IN CORDOVA, AND THE SUBJECT IS NOW "CONSCIOUS AND WALKING AROUND." D17CC TOOK SMC, RECEIVED THE MEDEVAC CHECKSHEET FROM SECTOR ANCHORAGE, AND CALLED THE DUTY FLIGHT SURGEON IN CASE HE COULD OFFER ANY ADVICE FOR ENROUTE CARE FOR THE SUBJECT. NO ACTION NEEDED ASIDE FROM KEEPING THE PATIENT COMFORTABLE. ALSO GAVE THE CORDOVA HOSPITAL A HEADS-UP ABOUT THE INBOUND PATIENT.
10/26/2011	NORTHERN EAGLE	1	0	No	D17 CC RECEIVED A PHONE CALL FORM HEALTH FORCE PARTNERS, REQUESTING BRIEF OF DUTY FLIGHT SURGEON FOR CREWMEMBER ON BOARD F/V NORTHERN EAGLE WHO IS SUFFERING FROM A NEARLY AMPUTATED RIGHT RING FINGER, APPROXIMATELY 30 NM FROM ST. PAUL. DFS RECOMMENDS F/V NORTHERN EAGLE PRECEDE TO ST. PAUL CLINIC AND FOR COMMERCIAL MEDEVAC TO HAND SURGEON IN ANCHORAGE TO TRY AND SAVE THE FINGER.
11/07/2011	WIZARD	1	0	No	D17CC RECEIVED A REPORT OF A 28YOM ON BOARD THE F/V WIZARD WHO COLLAPSED, AND WAS SHOWING SIGNS OF DEHYDRATION AND SHOCK. CG6010 ALREADY A/B SELF DIVERTED AFTER HEARING THE INITIAL CALL. DFS WAS CONSULTED AND CONCURRED WITH ACTIONS TO TRANSPORT THE CREWMAN TO COLD BAY CLINIC FOR FURTHER MEDICAL CARE. CG6010 SAFELY HOISTED AND THEN TRANSPORTED SUBJECT TO COLD BAY.

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
11/08/2011	REBECCA IRENE	34	0	No	COMMSTA KODIAK RECEIVED A REPORT FROM THE F/V REBECCA IRENE THAT ITS MAIN ENGINE HAD A TURBO FAILURE AND THEIR SPEED WAS REDUCED TO APPROXIMATELY 5 KNOTS. REBECCA IRENE IS A 146' TRAWLER WITH 34 POB. CONCERN OVER REBECCA IRENE ENCOUNTERING STORM FORCE CONDITIONS WHILE MAKING WAY TOWARD THE ALASKA PENINSULA TO SEEK SHELTER RESULTED IN D17 CC ASSUMING SMC. D17 CC ISSUED A UMIB AND DIVERTED CGC SHERMAN. SHERMAN ARRIVED ON SCENE AND TRANSFERRED 20 NON-ESSENTIAL CREWMEMBERS OFF OF REBECCA IRENE. VESSEL'S COMPANY DISPATCHED MAGONE MARINE TUG DOUBLE EAGLE OUT OF DUTCH HARBOR. SHERMAN ESCORTED REBECCA IRENE UNTIL ARRIVAL OF DOUBLE EAGLE. TUG DOUBLE EAGLE SAFELY TOWED F/V REBECCA IRENE SAFELY TO DUTCH HARBOR.
11/11/2011	CLIPPER ENDEAVOR		0	No	D17 CC RECEIVED A REPORT OF A DISABLED VESSEL F/V CLIPPER ENDEAVOR APPROXIMATELY 223 NM NW OF ST. PAUL ISLAND. MASTER OF VESSEL REPORTED HE LOST HIS NUMBER 1 MDE AND IS CURRENTLY STEAMING TOWARD DUTCH HARBOR. VESSEL WAS PUT ON A COMM SCHEDULE AND SAFELY ARRIVED IN DUTCH HARBOR ON 14 NOVEMBER.
11/15/2011	ALASKA SPIRIT	1	0	No	D17 CC RECEIVED A PHONE CALL FROM HEALTH FORCE PARTNERS, REQUESTING MEDEVAC OF CREWMEMBER SUFFERING FROM ALCOHOL WITHDRAWALS. HE WAS PREVIOUSLY CONVULSING AND HAS SINCE STOPPED. THE CREWMEMBER IS CURRENTLY LYING DOWN IN FETAL POSITION, NOT ALLOWING VITALS TO BE TAKEN. DFS CONSULTED AND MEDEVAC WAS NOT WARRANTED. DFS RECOMMENDS KEEPING THE CREWMAN HYDRATED AND MONITOR DURING THE TRANSIT TO DUTCH HARBOR. NO FURTHER CG ACTION REQUIRED.

IX. Coast Guard Resource Summary

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

Figure 8. Annual HC-130 Hours

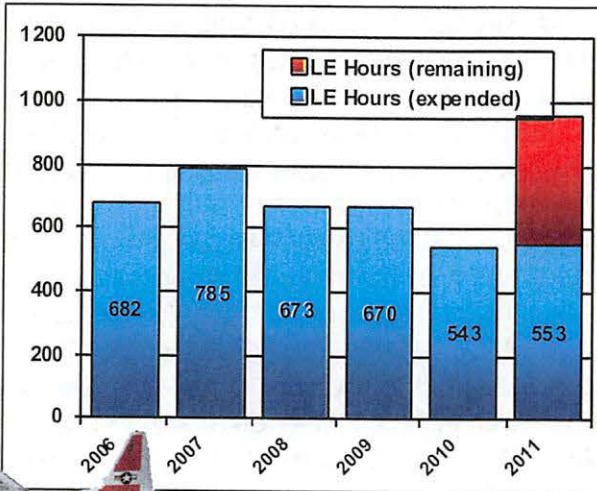
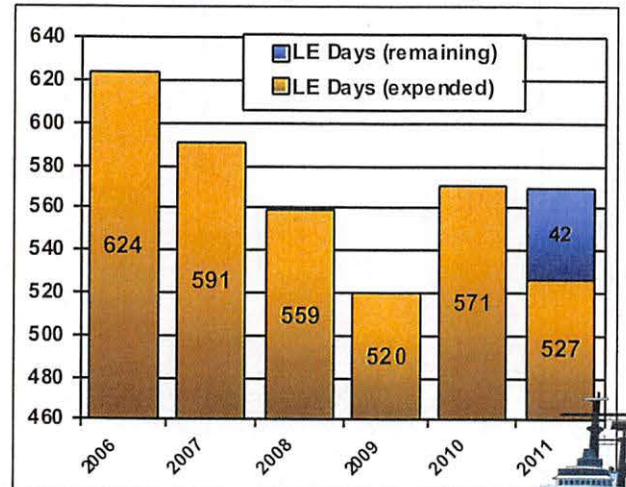


Figure 9. Annual Major Cutter Days



OCT 2010 – NOV 2010

2 WHECs patrolled.....87 days
 2 WMECs patrolled.....37 days
 1 WLB patrolled.....11 days
 5 WPBs patrolled.....65 days
Total Cutter patrol.....200 days

HC-130s flew.....123 hours
 HH-60/65s flew.....113 hours

OCT 2011 – NOV 2011

2 WHECs patrolled.....72 days
 1 WMEC patrolled.....10 days
 2 WLBs patrolled.....3 days
 5 WPBs patrolled.....44 days
Total Cutter patrol.....129 days

HC-130s flew.....63 hours
 HH-60/65s flew.....166 hours

Figure 10. OCT-NOV HC-130 Hours

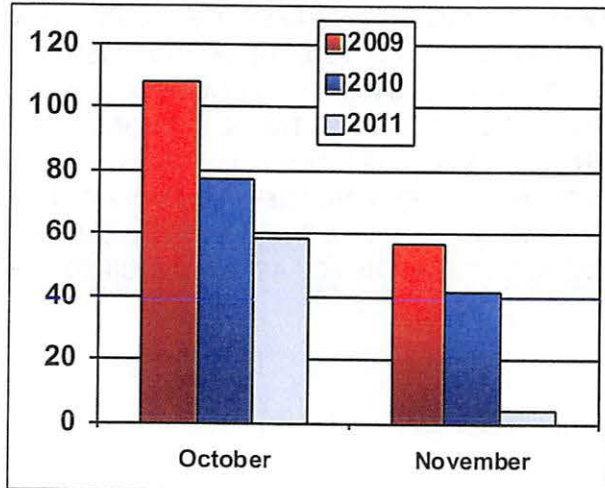
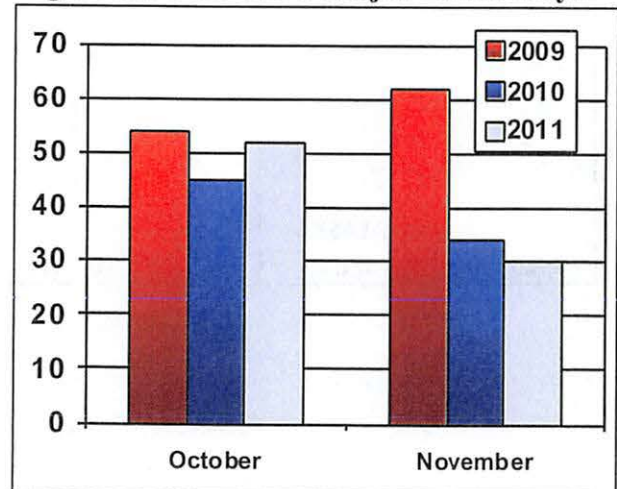


Figure 11. OCT-NOV Major Cutter Days



Appendix A

01 OCTOBER – 30 NOVEMBER

Federal Fisheries Boardings without Violations

DATE	VESSEL NAME	FISHERY	AREA
10/03/2010	ALASKAN LADY	110	610
10/03/2011	TERN	270	610
10/04/2011	MISS LEONA	110	620
10/04/2011	PROGRESS	110	620
10/04/2011	ALASKA BEAUTY	110	620
10/04/2011	CAPE KIWANDA	110	620
10/04/2011	SHAWNA RAE	110	610
10/04/2011	MS INGRID	110	610
10/04/2011	HEATHER MARGENE	110	610
10/04/2011	DECISION	110	610
10/07/2011	NORTHERN JAEGER	270	517
10/07/2011	AURIGA	270	517
10/08/2011	ALEUTIAN LADY	110	517
10/09/2011	EMILY NICOLE	710	SE
10/09/2011	TRISHA B	200	2C
10/12/2011	ARCTIC FLYER	110	630
10/13/2011	WINDWARD	200	3A
10/13/2011	SILVERSWORD	200	3A
10/13/2011	LINDY II	200	3A
10/15/2011	VALIANT	922	524
10/15/2011	BERING SEA	922	524
10/17/2011	BRISTOL MARINER	921	509
10/18/2011	ATLANTICO	921	509
10/18/2011	ARCTIC SEA	921	509
10/18/2011	SILVER SPRAY	921	509
10/18/2011	ARCTIC LADY	921	509
10/18/2011	NORDIC MARINER	921	509
10/18/2011	CONSTELLATION	921	509
10/18/2011	CASCADE MARINER	921	509
10/18/2011	PACIFIC MARINER	921	509

Appendix A (Cont.)

01 OCTOBER – 30 NOVEMBER

Federal Fisheries Boardings without Violations

DATE	VESSEL NAME	FISHERY	AREA
10/19/2011	OCEAN FURY	921	509
10/19/2011	SANDRA FIVE	921	509
10/19/2011	POLAR SEA	921	509
10/19/2011	PARAGON	921	509
10/22/2011	ISLAND MIST	921	512
10/22/2011	GUARDIAN	921	512
10/22/2011	TRAILBLAZER	921	512
10/23/2011	ALEUTIAN DREAM	200	2C
10/28/2011	LINNEA	200	3A
10/29/2011	CAPTAIN KIDD	200	3A
10/29/2011	HAZEL LORRAINE	270	630
11/02/2011	COURAGEOUS	110	519
11/15/2011	FRONTIER SPIRIT	110	517
11/16/2011	ALASKA JURIS	127	517
11/16/2011	SEAFISHER	127	517
11/18/2011	BLUE BALLARD	110	509
11/18/2011	BERING PROWLER	110	509
11/28/2011	DEEP PACIFIC	110	509
11/28/2011	NORTH CAPE	110	509

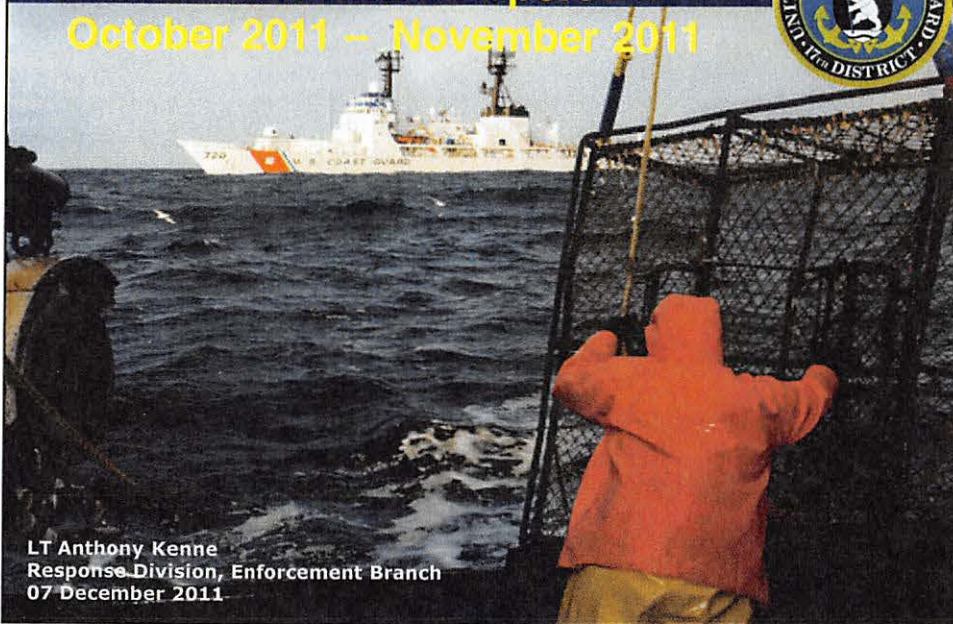
Appendix B

01 OCTOBER – 30 NOVEMBER

Federal Fisheries Boardings with Violations

DATE	UNIT	VESSEL NAME	FISHERY	VIOLATION NOTES
10/08/2011	SHERMAN	GUARDIAN	110	UNSAFE PILOT BOARDING LADDER
10/09/2011	SHERMAN	CAPE CAUTION	110	FAILURE TO MEET OBSERVER COVERAGE
10/09/2011	SHERMAN	ARCTIC FJORD	270	HULL APPENDAGE OBSTRUCTED USE OF APPROVED BOARDING LADDER
10/09/2011	SHERMAN	CAPE CAUTION	110	RETENTION OF PROHIBITED CRAB SPECIES (932 AND 931), LOGBOOK ERRORS
10/17/2011	SHERMAN	DESTINATION	921	TYPE IV PFD
10/17/2011	SHERMAN	KODIAK	921	LOGBOOK ERRORS
10/18/2011	SHERMAN	KONA KAI	921	FAILURE TO MEET OBSERVER COVERAGE
10/22/2011	SHERMAN	NUKA ISLAND	921	TYPE IV PFD, LOGBOOK ERRORS
10/28/2011	ROANOKE ISLAND	PATRICIA SUE	200	FFP AND IFQ PERMIT NOT O/B
10/28/2011	SHERMAN	ANDRONICA	710	OBSERVER COVERAGE, AND LOGBOOK ERRORS
10/29/2011	AIRSTA Kodiak	GULF MAIDEN		UGAMAK ISLAND NO ENTRY ZONE
11/16/2011	SHERMAN	ALASKA WARRIOR	127	LOGBOOK ERRORS
11/28/2011	SHERMAN	CAPE HORN	127	EXPIRED VDS

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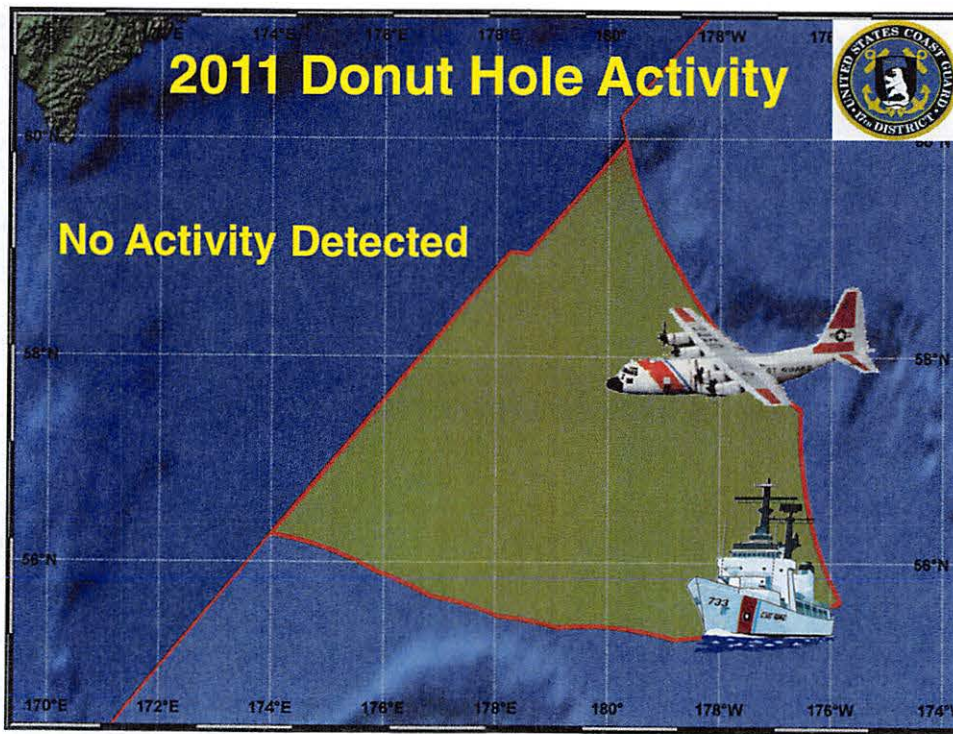
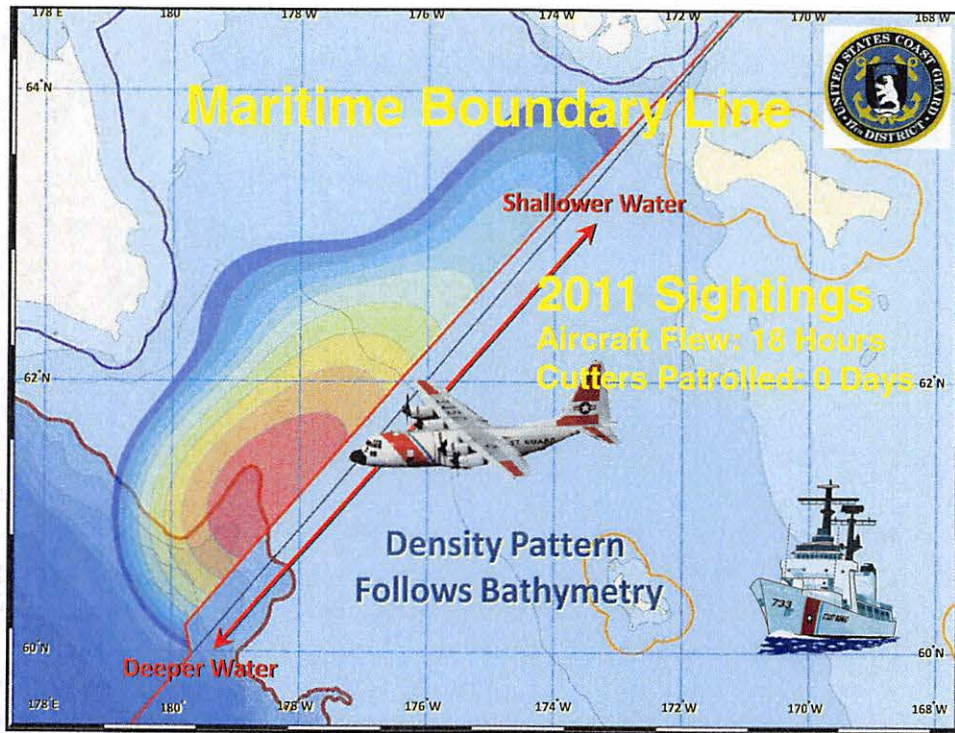
LT Anthony Kenne
Response Division, Enforcement Branch
07 December 2011

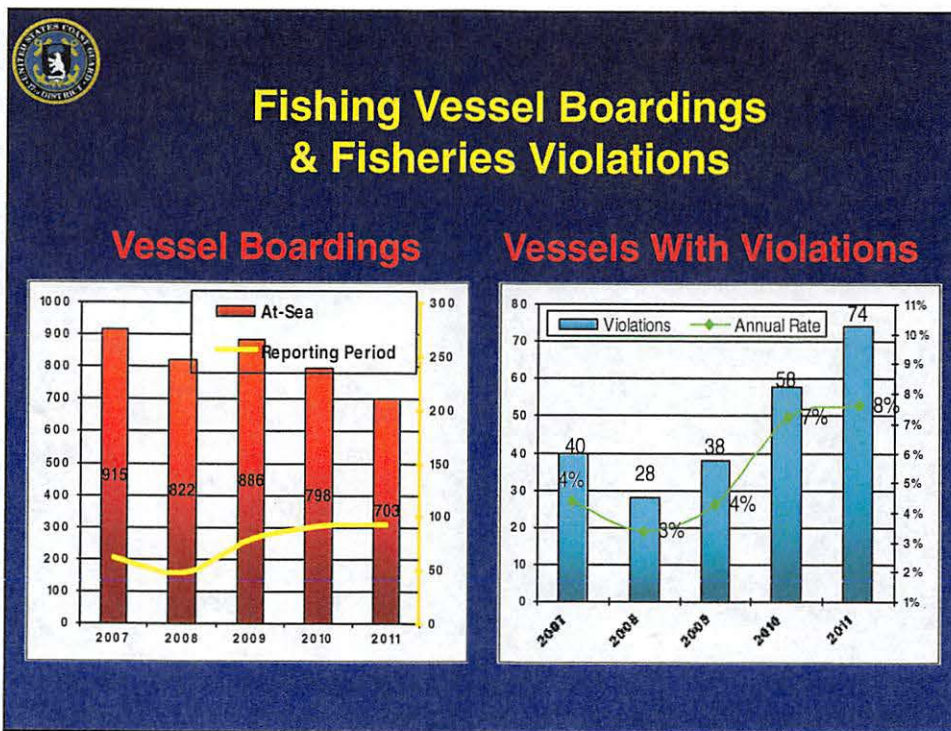
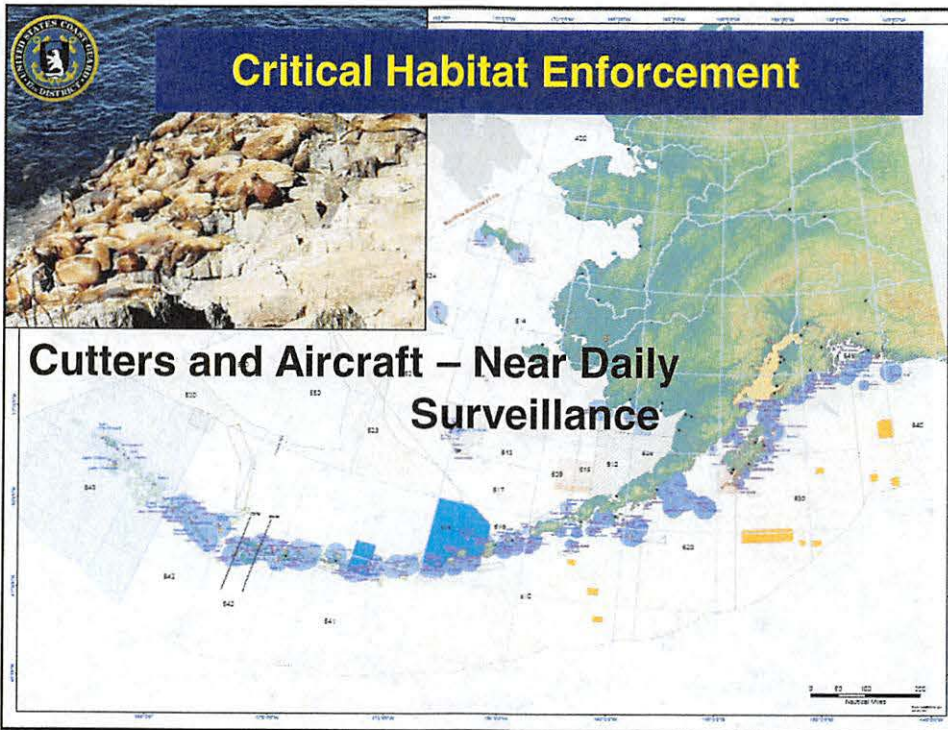
High Seas Driftnet Enforcement



- HSDN Deployment wrapped up on 01 Nov 2011
 - Surface Patrols
 - 100 day patrol by USCGC MUNRO
 - 30 day patrol by Russian patrol vessel
 - Chinese patrol vessel (diverted for SAR)
 - 376 hours of aviation patrols by:
 - USCG C-130
 - Canadian DFO CP-140
 - Japanese CG Gulfstream V
 - Russian Aircraft
 - 2 HSDN Vessels identified
 - FF/V BANGUN PERKASA
 - Seized and turned over to NOAA for prosecution on 16 Oct 2011
 - FF/V SHUN LI NO.6
 - Renamed MITRA-888
 - Unknown location









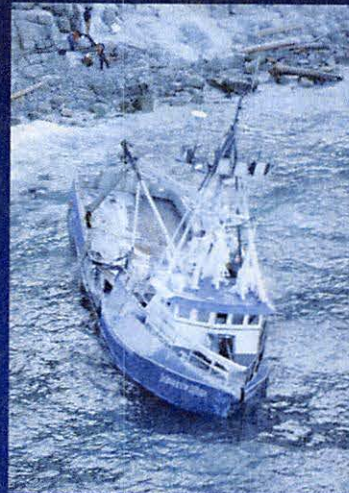
IFQ Enforcement

10 Boardings
04 Fisheries Violations



SAR Stats 01 October – 30 November 2011

12 F/V SAR Cases
2 Lives Saved
1 Vessel Lost
1 Fatality

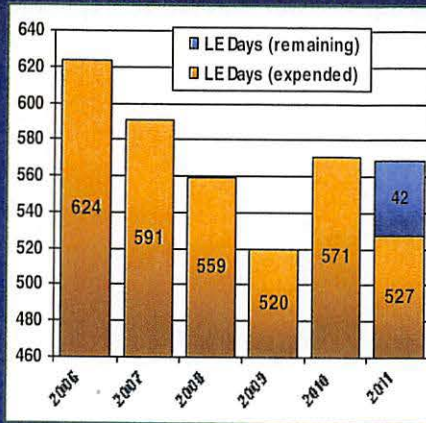


3 Safety Violations
Common Problems: Life Rings and Visual Distress Signals

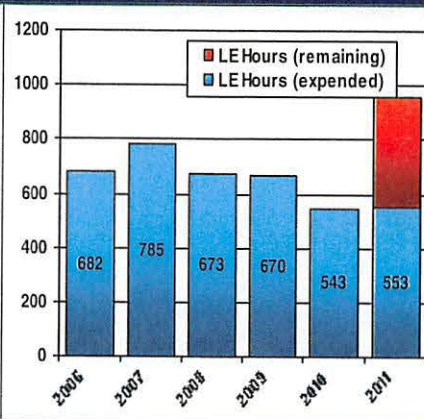


Major Cutter & C-130 Effort

Major Cutter Days



Aircraft Hours



Questions?



LT Anthony Kenne
Response Division, Enforcement Branch
07 December 2011