

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



December 2017 - March 2018

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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 –225ft Buoy Tender
HH65/60 – CG helicopter	WPB – 110ft Patrol Boat
MARB – Marine Assistance Request Broadcast	POB – Persons on board
CGC – Coast Guard Cutter	IVO – In the vicinity of
SMC – SAR Mission Coordinator	MEDEVAC – Medical Evacuation
NVG – Night Vision Goggles	AVDET – Aviation Detachment
FOL – Forward Operating Location	

I. U.S./Russian Maritime Boundary Line (MBL) Enforcement

Activity along the MBL was low over the reporting period with an average of less than one vessel per day detected within 20 miles of the MBL.

On 14 Jan 2018, representatives from the Russian Border Guard (RBG) notified USCG District 17 of a possible illegal unreported and unregulated (IUU) transshipment vessel operating within the U.S. EEZ. The Russian Border Guard stated that the vessel “SEA BREEZE” (Sierra Leone flag) was located 185 nm SSW of Attu, Alaska and was suspected of illegally fishing for crab in U.S. and Russian waters, and linked to organized crime. Russia planned to conduct a search for the M/V SEA BREEZE and requested USCG assistance. D17 responded to Russia’s request by launching a HC130 from Air Station Kodiak to detect the suspect vessel and successfully located it operating in the Central Bering Sea (aka Donut Hole) with what appeared to be crab pots onboard. The aircraft attempted to hail and query the vessel, but the vessel was not responsive. All information was passed to the RBG who deployed afloat assets, reacquired the vessel in the Russian EEZ, and conducted an at-sea enforcement boarding. The Russian Media reports the M/V SEA BREEZE was detained by the Kamchatka Border Guard for two violations: not authorized to fish in the Russian EEZ and failure to have a logbook onboard. Total fines exceeded 6.5 million rubles (\$114,000). The vessel was escorted back to Petropavlovsk-Kamchatsky for further investigation. M/V SEA BREEZE represents the eighth potential IUU transshipment vessel attempting to operate along the U.S. – Russia maritime boundary line since January of 2017.

II. Commercial Fishing Vessel Boarding Statistics

There were 93 domestic fisheries and fishing vessel safety boardings conducted by the U.S. Coast Guard during the reporting period. These boardings resulted in a total of 13 safety violations onboard 7 vessels, and 4 federal fisheries violations. Figures 1 and 2 show the historic trends for boardings and violations. Appendices B and C list the boardings which occurred during the reporting period.

Figure 1. Fisheries Boardings By Year

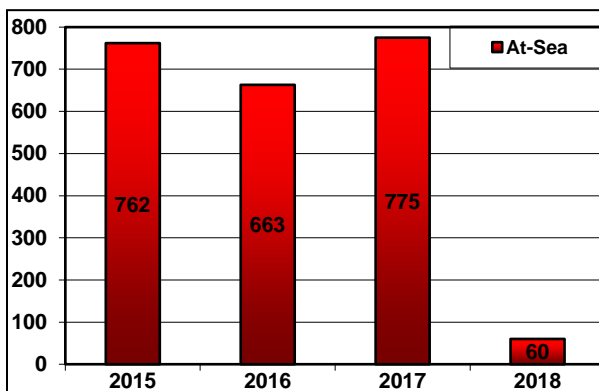
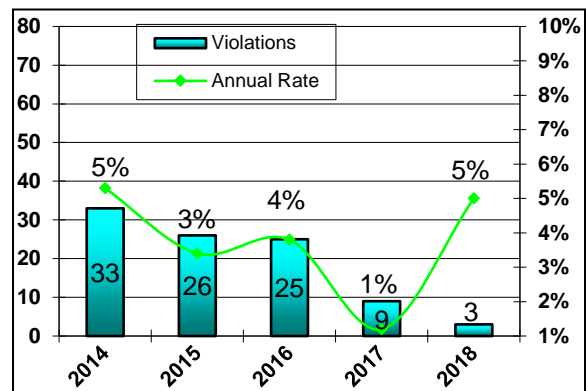


Figure 2. Fisheries Violations by Year



Dec 2016 - Mar 2017 Boardings

F/V Boardings (at sea):116
Boardings w/fisheries violations:.....1
Violation Rate:0.8%

Dec 2017 – Mar 2018 Boardings

F/V Boardings (at sea):.....93
Boardings w/fisheries violations:4
Violation Rate:4.3%

III. Halibut and Sablefish Enforcement

The IFQ halibut and sablefish fisheries opened at 1200 local time on 24 March. The Seventeenth District focused enforcement efforts around the region on monitoring the season opener. Air Station Kodiak, Air Station Sitka, and two patrol boats patrolled the Gulf of Alaska and Southeast Alaska during the weekend of the opener. There were two boardings of vessels subsistence fishing for halibut during the reporting period with no violations detected.

IV. Crab Fisheries

The CGCs SHERMAN, ALEX HALEY, and DOUGLAS MUNRO conducted seven commercial vessel safety boardings on vessels participating in the Bering Sea and Aleutian Islands crab fisheries during the reporting period with no detected safety violations. CGC SHERMAN, their deployed aviation detachment, and MH-65 helicopter from Air Station Kodiak also provided training to the F/V CORNELIA MARIE and crew on safe helicopter hoist procedures in an effort to better prepare the commercial pot vessel fleet in the Bering Sea for possible search and rescue situations.

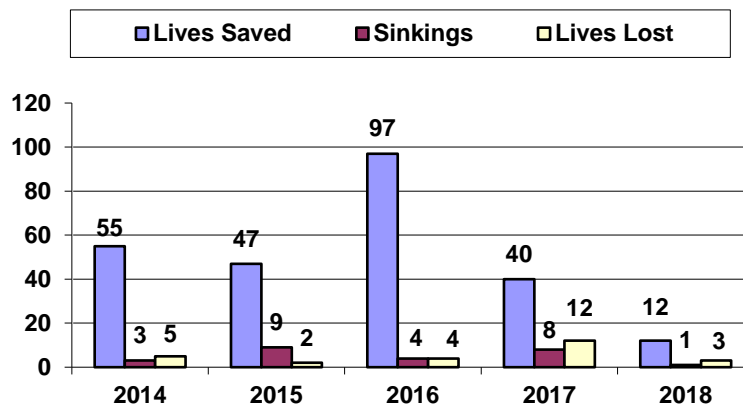
Air Station Kodiak deployed an MH-60 to Cold Bay for search and rescue standby on 15 January 2018. The MH-60 remained in Cold Bay through 15 March while fishing vessel activity was highest in the BSAI crab and trawl fisheries.

V. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, 13 safety violations were detected on 7 vessels. There was one voyage termination for safety violations posing an especially hazardous condition. A comprehensive list of violations can be found in Appendix C.

There were 22 search and rescue (SAR) cases involving fishing vessels in U.S. waters, resulting in thirteen lives saved, three lives lost, and two vessel sinkings. Appendix A provides a comprehensive list of SAR cases involving fishing vessels over the reporting period.

Figure 3. Historical Overview of CFVS Statistics
Safety Statistics by Year



VI. Coast Guard Resource Summary

Figures 4 and 5 show the *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 6 and 7 show the same information over the last three years for the *reporting period only*.

Figure 4. Annual HC-130 Hours

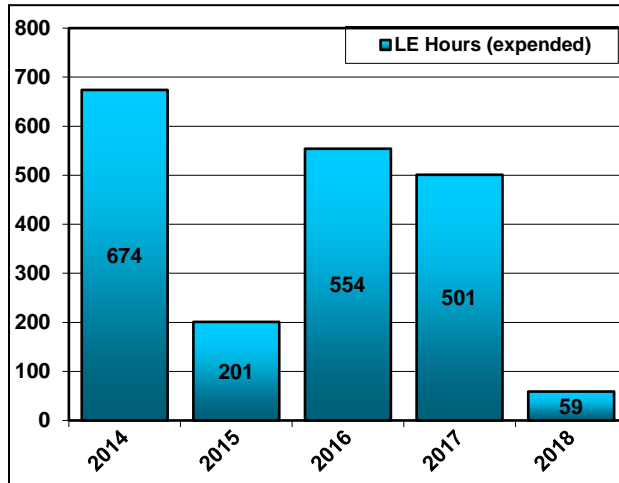
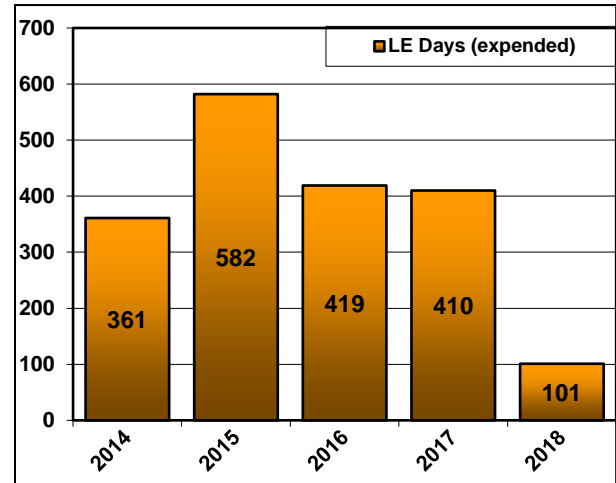


Figure 5. Annual Major Cutter Days



Dec 2016 - Mar 2017

4 WHECs patrolled.....92 days
 1 WMEC patrolled..... 54 days
 1 WLB patrolled 1 days
 4 WPBs patrolled 60 days
Total Cutter patrol..... 207 days

HC-130s flew57.7 hours
 HH-60/65s flew..... 219.8 hours

Dec 2017 - Mar 2018

3 WHEC patrolled.....99 days
 1 WMEC patrolled.....33 days
 2 WLB patrolled5 days
 3 WPBs patrolled32 days
Total Cutter patrol.....169 days

HC-130s flew77 hours
 HH-60/65s flew.....331 hours

Figure 6. Dec-Mar HC-130 Hours

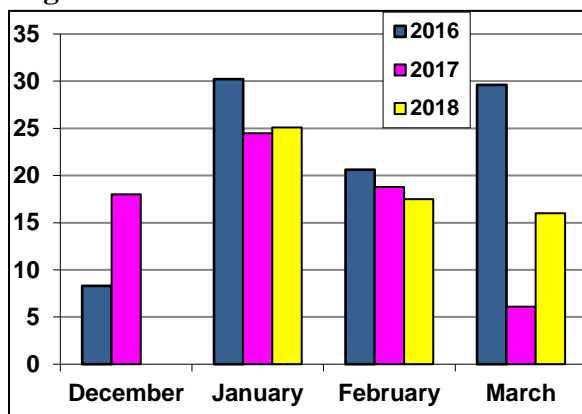
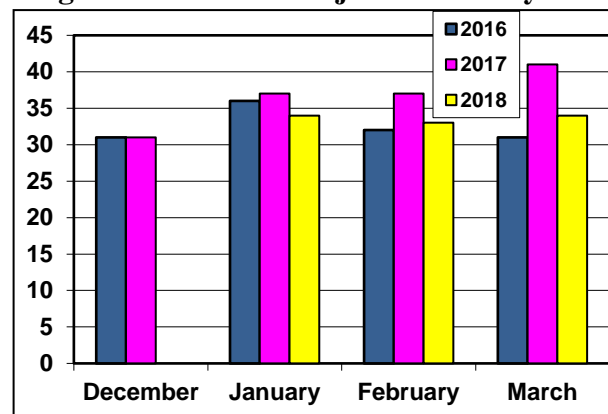


Figure 7. Dec-Mar Major Cutter Days



Appendix A
 December 2017 – March 2018
 Search and Rescue Cases

Date	Vessel	Case Specifics
12/2/17	OCEAN GEM	Sector Juneau Command Center received a distress call from F/V OCEAN GEM who collided with a rock and began taking on water IVO Biorka Island near Sitka. Good Samaritan vessel MOON LIGHT recovered the only POB before F/V OCEAN GEM sank. No further Coast Guard assistance was requested.
12/3/17	AMERICAN NO. 1	D17 Command Center received a report of an injured crewmember onboard F/V AMERICAN NO. 1. D17 assumed SMC, evaluated the case, and recommended MEDEVAC. D17 launched a MH60 from FOL Cold Bay and C130 from Air Station Kodiak for cover. MH60 hoisted the patient and successfully transferred to commercial medical transport in Cold Bay. No further Coast Guard assistance was requested.
1/14/18	SIBERIAN SEA	Sector Anchorage Command Center received a report from F/V SIBERIAN SEA that they experienced loss of propulsion, and then a steering casualty. D17 assumed SMC and recommended a 2 hour communications schedule. Steering was recovered and no further Coast Guard assistance was requested.
12/7/18	ALASKA PIONEER	D17 Command Center received a report from F/V ALASKA PIONEER that it was taking on water and lost its tow of F/V ALASKA PATRIOT, which had no persons onboard. Both vessels were being transported south to be sold. D17 Command Center maintained communications with ALASKA PIONEER after it had stabilized its rate of flooding and the master expressed intentions of continuing to proceed south without assistance. D17 transferred communications watch to D13 Command Center when the vessel crossed out of D17's Area of Responsibility (AOR). No further Coast Guard assistance was requested. The F/V ALASKA PATRIOT remained afloat in the Gulf of Alaska, deemed a hazard to navigation, and later sunk by the Coast Guard.
1/10/18	REGULUS	Sector Juneau Command Center received a radio call that a diver aboard F/V REGULAS near Metlakatla was unresponsive after surfacing from a dive. Station Juneau launched a response boat. Metlakatla Enforcement arrived on scene first and administered CPR. EMS transported the patient to the Metlakatla Clinic and no further CG assistance was requested. Sector Juneau was later notified that the patient had been pronounced deceased by medical staff. The incident was classified as a serious marine casualty due to the death of the diver.
1/22/18	ARCTIC FJORD	D17 Command Center received a report of an injured crewmember aboard F/V ARCTIC FJORD, north of Cold Bay. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay. Upon arrival, the H60

Date	Vessel	Case Specifics
		was unable to safely complete the MEDEVAC due to hazardous sea conditions. The crewmember's condition was reported to be improved and the vessel was able to transport the crewmember to EMS in Dutch Harbor. No further Coast Guard assistance was requested.
1/22/18	ARCTIC WIND	D17 Command Center received a radio call that two crewmembers aboard F/V ARCTIC WIND, NW of Cape Sarichef, had been knocked overboard by a wave. D17 launched a H60 aircraft from FOL Cold Bay. Prior to arriving on scene, the two crewmembers were recovered from the water; one by F/V ARCTIC WIND and the other by a Good Samaritan vessel, F/V GOLDEN PISCES. Both vessels reported that survivors were stable and did not require MEDEVAC. One survivor was transported to the Akutan medical clinic. No further Coast Guard assistance was requested.
1/22/18	NORTHERN PATRIOT	D17 Command Center received a report of an injured crewmember aboard F/V NORTHERN PATRIOT, NW of Cold Bay. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay, which hoisted and transported the crewmember to EMS in Cold Bay. No further Coast Guard assistance was requested.
1/22/18	OCEAN PEACE	D17 Command Center received a report of a crewmember suffering a medical condition aboard F/V OCEAN PEACE, N of Cold Bay. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay, which hoisted and transported the crewmember to EMS in Cold Bay. No further Coast Guard assistance was requested.
1/24/18	GOLDEN ALASKA	D17 Command Center received a report of an injured crewmember aboard F/V GOLDEN ALASKA, NW of Cold Bay. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay, which hoisted and transported the crewmember to EMS in Cold Bay. No further Coast Guard assistance was requested.
1/26/18	PROGRESS	D17 Command Center received multiple 406 MHz distress alerts from F/V PROGRESS, NW of Cold Bay. D17 issued an UMIB and launched a H60 aircraft from FOL Cold Bay, a C-130 aircraft from Air Station Kodiak, and diverted CGC ALEX HALEY to respond. Three Good Samaritans, F/V OCEAN ROVER, F/V PATRICIA L, and F/V GLADIATOR, were in the immediate area and diverted to assist. The H60 arrived on scene and confirmed that all crewmembers aboard F/V PROGRESS were safe and accounted for. The vessel had sustained significant damage after being hit by a large wave. Good Samaritans arrived on scene and escorted F/V PROGRESS to Dutch Harbor. Upon arrival, CG Marine Safety Detachment (MSD) Dutch Harbor assessed the vessel damage and classified the incident as major marine casualty due to estimated damages in excess of \$1M. No further Coast Guard assistance was requested.

Date	Vessel	Case Specifics
1/28/18	OCEAN ROVER	D17 Command Center received a report of a crewmember who was suffering a medical condition aboard F/V OCEAN ROVER, NW of Cold Bay. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay, which hoisted and transported the crewmember to Cold Bay EMS. No further Coast Guard assistance was requested.
2/8/18	STORM PETREL	D17 Command Center received a report of an injured crewmember aboard F/V STORM PETREL. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay, which hoisted and transported the crewmember to EMS in Cold Bay. No further Coast Guard assistance was requested.
2/17/18	ISLAND ENTERPRISE	D17 Command Center received a report of a crewmember who was suffering a medical condition aboard F/V ISLAND ENTERPRISE, NE of Cold Bay. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay and diverted CGC DOUGLAS MUNRO to the vessel's location. The H60 arrived on scene, hoisted and transported the crewmember to EMS in Cold Bay. No further Coast Guard assistance was requested.
2/20/18	GOLDEN ALASKA	D17 Command Center received a report of crewmember who was suffering a medical condition aboard F/V GOLDEN ALASKA, NE of Cold Bay. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched a H60 aircraft from FOL Cold Bay, which hoisted and transported the crewmember to EMS in Cold Bay. No further Coast Guard assistance was requested.
2/21/18	DREAM GIRL	Sector Juneau Command Center received notification from Metlakatla Police that a diver from F/V DREAM GIRL was found unconscious and unresponsive. Station Ketchikan launched a response boat. Meanwhile the crewmember was administered CPR by fellow crewmembers until EMS arrived on scene. The CG response boat arrived on scene and transported the unconscious crewmember and the local EMS team to Ketchikan. EMS in Ketchikan transported the crewmember the hospital where the crewmember was pronounced deceased. No further Coast Guard assistance was requested. The incident was classified as a major marine casualty due to the death of the diver.
2/22/18	NORTHERN EAGLE	D17 Command Center received a report of an injured crewmember aboard F/V NORTHERN EAGLE, NW of Cold Bay. D17 assumed SMC, evaluated case, and did not recommend MEDEVAC but close monitoring of patient. No further Coast Guard assistance was requested.
3/13/18	OCEAN PEACE	D17 Command Center received a report of an injured crewmember aboard F/V OCEAN PEACE. D17 assumed SMC, evaluated case, and did not recommend MEDEVAC, but did recommend vessel transit to Adak for higher level medical care. No further Coast Guard assistance was requested.

Date	Vessel	Case Specifics
3/16/18	NORTHERN EAGLE	D17 Command Center received a report of an injured crewmember aboard F/V NORTHERN EAGLE. D17 assumed SMC, evaluated case, and recommended MEDEVAC. D17 launched MH60 from FOL Cold Bay, who hoisted the patient and successfully transferred to commercial medical transport in Cold Bay. No further Coast Guard assistance was requested.
3/17/18	PACIFIC MARINER	D17 Command Center received a report from F/V PACIFIC MARINER that the master suffered a serious medical condition. D17 assumed SMC, briefed the Duty Flight Surgeon on patient's condition, and the master was declared deceased. SMC did not recommend MEDEVAC, but did recommend vessel transit to Dutch Harbor to transfer the deceased to the Alaska State Troopers. No further Coast Guard assistance was requested.
3/21/18	NORTHERN EAGLE	D17 Command Center received a report of an injured crewmember aboard F/V NORTHERN EAGLE, W of Graham Island. D17 assumed SMC, evaluated case, and did not recommend MEDEVAC but recommended the crewmember be closely monitored until the vessel reached its next port of Seattle. No further Coast Guard assistance was requested.
3/21/18	EH	Sector Juneau received a report of F/V EH grounded with 03 POB in Peril Strait. Sector issued a UMIB with NEGRES. All crewmembers disembarked F/V EH to dry land and Air Station Sitka directed the launch of a MH60, who hoisted all crewmembers and transported to Sitka. No further Coast Guard assistance was requested.

Appendix B
December 2017 – March 2018
Fisheries Boardings without Violations

DATE	VSL NAME	SPECIES	AREA
11/30/17	BLUE ATTU	110	519
11/30/17	MISS JANA	200	3A
12/1/17	REDOUBT	200	3A
12/4/17	CAPE CAUTION	110	517
12/4/17	KAIA	110	517
12/5/17	LILI ANN	110	517
12/21/17	VICTORIA LAUREN		659
1/1/18	BRUIN	110	519
1/2/18	ALEUTIAN LADY	110	523
1/2/18	CORNELIA MARIE	931	521
1/3/18	NORDIC MARINER	110	509
1/3/18	OCEAN FURY	110	509
1/3/18	ALEUTIAN MARINER	110	509
1/3/18	PACIFIC SOUNDER	110	509
1/7/18	FARRAR SEA	110	509
1/7/18	ARCTIC MARINER	110	509
1/15/18	ALEUTIAN NO 1	923	518
1/24/18	NORTHERN RAM	110	519
1/30/18	TSUNAMI	815	659
2/3/18	EARLY DAWN	932	521
2/3/18	SILVER DOLPHIN	932	521
2/3/18	CASCADE MARINER	932	521
2/3/18	ADVENTURE	932	521
2/6/18	MUIR MILACH	110	509
2/6/18	PEGASUS	110	509
2/6/18	HICKORY WIND	110	509
2/6/18	PERSEVERANCE	110	509
2/6/18	OCEAN HARVESTER	110	509
2/6/18	GOLDEN PISCES	110	509
2/6/18	PACIFIC CHALLENGER	110	509
2/6/18	PACIFIC VIKING	110	509
2/6/18	VOYAGER	110	630
2/7/18	SOULMATE	110	630
2/10/18	OBSESSION	931	659
2/10/18	PATIENCE	931	659
2/11/18	EMPRESS	931	659
2/11/18	SARAH DAWN	931	659
2/11/18	ROSE LEE	931	659
2/11/18	PROVIDENCE	931	659

DATE	VSL NAME	SPECIES	AREA
2/11/18	HAAKON	931	659
2/11/18	LADY JOANNE	110	517
2/11/18	AMERICAN BEAUTY	110	517
2/11/18	MISS LEONA	110	517
2/11/18	VIKING	110	517
2/12/18	NINA FAY	931	659
2/12/18	WINDHAM BAY	931	659
2/12/18	PACIFIC SEA	931	659
2/14/18	OCEAN LEADER	270	509
2/14/18	VANGUARD	270	509
2/20/18	REDOUBT	110	630
2/20/18	RENEGADE	110	630
2/20/18	VALOR	110	630
2/21/18	PIONEER	110	630
2/21/18	ELEON	110	649
2/21/18	KRUZOF	110	649
2/21/18	SOVEREIGNTY	270	519
2/21/18	RAVEN	270	519
2/21/18	INDEPENDENCE	110	519
2/21/18	NORTHERN PATRIOT	270	519
2/21/18	BALLYHOO	932	519
2/22/18	DOMINATOR	270	518
2/22/18	GLADIATOR	270	519
2/22/18	LESLIE LEE	270	519
2/22/18	ROYAL ATLANTIC	270	519
2/22/18	SEEKER	270	519
2/22/18	MISS COURTNEY KIM	110	519
2/23/18	GRACE C	931	659
3/1/18	MYSTERY	110	630
3/2/18	STRANGER	110	630
3/2/18	CORAL	110	630
3/2/18	MISS SARAH	270	640
3/3/18	AMERICAN NO. 1	127	509
3/4/18	EXCALIBUR II	270	640
3/4/18	FISH TALE	142	630
3/4/18	OCEAN PHOENIX	270	509
3/4/18	OCEANIC	270	509
3/4/18	EXCELLENCE	270	509

DATE	VSL NAME	SPECIES	AREA
3/13/18	NORTHERN EAGLE	270	509
3/21/18	BARANOF	110	509
3/21/18	PATRICIA L	270	509
3/22/18	KODIAK ENTERPRISE	270	509
3/22/18	ALYESKA	270	509

Appendix C
December 2017 – March 2018
Fisheries Boardings with Violations

DATE	UNIT	VSL NAME	SPECIES	NOTES AND DETAILS
12/5/17	SHERMAN	SCANDIES ROSE	110	Expired visual distress signals
12/8/17	NAUSHON	NEW VENTURE	110	Failure to conduct drills and orientation
12/31/17	SHERMAN	COMMITMENT	110	Failure to have LLP onboard
1/4/18	NAUSHON	FLYING OCEAN	110	Expired original FFP
1/5/18	NAUSHON	AMBER DAWN	110	Expired FCC Station License
1/7/18	SHERMAN	POLAR SEA	110	Failure to have LLP onboard
2/6/18	SPAR	RESURRECTION	110	Expired hydrostatic release on EPIRB, expired visual distress signals, insufficient markings on life ring buoy, non-functional high-water alarm, no CFVS dockside exam, failure to complete required drills, and expired FCC radio telephone license. Voyage terminated for especially hazardous conditions.
2/7/18	SPAR	RIPTIDE	110	No visual or audible high water alarm in engine room
2/12/18	BAILEY BARCO	JEANNIE IRENE	931	Expired visual distress signals
2/20/18	JOHN MCCORMICK	NORTHWIND	931	Expired visual distress signals
3/13/18	DOUGLAS MUNRO	PACIFIC RAM	270	Failure to provide Coast Guard approved pilot ladder