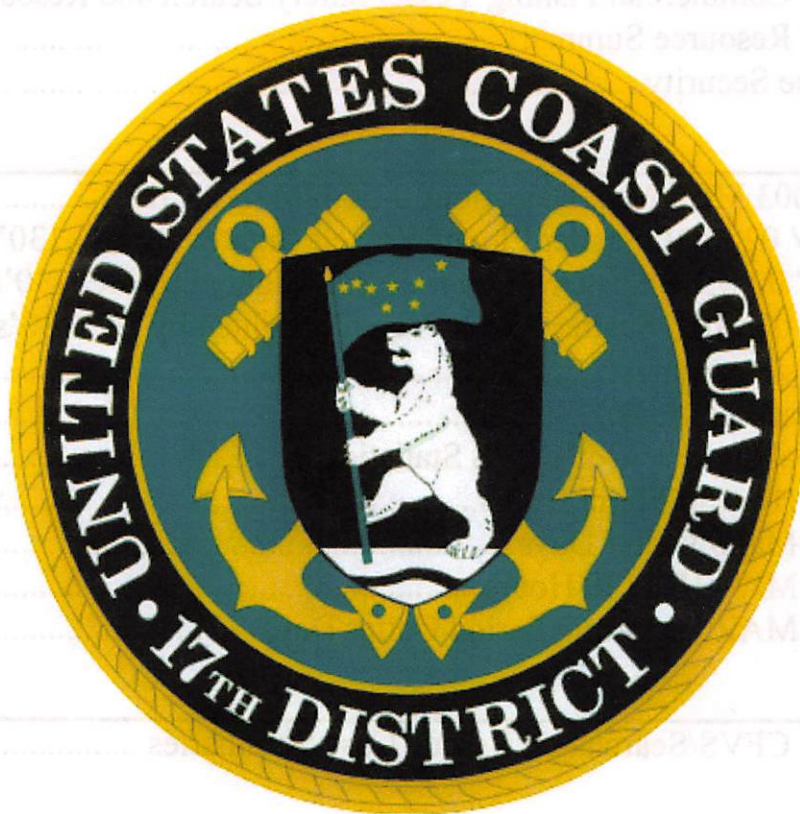


# 17<sup>th</sup> COAST GUARD DISTRICT ENFORCEMENT REPORT



**01 NOV 02 - 15 MAR 03**

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<http://www.fakr.noaa.gov/npfmc/Coast%20Guard%20Reports/uscgrpt.htm>

<b>Table of Contents</b>	<b>Page</b>
I. Donut Hole .....	1
II. US/Russian Maritime Boundary Line (MBL) Enforcement.....	1-3
III. High Seas Drift Net Enforcement.....	4
IV. Steller Sea Lions and Critical Habitat Enforcement .....	4
V. CGD17 Commercial Fishing Vessel Boarding Statistics.....	4-5
VI. IFQ At-Sea/Dockside Enforcement.....	5
VII. 2003 Winter Crab Fisheries .....	6-7
VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases .	7-12
IX. CGD17 Resource Summary.....	13
X. Maritime Security.....	14

## **Figures**

1. 1997-2003 MBL Max Detections 0-20 NM in RS EEZ .....	2
2. 02 NOV 02 MBL Scatter Plot of Vessels Sighted by HC-130's .....	2
3. 16 DEC 02 MBL Scatter Plot of Vessels Sighted by HC-130's.....	3
3. 23 JAN 03 MBL Scatter Plot of Vessels Sighted by HC-130's.....	3
4. Fisheries Boardings.....	4
5. Fisheries Violations.....	4
6. Historical Overview of CFVS Statistics.....	7
7. Annual HC-130 Flight Hours.....	13
8. Annual Major Cutter Days.....	13
9. NOV – MAR HC-130 Hours .....	13
10. NOV – MAR Reporting Period Cutter Days.....	13

## **Tables**

1. CGD17 CFVS/Search and Rescue Case Summaries .....	8-12
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## **Appendices**

A. Boardings Without Violations 01 NOV 2002 – 15 MAR 2003.....	15-16
B. Boardings With Violations 01 NOV 2002 – 15 MAR 2003.....	17-19

## **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 – 180ft or 225ft Buoy Tender
HEC/MEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

## I. Donut Hole

Two South Korean fishing vessels, MAN JOEK NO. 21 and OYANG NO.2, conducted trial fishing 12-26 March, 2003. Vessel Monitoring System data indicated that the OYANG NO. 2 entered into the US EEZ and may have illegally fished along the southeast boundary of the Donut Hole. The VMS positioning data indicated that the vessel operated inside the US EEZ for almost 5 hours, with a maximum incursion of approximately 10,500 yards (5.2NM). USCGC CHASE intercepted and boarded the OYANG NO. 2 and found that they had no fish on board, but did have their nets deployed while within the US EEZ. The U.S. State Department is working with the government of South Korea concerning the violations. Both vessels have left the Donut Hole without catching any fish and have indicated that they do not intend to return this year.

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

The delayed advance of the ice edge southward into the Bering Sea extended fishing activity along the MBL well into the winter. Patrols detected an average of more than 5 vessels operating along the MBL into late January. Despite the extended season, fishing vessel numbers remained low in comparison to previous years. Foreign fishing activity on the RS side of the MBL finally ceased by the beginning of February, and no fishing activity was detected along the MBL in February and March. Activity is not expected to resume until May. The late ice-edge advance and continued fishing activity necessitated the need for cutter coverage along the MBL through mid-January. Coast Guard enforcement resources detected no incursions.

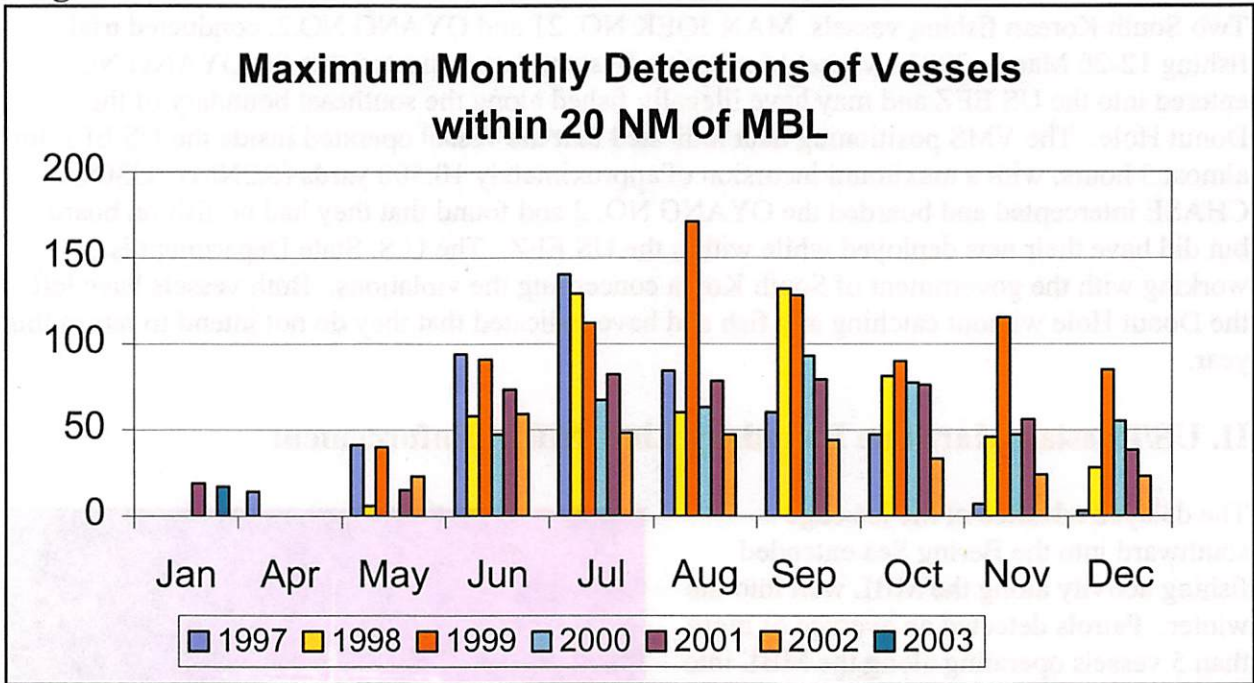


**HC-130 Patrol**

Figure 5 shows the trend in historic fishing effort along the MBL. Figures 6 and 7 provide plots of foreign fishing vessel activity near the MBL. For the reporting period, the following details apply:

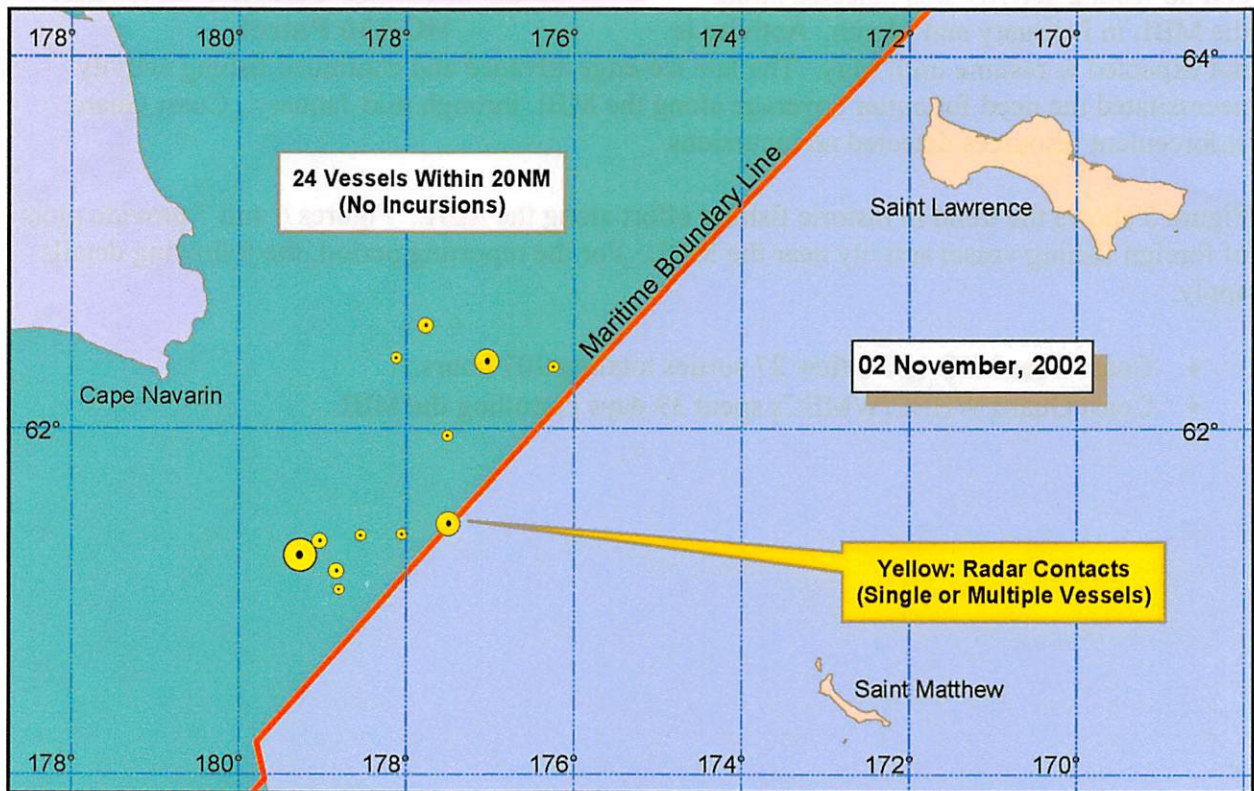
- Coast Guard HC-130's flew 27 sorties totaling 207 hours.
- Coast Guard WHEC/WMECs spent 39 days patrolling the MBL.

**Figure 1. 1997-2003 MBL Max Detections 0-20 NM in RS EEZ**

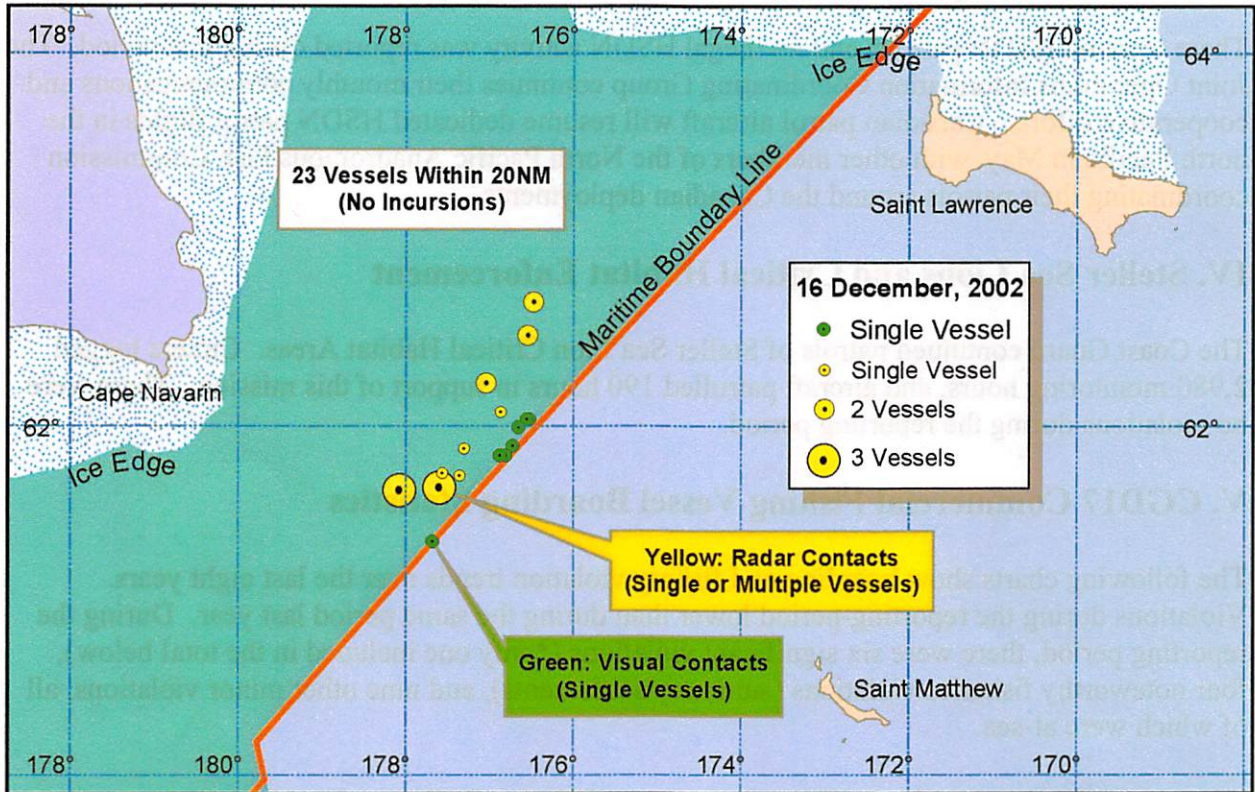


\*Figure 5 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

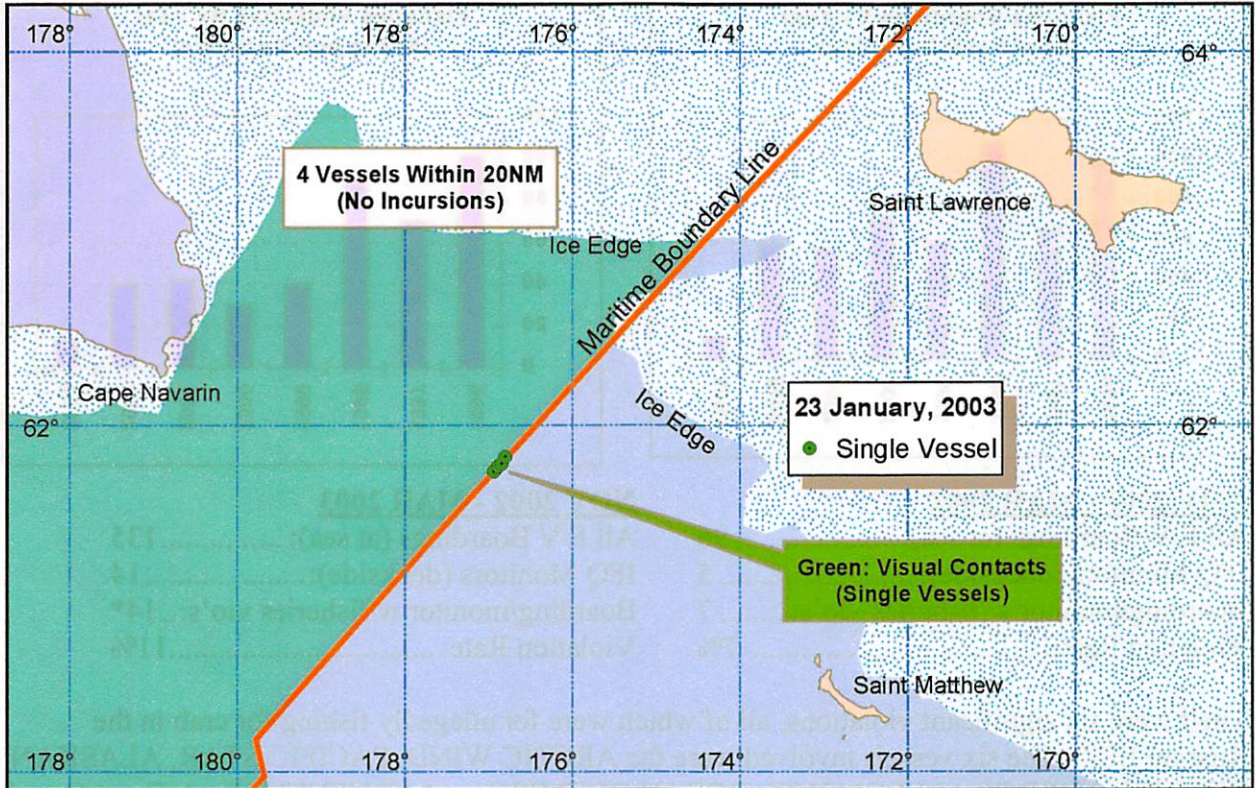
**Figure 2. 02 NOV 02 MBL Scatter Plot of Vessels Sighted by HC-130's**



**Figure 3. 16 DEC 02 MBL Scatter Plot of Vessels Sighted by HC-130's**



**Figure 4. 23 JAN 03 MBL Scatter Plot of Vessels Sighted by HC-130's**



### III. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. The Joint Operations Information Coordinating Group continues their monthly communications and cooperative efforts. Canadian patrol aircraft will resume dedicated HSDN patrol flights in the north Pacific in May, with other members of the North Pacific Anadromous Fish Commission coordinating their patrols around the Canadian deployments.

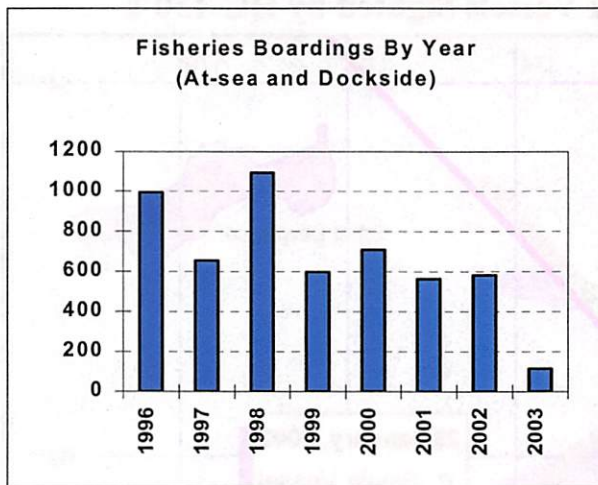
### IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 2,980 monitoring hours, and aircraft patrolled 190 hours in support of this mission. There were no violations during the reporting period.

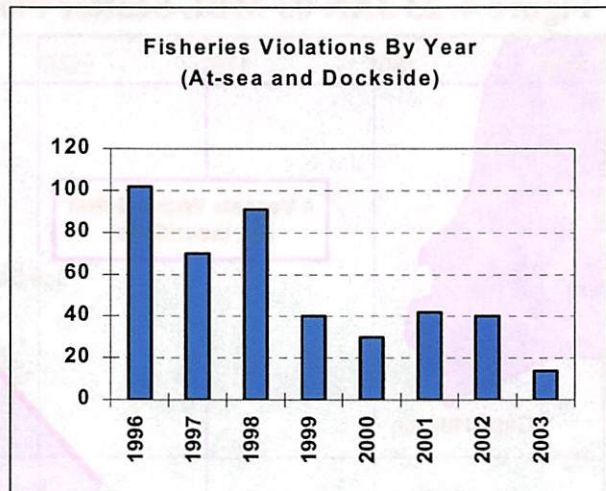
### V. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends over the last eight years. Violations during the reporting-period lower than during the same period last year. During the reporting period, there were six significant violations (\*only one included in the total below), four noteworthy fisheries violations (summary settlements), and nine other minor violations, all of which were at-sea.

**Figure 4. Fisheries Boardings**



**Figure 5. Fisheries Violations**



**NOV 2001 - MAR 2002**

All F/V Boardings (at sea):..... 96  
 IFQ Monitors (dockside): ..... 5  
 Boarding/monitor w/fisheries vio's: ..... 7  
 Violation Rate:..... 7%

**NOV 2002 - MAR 2003**

All F/V Boardings (at sea): ..... 135  
 IFQ Monitors (dockside):..... 14  
 Boarding/monitor w/fisheries vio's:.. 14\*  
 Violation Rate: ..... 11%

There were six significant violations, all of which were for allegedly fishing for crab in the Russian EEZ. The six vessels involved were the ARCTIC WIND, PACIFIC STAR, ALASKAN BEAUTY, \*FIERCE ALLEGIANCE, OCEAN OLYMPIC, and ADVENTURE. A Coast Guard HC-130 MBL patrol flight detected several of the incursions into the Russian EEZ.

Prior to being detected, two of the vessels self-reported that they had fished in the Russian EEZ, once they realized that they had done so. The case against one vessel (the F/V ADVENTURE) was dismissed by NOAA General Council. The five remaining vessels were assessed a total of \$101K in civil penalties and had more than \$348K worth of illegally harvested crab seized.



**Crab Fishing Vessel Fierce Allegiance**

\*The only crab vessel boarded by the Coast Guard while underway was the Fierce Allegiance, which is the only violation of the six counted in the total of 14\* above. If the other five were counted, the violation rate for this reporting period would be 14%.

There were four summary settlements; one for failure to carry a license limitation permit; two for failure to check in/out of a fishing area properly as well as logbook errors; and one had logbook errors only. The remainder of the fisheries violations were minor discrepancies. There were five violations issued for logbook errors and four fix-it notices issued also for logbook errors.

There were seven *voyage terminations* for safety violations. All of the voyage terminations involved either expired survival craft or no survival craft on-board. Five of the terminations also had expired EPIRBs or expired EPIRB hydrostatic releases. Several of the termination cases also had other minor safety violations. There were several vessels that were issued violation notices and warnings for a mixture of minor safety discrepancies. Appendices A and B contain a complete list of boardings and violations for the reporting period.

## **VI. IFQ At-Sea/Dockside Enforcement**

The 2003 IFQ season opened on schedule without incident. There were no at-sea or dockside fisheries violations. Three of the voyage terminations for failure to carry a survival craft on-board (listed above and in Appendix B) were IFQ participants.

Coast Guard effort consisted of the following:

- 11 IFQ at sea boardings.
- 10 dockside offloads monitored.
- 78 surveillance hours.

## VII. 2003 Winter Crab Fisheries

Prior to the start of these fisheries, Coast Guard officials evaluated the expected weather conditions and assessed the expected impact on SAR response capabilities. The Coast Guard provided the results of that assessment to the Alaska Department of Fish & Game for use in their analysis of the need for a weather delay. This cooperative effort was in support of the CG-ADF&G Weather MOU. Significant weather was not indicated at the time of the consultation for the Bering Sea Opilio and the Southeast Tanner fisheries, and the both fisheries opened on time. The Kodiak Tanner fishery was delayed four days due to weather.



**Crab Offload**

### *Bering Sea Opilio Crab Fishery*

The 2003 Bering Sea Opilio Crab fishery opened on time 15 January and closed 25 January, with 193 boats participating in the fishery. The accident rate for the fishery was uncharacteristically low. The Coast Guard responded to only two SAR cases related to the fishery, both of which turned out to be minor events. The Misty Blue had a break in their freshwater system and the EPIRB onboard the Arctic Baruna II inadvertently activated. There were no vessel sinkings for the second year in a row and no fatalities for the fourth year in



**Transiting Crab Fishing Vessel**

a row. Additional details on these and other SAR cases are provided in the Commercial Fishing Vessel Safety section below.

Coast Guard SAR-response preparations for this fishery included the following actions:

- Positioned helo-equipped WHEC on the grounds.
- Positioned WMEC on the grounds.
- Forward deployed HH-60 helo and two crews to St. Paul for 24-hour response.
- Conducted safety training for fishing vessel crews as well as vessel safety exams.

Marine Safety Detachment Unalaska personnel completed 80 spot checks and 5 commercial fishing vessel safety exams in Dutch Harbor and completed 20 spot checks in St. Paul. Compliance was considered good. The exams identified some corrosion problems with EPIRBs. The pool training was also well attended and considered generally successful. However, there was no turnout for the damage control training.



## Kodiak Tanner Crab Fishery

The 2003 Kodiak Tanner Crab fishery opened four days late on 19 January due to weather delay and closed 23 February with 46 boats participating in the fishery. There were no SAR cases related to the fishery.



Marine Safety Detachment Kodiak personnel made extensive preparations for their annual stability and safety training in support of the 2003 Tanner fishery in vicinity of Kodiak. Coast Guard personnel conducted a two day "community outreach" in order to advertise the training. Interviews were conducted on the local radio stations, and over 150 brochures were distributed throughout the harbor and harbor master's office. The training was cancelled due to low turnout.

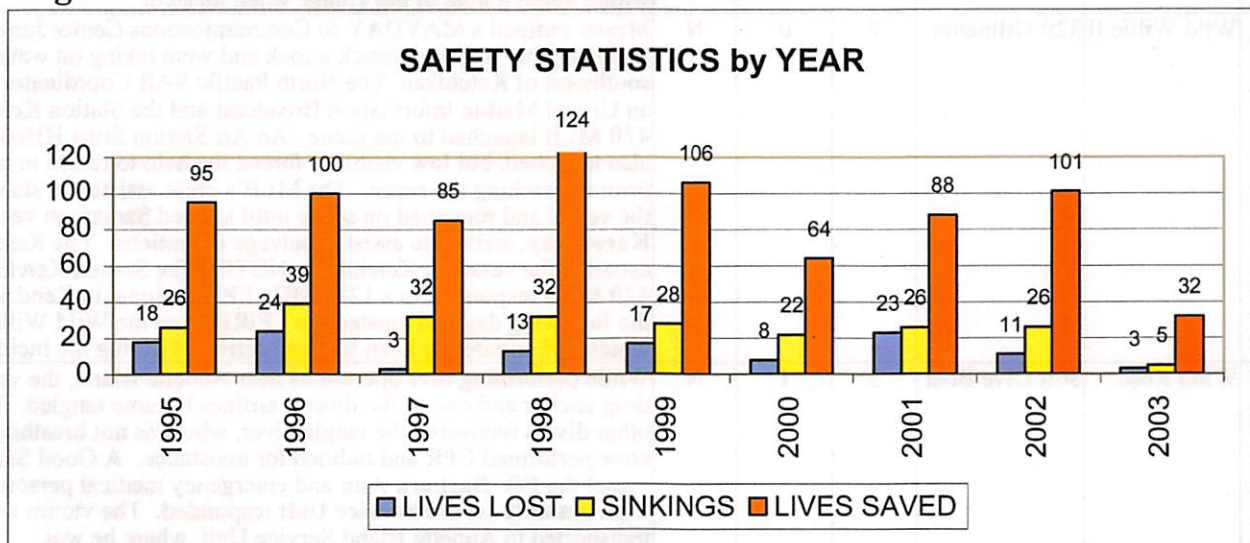
MSD Kodiak personnel spearheaded an active dockside spot check campaign prior to the Tanner opener. Primarily due to the 20-pot limit imposed by ADF&G, overloading was not an issue and MSD personnel did not identify any stability problems with even the smallest of vessels participating in the fishery. One COTP order was issued during the spot check campaign due to expired life saving equipment (life raft).

Coast Guard SAR-response preparations for this fishery included the following actions:

- Positioned a WLB on the grounds.
- Patrolled with HH-60 and HH-65 helos.
- Maintained a ready HH-60 on 24-hour standby in Kodiak.

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

Figure 6. Historical Overview of CFVS Statistics



\*There were 3 lives lost, 5 vessels lost, and 24 lives saved during this reporting period

Summaries of the more significant search and rescue cases are included in the table below and on the following four pages.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
11/04/02	Western Queen	166ft Longliner	18	1	N	Master radioed a MAYDAY to Communications Station Kodiak reporting a man overboard approximately 15NM south of St. George Island. The crewmember had become entangle in fishing gear and was pulled overboard with only rain gear and no lifejacket in 12 foot seas, 40 knot winds, and 2NM visibility. The vessel immediately retrieved its gear, but the crewmember was not in the gear. An Air Station Kodiak HC130 launched to the scene and an Urgent Marine Information Broadcast was issued. An Air Station Kodiak HH60 launched to Cold Bay (to refuel) in route to the scene. A search of the area failed to locate the missing crewmember, who was presumed to not survived the 9 hours in the water when the search was suspended.
11/04/02	Elizabeth Anne	43ft Troller	2	0	N	The master radioed a MAYDAY to Communications Center Juneau that the vessel had struck a rock in Dorothy Narrows and was taking on water. The Communications Center issued an Urgent Marine Information Broadcast and an Air Station Sitka HH60 helo diverted to the scene from another mission. The helo arrived on scene and found two Good Samaritan vessels, the <b>Death Barge IV</b> and the <b>F/V Heron</b> , assisting the vessel. The helo dropped a dewatering pump on shore, and the F/V Heron retrieved it with their dinghy. After determining that the Elizabeth Anne had adequate survival equipment and good radio communications, the helo diverted from the scene to a MEDEVAC mission. The Good Samaritan vessels remained on scene as the Elizabeth Anne was refloated on the next high tide. The vessel proceeded under power to Halibut Point Marine for haul out and repairs.
11/12/02	Hammerhead	35ft Dive Boat	2	0	Y	The North Pacific SAR Coordinator received a report that the F/V Hammerhead was overdue. The vessel had been participating in the sea cucumber dive fishery and failed to return to port before dark as scheduled. An Urgent Marine Information Broadcast was issued and an Air Station Sitka HH60 helo was launched at first light to search for the vessel. The helo located the vessel capsized on the beach approximately 35NM south of Juneau on Admiralty Island. The two survivors were located and recovered from the beach in good condition approximately 14 miles south of the vessel. The vessel apparently capsized in the surf while conducting dive operations. The two people onboard made it to the beach and began walking to the village of Angoon located 15 miles south and had walked to within about a mile of the village when located.
12/02/02	Wild Willie II	32ft Gillnetter	2	0	N	Master radioed a MAYDAY to Communications Center Juneau reporting that they had struck a rock and were taking on water 29NM southwest of Ketchikan. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and the Station Ketchikan 47ft MLB launched to the scene. An Air Station Sitka HH60 helo also launched, but low visibility forced the helo to return to base prior to reaching the scene. The MLB's crew assisted in stabilizing the vessel and remained on scene until a Good Samaritan vessel, the <b>Karen Ray</b> , arrived to assist in salvage operations. The Karen Ray escorted the vessel to Ketchikan. NOTE: The Station Ketchikan 47ft MLB responded to a 121.5MHz EPIRB signal in Kendrick Bay the following day and located the EPIRB from the Wild Willie II, which had apparently been lost and activated during the incident.
12/10/02	Wind Rose	36ft Dive Boat	3	1	N	While performing dive operations near Annette Island, the vessel drug anchor and one of the divers' airlines became tangled. The other divers recovered the tangle diver, who was not breathing. The crew performed CPR and radioed for assistance. A Good Samaritan vessel the <b>F/V Barbara Ann</b> and emergency medical personnel from <b>Annette Island Service Unit</b> responded. The victim was transported to Annette Island Service Unit, where he was pronounced dead.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
12/26/02	Sally J	Longliner	N/A	0	N	While transiting the Gulf of Alaska midway between Sitka and Kodiak, the vessel radioed Communications Center Kodiak requesting medical advice for a crewmember experiencing chest pains. The duty flight surgeon recommended treatment with pain killers and to have the patient see a doctor within 24 hours and recommended that the vessel divert to Sitka. After another ten hours, the patient's condition deteriorated and the duty flight surgeon recommended immediate medevac. An Air Station Sitka HH60 helo launched to conduct the medevac approximately 130nm offshore. An Air Station Kodiak HC130 launched to the scene provide coverage. The patient was hoisted and transported to Sitka and later transported to Seattle by commercial air ambulance.
01/06/03	Arctic Transport	203ft Tender	6	0	N	While transiting from Seattle to Seward, the vessel radioed MSO Valdez that they had suffered a propulsion casualty and were disabled and adrift in 15ft seas 11NM south of Montague Island. USCGC Mustang responded to the scene. Just prior to initiating a tow, the vessel reported that they had propulsion back on line and were able to make 6 knots. The Mustang escorted the vessel safely to Seward.
01/11/03	Sunrunner	58ft Seiner	5	0	Y	Vessel contacted Air Station Kodiak reporting that they were taking on water 12NM southeast of Two Headed Island, 75NM off Kodiak and was unable to keep up with the flooding. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and an Air Station Kodiak HH60 helo launched to the scene. The vessel's crew donned their survival suits, readied their liferaft, and activated their 406MHz EPIRB. Air Station Kodiak lost communications with the vessel and diverted an HC130 returning from St. Paul to the scene. The helo arrived on scene and lowered a dewatering pump to the vessel. The crew was unable to get the pump started and elected to abandon ship to their liferaft. The helo hoisted two crewmembers, but were unable to recover the other three crewmembers or their rescue swimmer due to a frayed hoist cable. The Good Samaritan vessel, the F/V <b>Heritage</b> recovered the rescue swimmer and three remaining crew from the raft and transported them to Kodiak. The vessel sank.
01/15/03	Misty Blue	89ft Crabber	5	0	N	Vessel radioed Communications Station Kodiak that they were taking on water 70NM southeast of St. Paul. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and an Air Station Kodiak HC130 and an Air Station Kodiak HH60 helo pre-deployed to St. Paul launched to the scene. USCGC Midgett diverted to the scene. A Good Samaritan vessel, the F/V <b>Lady Aleutian</b> answered the UMIB and diverted to the scene and stood by the vessel. The vessel's crew donned their survival suits, readied their liferaft, and activated their 406MHz EPIRB. The helo arrived on-scene and lowered a dewatering pump to the vessel. The crew jettisoned their crab pots and adjusted their load to enable the vessel to ride more level. The crew started dewatering the vessel made way toward St. Paul. The vessel was dewatered and the flooding ceased. Midgett escorted the vessel to St. Paul. The source of the flooding was later determined to be a rupture in the vessel's fresh water storage system.
01/19/03	Arctic Barunall	143ft Crabber	5	0	N	The North Pacific SAR Coordinator received a 406MHz EPIRB signal from the F/V Arctic Baruna II approximately 170NM northwest of St. Paul. The vessel did not respond to callouts or a telex message, and the NPSC issued an Urgent Marine Information Broadcast. USCGC Midgett, on SAR standby for the Opilio crab fishery, diverted to assist and an Air Station Kodiak HH60 helo on patrol diverted to assist. Another fishing vessel was finally able to hail the vessel and confirm that the EPIRB activation was accidental and there was no distress.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/24/03	Combine	41ft Longliner	3	0	Y	Vessel radioed Communications Station Kodiak that they were aground and taking on water on Popof Island near Kodiak Harbor. The crew was donning their survival suits and preparing to abandon ship. An Air Station Kodiak HH60 helo launch to assist but had to return to base due to mechanical problems. A Good Samaritan vessel, the F/V <b>Highliner</b> responded and recovered the crew and transported them to Kodiak.
01/24/03	Enterprise	80ft Longliner	3	0	N	An Air Station Kodiak HH60 helo enroute to Kodiak received a call reporting that the vessel was taking on water in the vicinity of Sitkalidak Island 40NM south of Kodiak. The helo diverted to assist and upon arriving on-scene noted that several Good Samaritan vessels were on-scene assisting, including the F/V <b>Buccaneer</b> . The helo, whose crew was nearing fatigue limits, remained on-scene until another helo could be launched. The <b>Buccaneer</b> and the second helo escorted the vessel to Santa Flavia Bay, where the helo dropped two dewatering pumps to the <b>Buccaneer</b> . The <b>Buccaneer</b> transferred the pumps to the <b>Enterprise</b> . The vessel was able to successfully dewater the vessel and determined that the flooding was due to a faulty hatch. The vessel was able to effect repairs and get underway under their own power.
01/27/03	Ambition	43ft Longliner	3	0	N	Vessel contacted Communication Station Kodiak reporting that they were disable and adrift and in danger of going aground. An Air Station Kodiak HH65 helo diverted from another mission. Upon arrival on-scene, the helo was able to determine that the vessel's drift was taking them away from land and away from danger. A Good Samaritan vessel, the F/V <b>Heidi Kay</b> diverted to assist and took the vessel in tow into Kodiak.
01/30/03	Seattle Enterprise	248ft Processor	N/A	0	N	The North Pacific SAR Coordinator received a report of a 26-year-old male crewmember onboard the vessel who had crushed his right hand in a hydraulic door. The duty flight surgeon recommended immediate medevac in order to save the hand, and an Air Station Kodiak HH60 helo launched to the scene and hoisted the victim.
02/10/03	Amatuli	103ft Longliner	6	0	N	Vessel contacted Communications Station Kodiak for medical advice on a 20-year-old male crewmember who partially severed two fingers as a result of a line pinching his hand. The duty flight surgeon recommended that the victim be immediately medevac'd to a hospital. The HH65 helo from USCGC Jarvis launched to the scene, hoisted the victim, and transported him to Cold Bay. A commercial medevac jet transported the victim to Seattle.
02/12/03	Second Wind	65ft Tender	2	0	Y	Vessel radioed a MAYDAY to Communications Center Juneau reporting that they had grounded in Foggy Bay, 30NM south of Ketchikan. They reported that they were abandoning ship to their skiff. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast, and the Station Ketchikan 47ft MLB launched to the scene. The 47ft MLB arrived on-scene and discovered the master and crewman safe in the skiff. The 47ft MLB transported the crewmember to a nearby Good Samaritan vessel and transported the master back to Ketchikan, where he made arrangements for salvage.
02/17/03	Horizon	155ft Trawler	19	0	N	Vessel contacted North Pacific SAR Coordinator requesting a medevac for a 29-year-old male crewmember suffering from a high fever and headache. The duty flight surgeon concurred with the medevac and the patient was transferred to USCGC Jarvis where he received an exam and treatment. Based on the results of the exam, the duty flight surgeon recommended further treatment by an MD. The Jarvis transported the victim to Dutch Harbor for transfer to a local medical facility.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
02/18/03	Myra Jean	42ft Longliner	2	0	N	The vessel radioed a MAYDAY to MSO Valdez reporting that they were taking on water and abandoning ship to their skiff near Wells Bay, 31NM southwest of Valdez. No further radio communications were received. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and an Air Station Kodiak HC130 was launched to the scene. A Kulis ANG HC130 launched to the scene and two Kulis ANG HH60 helos launched to the scene. A Good Samaritan vessel, the <b>F/V Anna Lee</b> responded to the UMIB and recovered both crewmembers. The ANG aircraft arrived on-scene first and stood by until it was confirmed that neither crewmember required medical attention. NOTE: The large number of SAR assets launched was a result of the fact that the NPSC received an unlocated 406MHz EPIRB signal concurrently with the distress call of the Myra Jean. The EPIRB was onboard the Myra Jean, but registered to another vessel. The EPIRB had been given to the Myra Jean, but the registration had not been updated.
02/28/03	Blue Eagle III	29ft Troller	1	0	N	North Pacific SAR Coordinator received a report that the vessel was overdue from a hand-trolling trip to Yakutat Bay. The NPSC issued an Urgent Marine Information Broadcast and an Air Station Sitka HH60 helo launched to the area to search for the vessel, but was unsuccessful due to poor visibility. A Good Samaritan vessel, the <b>F/V Lindy</b> searched the mouth of Yakutat Bay with no sightings. An Air Station Kodiak launched to the area to assist in the search. After several hours, a second Air Station Sitka helo launched to the area to relieve the first helo, whose crew was reaching fatigue limits. The Yakutat Police contacted the NPSC reporting that the vessel had just returned to the harbor. The vessel had apparently anchored due to weather and poor visibility and had a faulty radio.
03/01/03	Excalibur II	84ft Trawler	N/A	1	N	The vessel radioed Communications Station Kodiak reporting that a crewmember had jumped overboard in the vicinity of Dutch Harbor. USCGC Alex Haley launched their helo to the scene, and five Good Samaritan fishing vessels along with the <b>Alaska State Trooper vessel Stinson</b> joined in the search. The Stinson located the person in the water and recovered him. The Alex Haley deployed three emergency medical personnel to the Stinson to administer CPR during transport to Dutch Harbor. The victim was pronounced dead by the Dutch Harbor Clinic Physician's Assistant.
03/02/03	Linnea	58ft Pot Boat	4	0	N	The Alex Haley notified the North Pacific SAR Coordinator that they had launched their HH65 helo to assist a vessel taking on water in Unimak Pass. The NPSC issued an Urgent Marine Information Broadcast. The vessel dropped anchor and reported that they were able to control the flooding and no longer needed assistance. The helo remained on-scene until they were able to confirm that the situation had stabilized.
03/02/03	Katrina Em	101ft Pot Boat	N/A	0	N	The vessel radioed Communications Station Kodiak reporting that they had been involved in a collision in Unimak Pass. The other vessel did not stop. A third vessel observed the incident from about four miles away, but was unable to identify the other party. The incident resulted in no serious injuries, but did result in about 15ft of the Katrina Em's bow being crushed. The vessel was able to safely transit to Dutch Harbor for repairs. An Air Station Kodiak HC130 launched to the area to search for the other vessel and was able to identify the other vessel as the M/V Arkona Trader.

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

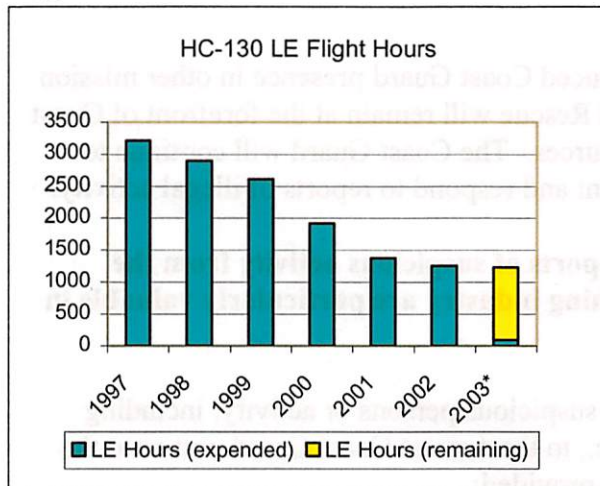
Date	Vessel Name	Type	POB	Death	Loss	VSL Specific Cause
03/08/03	Alaska Ranger	189ft Trawler	N/A	0	N	Global Medical Systems in Seattle contacted the North Pacific SAR Coordinator requesting a medevac for a 32-year-old male crewmember suffering from severe dehydration and loss of consciousness approximately 150NM north of Cold Bay. The duty flight surgeon concurred believing the patient may be an undiagnosed diabetic. USCGC Alex Haley's HH65 helo launched to Cold Bay to wait until the vessel could transit close enough to effect a medevac. The helo launched when the vessel was within range, hoisted the patient, and transported him to the Cold Bay clinic in grave condition. An Air Station Kodiak HC130 flew cover for the operation. An air ambulance could not reach Cold Bay due to weather. The HC130 was, therefore, directed to land and transport the patient to Kodiak. The HC130 also transported the Cold Bay nurse practitioner to monitor the patient.
03/09/03	Heather Kay	48ft Longliner	5	0	N	The vessel radioed Communications Station Kodiak reporting that they had a broken propulsion shaft and were disabled and adrift 22NM southeast of Kodiak Island in 15ft seas. They requested a tow to Kodiak for repairs. Communications Station Kodiak issued an Urgent Marine Information Broadcast and the Good Samaritan vessel the F/V <b>Katrina Em</b> responded. USCGC Jarvis arrived on-scene and took the vessel in tow into Kodiak.



## IX. CGD17 Resource Summary

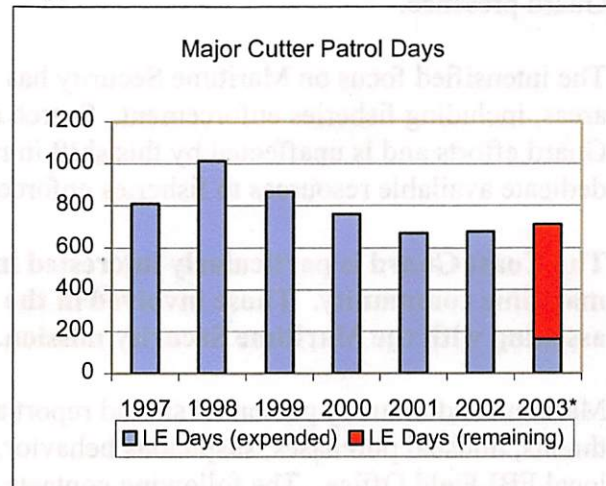
Figures 7 and 8 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only*.

**Figure 7. Annual HC-130 Hours**



\*Flight hour data by calendar year.  
2003 includes projection through December.

**Figure 8. Annual Cutter Days**



\*Patrol day data by calendar year.  
2003 includes projection through December.

### NOV 2001 - MAR 2002

6 WHEC's patrolled for 191 days  
2 WMEC's patrolled for 109 days  
3 WLB patrolled for 16 days (Fisheries)  
4 WPB's patrolled for 91 days (Fisheries)  
**Total Cutter days - 407**

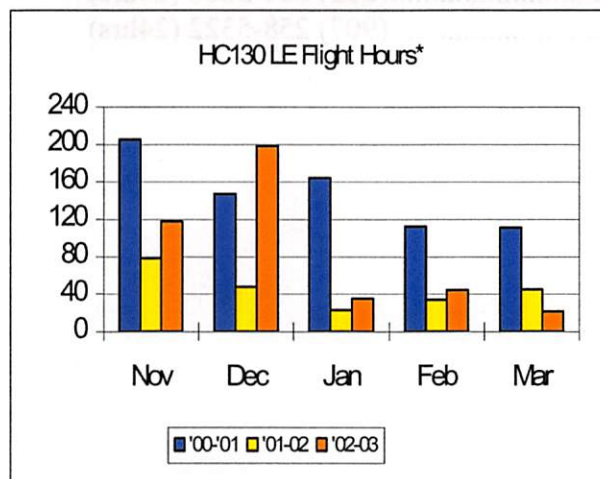
HC130's flew 31 sorties for 227 hours  
HH-60/65's flew 91 sorties for 410 hours

### NOV 2002 - MAR 2003

4 WHEC's patrolled for 219 days  
2 WMEC's patrolled for 91 days  
3 WLB's patrolled for 42 days (fisheries)  
5 WPB's patrolled for 106 days (fisheries)  
**Total Cutter days - 458**

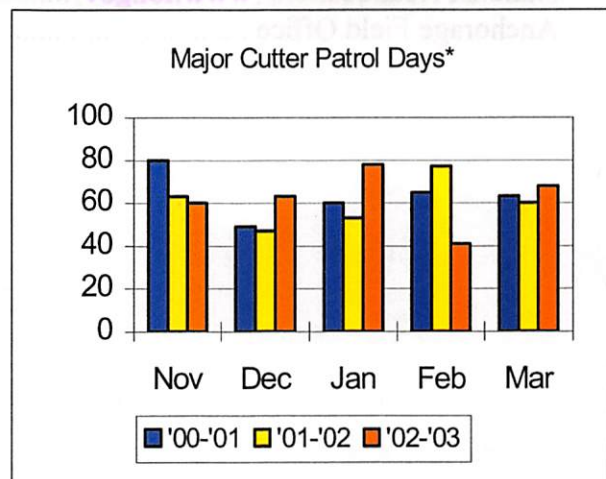
HC130's flew 50 sorties for 415 hours  
HH-60/65's flew 81 sorties for 456 hours

**Figure 9. NOV - MAR HC-130 Hours**



\*Flight hour data for reporting period ONLY.

**Figure 10. NOV - MAR Cutter Days**



\*Patrol day data for reporting period ONLY.

## XI. Maritime Security

The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. The Seventeenth Coast Guard District is committed to maintaining security on Alaska's waters for the protection of passengers, vessels, cargo, and terminals. The Seventeenth District will continue to expand vessel boardings, step up harbor patrols, increase escorts of certain ships carrying dangerous cargo, and broaden Coast Guard presence.

The intensified focus on Maritime Security has reduced Coast Guard presence in other mission areas, including fisheries enforcement. 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.**

Mariners and industry personnel should report any suspicious persons or activity, including threats, unusual purchases, suspicious behavior, etc., to the nearest Coast Guard unit or to the local FBI Field Office. The following contacts are provided:

### Coast Guard Units

National Response Center ( <a href="http://www.nrc.uscg.mil">www.nrc.uscg.mil</a> ) .....	(800) 424-8802 (24hrs)
<b>District Seventeen Command Center (Juneau) .....</b>	<b>(800) 478-5555 (24hrs)</b>
( <a href="http://www.uscg.mil/d17">www.uscg.mil/d17</a> )	
Marine Safety Office Anchorage .....	(907) 271-6700 (24hrs)
Marine Safety Office Valdez .....	(907) 835-7205 (24hrs)
Marine Safety Office Juneau .....	(907) 463-2450 (Daytime)
Marine Safety Detachment Kodiak .....	(907) 486-5918 (24hrs)
Marine Safety Detachment Unalaska/Dutch Harbor .....	(907) 581-3466 (24hrs)
Marine Safety Detachment Ketchikan .....	(907) 966-4496 (Daytime)

### Federal Bureau of Investigation

National Headquarters ( <a href="http://www.fbi.gov">www.fbi.gov</a> ) .....	(202) 324-3000 (24hrs)
Anchorage Field Office .....	(907) 258-5322 (24hrs)



# Appendix A

## Boardings Without Violations 01 NOV 2002 – 15 MAR 2003

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
11/09/02	Mar-Jo li	Pot Boat	No Product	ST
11/12/02	Big Blue	Longliner	Halibut	3A
11/12/02	Bonny M	Longliner	Halibut	2C
11/13/02	Alaskan Pride	Longliner	Halibut	3A
11/15/02	Narwhal	Troller	No Product	ST
11/15/02	Ocean Dancer	Troller	No Product	ST
11/15/02	Ocean Destiny	Pot Boat	Crab	ST
11/15/02	Silver Spray	Pot Boat	Crab	ST
11/16/02	Day Star	Longliner	Rockfish	659
11/17/02	Silver Tip	Longliner	Halibut	2C
11/18/02	Jeannie X	Longliner	Halibut/Sablefish	2C/SE
11/21/02	Heather Margene	Longliner	No Product	610
12/09/02	Courageous	Pot Boat	Pacific Cod	517
12/19/02	Mr. Wind	Longliner	Pacific Cod	650
12/29/02	Glacier Bay	Longliner	No Product	509
01/08/03	Castaway	Pot Boat	No Product	ST
01/08/03	Chomley	Troller	No Product	ST
01/08/03	Star Of The Sea	Pot Boat	No Product	ST
01/11/03	Christian	Pot Boat	No Product	ST
01/19/03	Clipper Express	Longliner	No Product	521
01/21/03	Jeanoah	Pot Boat	Pacific Cod	630
01/28/03	Blue Attu	Longliner	Pacific Cod	610
01/29/03	Pillar Bay	Longliner	No Product	659
01/30/03	Cloud Nine	Troller	No Product	ST
01/30/03	Eclipse	Longliner	Pacific Cod	630
01/30/03	Lanus	Troller	No Product	ST
01/30/03	Miss Dee Dee	Troller	No Product	ST
01/30/03	Nancy J	Troller	No Product	ST
01/30/03	Outlook	Longliner	Pacific Cod	630
01/30/03	Prowler	Longliner	No Product	517
01/31/03	Christy Rob	Troller	No Product	ST
01/31/03	Mohab	Troller	No Product	ST
02/02/03	Kodiak Enterprise	Seiner	No Product	509
02/05/03	Barwell	Pot Boat	Pacific Cod	630
02/11/03	Alaskan Commander	Seiner	No Product	509
02/12/03	Ocean Leader	Trawler	Pollock	509
02/16/03	Dove	Pot Boat	Crab	ST
02/16/03	Sandpiper	Pot Boat	Crab	ST
02/17/03	Alaska Spirit	Trawler	Rock Sole	509
02/17/03	Alaskan Ranger	Trawler	Rock Sole	509
02/17/03	Haida Chief	Pot Boat	Crab	ST
02/17/03	Jean C	Pot Boat	Crab	ST
02/17/03	Leah Lynn	Pot Boat	Crab	ST
02/17/03	Orion	Pot Boat	Crab	ST
02/17/03	Rose Lee	Pot Boat	Crab	ST
02/17/03	Signe Lynn	Pot Boat	Crab	ST

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
02/19/03	Walter N	Trawler	Pollock	509
02/21/03	Kodiak Girl	Longliner	No Product	610
02/22/03	Poseidon	Trawler	Pollock	509
02/25/03	Northern Glacier	Trawler	Pollock	516
02/28/03	Vesteraalen	Trawler	Pollock	509
03/02/03	Sabrina Joy	Longliner	Halibut	2C
03/02/03	Talon	Longliner	Halibut	2C
03/03/03	The Fox	Longliner	Halibut	2C
03/04/03	Golden Pisces	Trawler	Pacific Cod	509
03/04/03	Half Moon Bay	Trawler	Pacific Cod	509
03/05/03	Alaska	Longliner	Halibut	3A
03/05/03	Miss Berdie	Trawler	Pollock/Pacific Cod	509
03/06/03	Us Liberator	Longliner	Pacific Cod	509
03/07/03	Commodore	Trawler	Pacific Cod	541
03/07/03	Pacific Viking	Trawler	Pacific Cod	541
03/07/03	Unimak	Trawler	Pacific Cod	541
03/10/03	Heather Kay	Longliner	Halibut	3B
03/11/03	Expatriate	Longliner	Halibut	2C

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
01/20/03	Firebush	Winona J	Trawler	Pacific Cod	630	Boating violation issued for discharging oil overboard, oil sheen trailing approximately 10nm by 100ft.
01/21/03	Roanoke	American Eagle	Pot Boat	Pacific Cod	630	Safety written warning issued for unserviceable life ring buoy.
01/26/03	Midgett	Fierce Allegiance	Pot Boat	Crab	521	Fisheries violation issued for illegally fishing in the Russian EEZ.
01/27/03	Jarvis	Alaska Patriot	Longliner	No Product	610	Safety violation issued for insufficient visual distress signals and insufficient fire extinguishing equipment.
01/27/03	Anacapa	Helea Gail	Troller	Salmon	ST	Safety violation issued for expired visual distress signals.
01/28/03	Jarvis	Clipper Endeavor	Longliner	No Product	523	Fisheries violation issued for failure to maintain logbook, and safety violation issued for insufficient life ring buoys.
01/29/03	Anacapa	Amnicon	Troller	Salmon	ST	Safety violation issued for expired survival craft.
01/29/03	Anacapa	Pacific Gold	Troller	Salmon	ST	Voyage terminated and escorted vessel to Sitka for expired liferaft, expired liferaft hydrostatic release, and expired EPIRB hydrostatic release.
01/30/03	Jarvis	Aleutian Lady	Longliner	No Product	517	Safety violation issued for insufficient and improperly marked life ring buoys and expired visual distress signals.
01/30/03	Anacapa	Byng	Troller	Salmon	ST	Voyage terminated and vessel escorted to Sitka for no survival craft, unserviceable life ring buoy, and expired EPIRB hydrostatic release.
01/30/03	Anacapa	Escape	Troller	Salmon	ST	Safety violation issued for expired EPIRB hydrostatic release.
01/30/03	Anacapa	Midnight Blue	Troller	Salmon	ST	Safety violation issued for no visual distress signals.
01/31/03	Anacapa	Shear Water	Troller	Salmon	ST	Voyage terminated and vessel escorted to Sitka for expired survival craft, expired EPIRB battery, and no line on life ring buoy.
01/31/03	Anacapa	Surf Bay	Troller	Salmon	ST	Voyage terminated and vessel escorted to Sitka for no survival craft and expired EPIRB hydrostatic release.
02/01/03	Jarvis	Bering Rose	Seiner	No Product	511	Safety violation issued for insufficient and improperly marked life ring buoys.
02/01/03	Anacapa	Mary S	Troller	Salmon	ST	Safety violation issued for unserviceable type iv personal flotation device, no sound producing device, and expired visual distress signals.
02/11/03	Jarvis	Northwest Explorer	Trawler	No Product	509	Safety violation issued for insufficient and expired fire extinguishing equipment.
02/11/03	Jarvis	Royal American	Trawler	No Product	509	Safety violation issued for failure to properly maintain lifesaving equipment, expired EPIRB, and improperly marked life ring buoys.
02/12/03	Jarvis	American Dynasty	Trawler	Pollock	509	Fisheries Summary settlement for failure to maintain substantive logbook entries and for failure to submit check in report before commencing groundfish harvest.
02/13/03	Jarvis	Defender	Trawler	Rock Sole	509	Fisheries fixit notice issued for logbook errors. Safety violation issued for insufficient fire extinguishing equipment.
02/13/03	Jarvis	Shemya	Longliner	Pacific Cod	509	Fisheries violation issued for failure to properly maintain logbooks, and safety violation issued for expired EPIRB and expired EPIRB hydrostatic release.
02/14/03	Jarvis	Alaska Juris	Trawler	Rock Sole	509	Fisheries summary settlement for improperly maintained logbooks and failure to check-in or check-out of fishing area.

# Appendix B

## Boardings With Violations 01 NOV 2002 – 15 MAR 2003

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
11/02/02	Jarvis	Spectre	Longliner	No Product	610	Safety violation issued for expired EPIRB battery.
11/10/02	Liberty	Coronation	Pot Boat	Shrimp	ST	Safety violation issued for expired liferaft and expired documentation.
11/11/02	Liberty	Williwaw	Pot Boat	Shrimp	ST	Safety violation issued for expired fire extinguisher.
11/12/02	Roanoke	Gloria Eileen	Longliner	Halibut	3A	Safety written warning issued for no sound producing device, no oil pollution placard nor injury placard (all corrected on the spot).
11/12/02	Naushon	Sagacious	Longliner	No Product	ST	Safety violation issued for expired visual distress signals.
11/12/02	Roanoke	Slava 2	Longliner	Halibut/Sablefish	3A/CG	Safety violation issued for expired visual distress signals and expired documentation.
11/14/02	Sycamore	Sisioohl	Longliner	Halibut	3A	Fisheries fixit notice issued for improper halibut logbook.
11/15/02	Naushon	Marvel	Troller	Salmon	ST	Safety violation issued for expired visual distress signals.
11/15/02	Maple	Wendy A	Troller	Salmon	ST	Safety written warning issued for expired visual distress signals.
11/16/02	Naushon	Kristina	Longliner	Rockfish	659	Safety violation issued for expired visual distress signals, expired liferaft hydrostatic release, and expired EPIRB hydrostatic release.
11/18/02	Maple	Hat Trick	Shrimp Boat	No Product	ST	Safety violation issued for expired survival craft.
11/29/02	Ketchikan	Miss Synova	Longliner	No Product	ST	Safety violation issued for insufficient personal flotation devices (corrected on the spot), fire extinguisher not mounted, and operating after sunset without navigation nor anchor lights energized.
11/30/02	Ketchikan	Déjà Vu	Longliner	No Product	ST	Safety violation issued for empty fire extinguisher and no name or hailing port on stern.
12/05/02	Liberty	Salty	Multi-Rigged	No Product	ST	Safety violation issued for expired liferaft.
12/28/02	Midgett	Norton Sound	Longliner	No Product	509	Fisheries fixit notice issued for improperly maintained logbooks.
01/07/03	Anacapa	Charisma	Longliner	No Product	ST	Safety violation issued for unserviceable survival suits, expired life raft and liferaft hydrostatic release, expired EPIRB and EPIRB hydrostatic release, and no sound producing device.
01/08/03	Anacapa	At Ease	Troller	Salmon	ST	Safety violation issued for no personal marker light on survival suit (corrected on the spot) and expired visual distress signals and improper life ring buoy.
01/08/03	Liberty	Kingdom	Pot Boat	Shrimp	ST	Safety violation issued for exceeding limit of exemption letter for expired liferaft.
01/08/03	Anacapa	Sunrise	Troller	Salmon	ST	Voyage terminated and vessel escorted to Wrangell for no survival craft, expired EPIRB battery, expired visual distress signals.
01/08/03	Anacapa	Wendy	Troller	Salmon	ST	Safety violation issued for expired visual distress signals.
01/09/03	Liberty	No Name	Troller	Salmon	ST	Safety violation issued for no lifering.
01/09/03	Acushnet	Northern Star	Pot Boat	Pacific Cod	610	Safety written warning issued for no sound producing device.
01/09/03	Anacapa	Sea Parrot	Troller	Salmon	ST	Safety violation issued for no survival craft.
01/10/03	Acushnet	Kjevolja	Longliner	Pacific Cod	610	Safety written warning issued for insufficient visual distress signals.
01/10/03	Acushnet	Western Dawn	Pot Boat	Pacific Cod	610	Safety violation issued for insufficient visual distress signals.

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
02/14/03	Jarvis	Us Intrepid	Trawler	Rock Sole	509	Safety violation issued for expired EPIRB battery.
02/16/03	Naushon	Jubilee	Pot Boat	Crab	ST	Safety violation issued for no sound producing device and expired visual distress signals.
02/16/03	Naushon	Melissa Lynn	Pot Boat	Crab	ST	Safety violation issued for improperly marked survival suits.
02/16/03	Naushon	Mr. Wind	Longliner	Pacific Cod	659	Safety violation issued for no personal marker light on survival suit and unserviceable fire extinguisher.
02/19/03	Jarvis	Excellence	Trawler	Pollock	509	Fisheries violation issued for failure to maintain logbooks and safety violation issued for insufficient visual distress signals
02/19/03	Jarvis	Northern Jaeger	Trawler	Pollock	519	Fisheries violation issued for improperly maintained logbooks
02/22/03	Alex Haley	American Way	Pot Boat	Pacific Cod	509	Fisheries summary settlement for failure to carry current license limitation program permit
02/28/03	Jarvis	Currency	Longliner	No Product	630	Safety violation issued for insufficient fire extinguishing equipment
02/28/03	Alex Haley	Hickory Wind	Trawler	Pollock	509	Fisheries fixit notice issued for improperly maintained logbooks
02/28/03	Jarvis	Jenoah	Pot Boat	No Product	630	Fisheries summary settlement for failure to maintain substantive logbook entries and safety violation issued for failure to monitor vhf CH 16.
03/01/03	Anacapa	Dusty	Longliner	Halibut	2C	Safety violation issued for unserviceable life ring buoy
03/01/03	Anacapa	Lady Solvay	Longliner	Halibut	2C	Voyage terminated and vessel escorted to Port Protection for no survival craft
03/02/03	Anacapa	Chopaka	Longliner	Halibut	2C	Safety violation issued for expired EPIRB hydrostatic release
03/02/03	Anacapa	Zimovia	Longliner	Halibut	2C	Voyage terminated and vessel escorted to Wrangell for expired survival craft, insufficient survival suits, unserviceable life ring buoy, and no marine sanitation device
03/03/03	Jarvis	Pegasus	Trawler	Pollock	519	Safety violation issued for expired EPIRB, insufficient, life ring buoys, and insufficient fire extinguishing equipment.
03/03/03	Liberty	Sea Dawn	Longliner	Halibut	2C	Voyage terminated and vessel escorted to Juneau for no buoyant apparatus or life raft.
03/04/03	Jarvis	Seeker	Trawler	Pacific Cod	509	Safety violation issued for insufficient fire extinguishing equipment
03/04/03	Anacapa	Tempest	Longliner	Halibut	2C	Safety violation issued for unserviceable life ring buoy, no visual distress signals, and insufficient fire extinguishers.
03/05/03	Jarvis	Pacific Ram	Trawler	Pacific Cod	509	Fisheries violation issued for improperly maintained logbooks
03/05/03	Roanoke	Pioneer	Longliner	Halibut	3A	Safety written warning issued for insufficient line on life ring buoy
03/06/03	Sycamore	Mrs	Pot Boat	Shrimp	ST	Boating violation issued for no marine sanitation device.
03/07/03	Jarvis	Pacific Prince	Trawler	Pollock	509	Safety violation issued for insufficient fire extinguishing equipment and failure to conduct safety training and drills.
03/09/03	Roanoke	Scepter	Seiner	No Product	ST	Safety violation issued for inoperable anchor light, expired documentation, and expired visual distress signals