

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



**01 OCT - 30 NOV 09**

*Prepared By:  
Response and Enforcement Branch  
Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517*

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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. US/Russian Maritime Boundary Line (MBL) Enforcement

There was one MBL incursion during the reporting period. An Air Station Kodiak HC-130 sighted the FF/V ZALIV ZABIYAKA (RS) approximately 342 yards inside the U.S. EEZ with uncovered fishing gear on deck including what appeared to be a cod end full of fish (Figure 1). Fishing pressure along the MBL remained consistently low for 2009, and there is no indication that the downward trends seen in recent years will change.

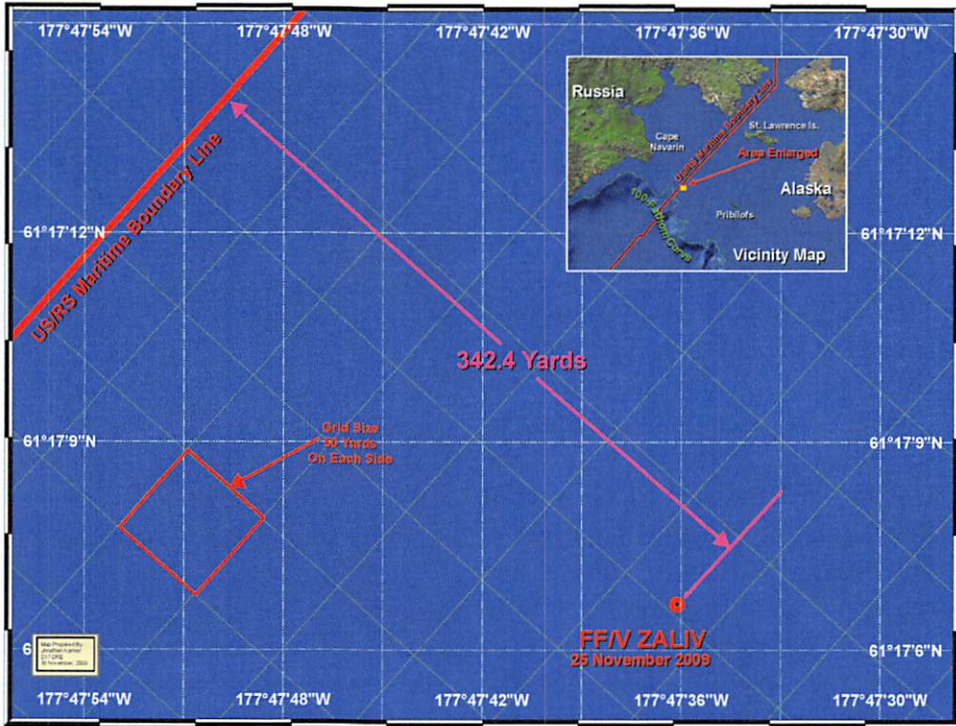


Figure 1. FF/V ZALIV ZABIYAKA Incursion.

The *maximum* number of vessels detected (Figure 2) dropped from 52 in 2001 to a low of about 5 in 2005.

The density increased slightly in 2007 and 2008 (comparable to 2004 levels), but has subsequently dropped back to historic lows below 2005 levels, and overall numbers of fishing vessels remain quite low, averaging fewer than five vessels operating along the line. Coast Guard HC-130s flew 32 hours patrolling the MBL with Bering Sea cutters standing by to respond.

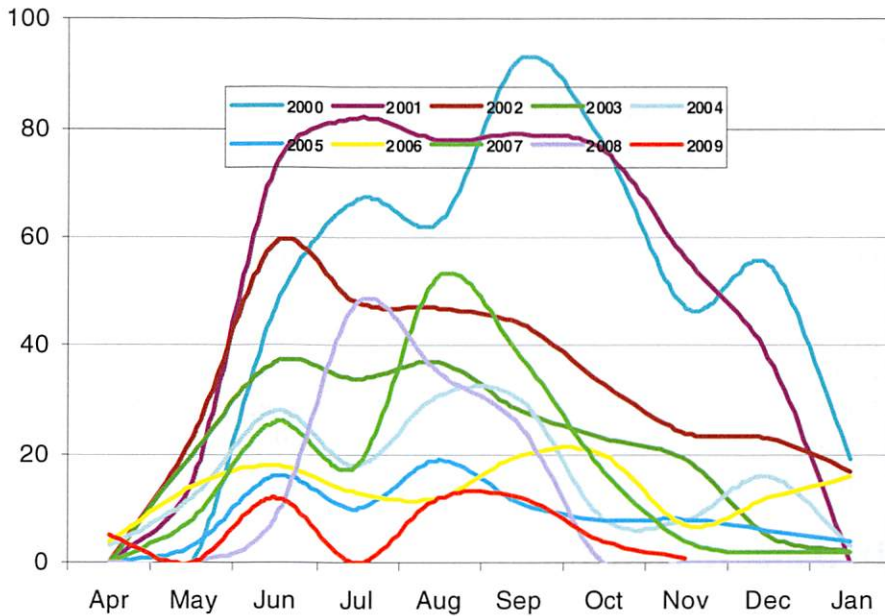


Figure 2. MBL Maximum Monthly Observations.

## II. High Seas Drift Net Enforcement

Operation North Pacific Watch 2009, the USCG's North Pacific high seas fisheries enforcement plan, commenced in August with the patrol of USCG Cutter RUSH. Coast Guard cutter patrols were augmented with several USCG HC-130 flights from Shemya Island, Alaska (Figure 3). The Canadian Air Force and Department of Fisheries and Oceans also made an extended CP-140 deployment from Honolulu, Hawaii. In addition, Japan Coast Guard aircraft also patrolled the Convention Area and coordinated surveillance efforts with the USCGC RUSH. USCG aircraft flew a total of 93 surveillance hours this year (31 hours during the reporting period), and the USCG cutter RUSH dedicated a total of 70 days (35 patrol days in the

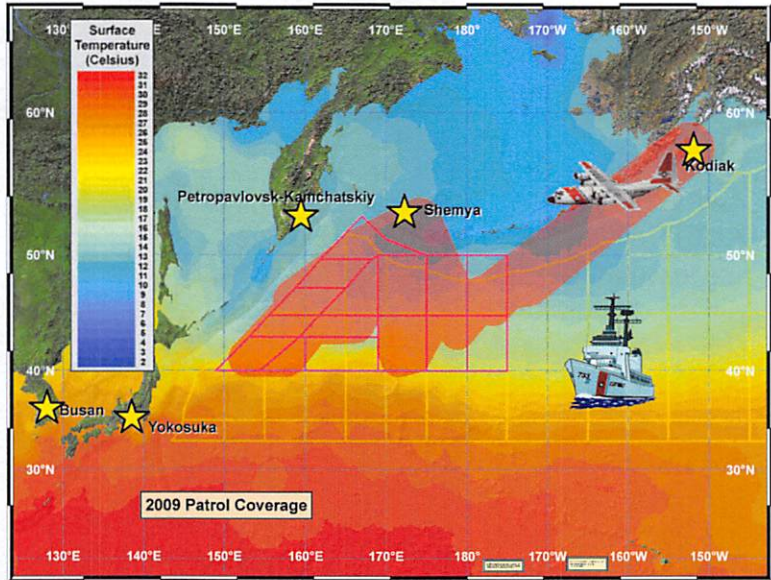


Figure 3. US Coast Guard HC-130 Patrol Coverage

Convention Area) in direct support of Operation North Pacific Watch (50 day during the reporting period). Unlike recent years, there were no vessels detected that resulted in seizures.

The USCG Cutter RUSH participated in a multi-national IUU fisheries enforcement patrol from 20 August through 20 November, which included enforcement coordination with NPAFC parties plus China. However, the RUSH experienced a lengthy delay due to a mechanical casualty shortly after arriving in Japan (lost 15 days of patrol time). RUSH also made port calls in China and Japan, and embarked Chinese Fisheries Law Enforcement Command (FLEC) officers. The Japan Coast Guard conducted a joint Gulfstream-V (G5) flight coincidental with RUSH's visit. The G5 flight continued joint U.S.-Japan HSDN aircraft patrol operations (the first was in 2006) and, as has been the case in the past, sighted several fishing vessels, however none were configured for large-scale high seas driftnet fishing.

Seventeenth District representatives met with the members of the North Pacific Anadromous Fish Commission at the commission's 17<sup>th</sup> annual meeting in Niigata, Japan. The Coast Guard reported on their successes, challenges met, and 2009 joint efforts to deter High Seas Driftnet and Illegal Unreported and Unregulated fishing activities in the north Pacific. The other participants also reported the respective efforts and collectively discussed enforcement plans for 2010.

## III. Donut Hole Activity

There has been no activity since the two Korean vessels fished in 2007. There have been no specific trial fishing plans indicated from any of the signatories to the Convention on the Conservation and Management of the Pollock Resources in the Central Bering Sea. The Seventeenth District uses VMS as the primary tracking tool with HC-130 verification for trial fishing vessels. The U.S. Coast Guard makes a concerted effort to jointly board (with patrol assets from signatories) trial-fishing boats while they are in the Donut Hole to verify catch reports and ensure compliance with the Convention.

#### IV. Bering Sea Crab Fisheries

The Coast Guard's pre-season training and safety inspection efforts for the 2009 Red King Crab fishery were similar to that of last year. Dockside prevention activities were focused in Unalaska (Dutch Harbor), King Cove, and Kodiak prior to the October 15<sup>th</sup> opening. An Air Station Kodiak HH-60 helo was forward deployed to Cold Bay with USCGC MUNRO and USCGC BOUTWELL providing Bering Sea patrol coverage. The cutters patrolled with minimal overlap. MUNRO and BOUTWELL conducted patrols along with an HH-65 helo. When weather conditions would prevent underway launch of the aircraft, the helo was stationed ashore to enable its continued use.

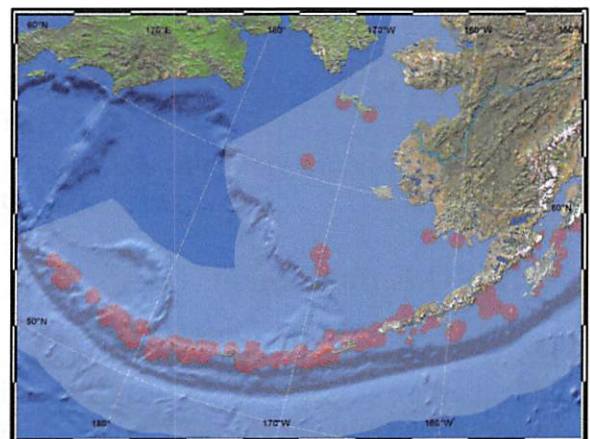


Bering Sea Crab Heading For Port

Coast Guard personnel conducted Safety Compliance Checks (SCC), dockside Commercial Fishing Vessel Safety (CFVS) examinations and training sessions in Dutch Harbor, Kodiak, and King Cove. Safety equipment and damage control trainings were offered. The USCG continued coordinated enforcement planning with NOAA enforcement, Alaska Department of Fish and Game, and the Alaska Wildlife Troopers via weekly conference calls and by a shared database of fishing vessels that had been boarded at-sea or had offloads monitored. The combination of pre-season safety compliance checks (57 SCCs) and at-sea cutter efforts (23 at-sea boardings) accounted for a crab fleet contact percentage greater than 94%, with only a handful of vessels missed.

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

The USCG continues to enforce NMFS management regulations to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The USCG does this through continued patrols of Steller Sea Lion Critical Habitat Areas, monitoring the western population of rookeries and haulouts starting at Cape St. Elias and extending out the Aleutian Chain and into the Bering Sea. Cutters patrolled 752 hours, and aircraft flew 10 hours in support of this mission. There were no significant violations observed.

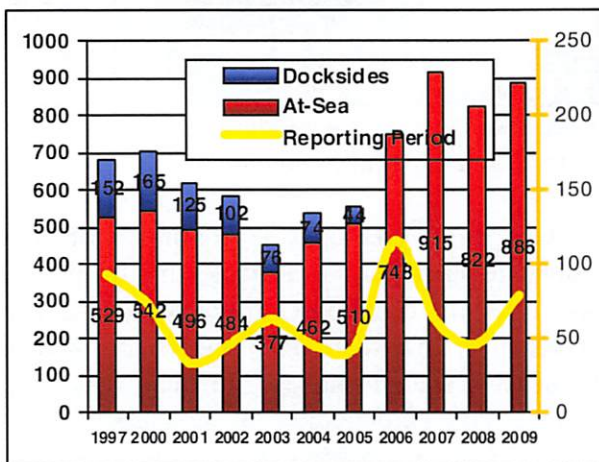


Steller Sea Lion Management Areas

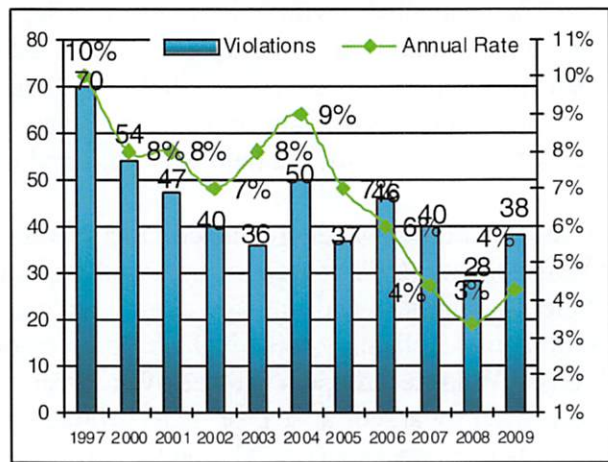
## VI. Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers for the reporting period (79) were up considerably over those in the same period last year (47). The number of boardings was consistent with the reporting period ten-year average. The annual total is also well above average, approaching a near-record high. Fisheries enforcement actions found three significant violations with the remainder limited to minor administrative compliance discrepancies. The three significant violations involved one vessel fishing without a federal fisheries permit and the other two vessels failing to meet observer coverage requirements. Figures 4 and 5 show the historic trend for boardings and violations.

**Figure 4. Fisheries Boardings By Year**



**Figure 5. Fisheries Violations By Year**



The fisheries violation rate (19.0%) spiked from that observed over the same period last year (10.6%). The overall violation rate, however, remained quite low (just over 4%), up one percentage point from last year's all time low (Figure 4). Appendices A and B contain a complete list of boardings and violations.

### OCT 2008 - NOV 2008

F/V Boardings (at sea): ..... 47  
 Boarding w/fisheries violations: ..... 5  
 Violation Rate: ..... 10.6%

### OCT 2009 – NOV 2009

F/V Boardings (at sea): ..... 79  
 Boarding w/fisheries violations: ..... 14  
 Violation Rate: ..... 19.0%

## VII. IFQ Enforcement

The IFQ halibut and sablefish fisheries closed during this reporting period. There were two minor fisheries violation during the reporting period. Coast Guard IFQ enforcement effort consisted of 27 at-sea boardings for October thru 15 November. Enforcement efforts for this fishery will resume in March.



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

There were nine vessels found to have safety violations. Safety violations consisted of expired visual distress signals, and expired EPIRB registrations. There was one voyage termination for failure to carry a liferaft. There were ten search and rescue cases during the reporting period. The operational summary of the reporting period (01 October to 30 November) tallied two lives lost, one life saved, and three vessels lost (Figure 6). One life lost was due to an acute illness and the other was an apparent man overboard. One vessel was lost due to a grounding, a second was due to unexplained flooding, and the third was

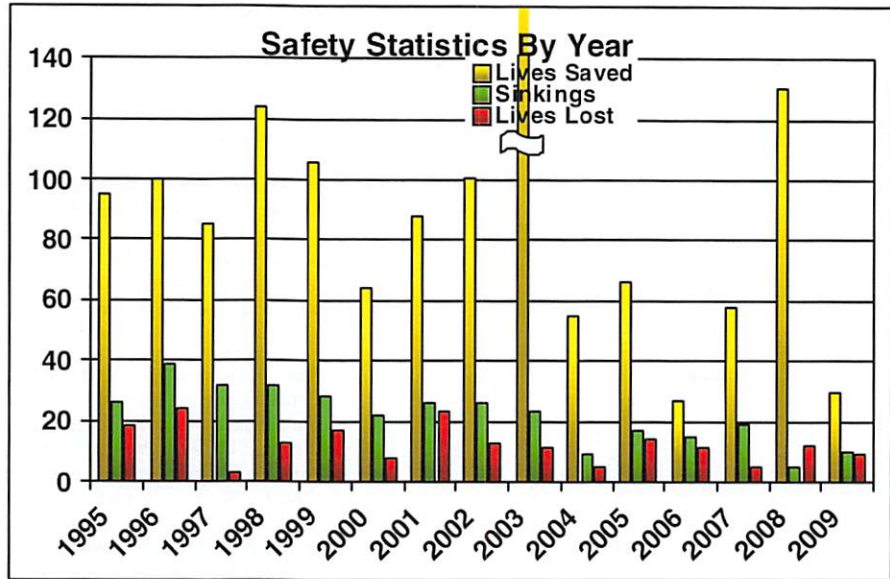



Figure 6. Historical Overview of CFVS Statistics

grounding subsequent to the sole crewmember falling overboard. Table 1 (below and on the following three pages) provides a summary of significant search and rescue cases.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries



Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
11/17/09	Lisa Marie	4	N	N	<p>The master of the F/V LISA MARIE called Sector Anchorage via satellite phone reporting that the vessel was disabled and adrift with an engine casualty approximately 8NM southeast of Chernabura Island in the Shumagin Islands. The vessel was transiting from Dutch Harbor to Bellingham, WA. when the engine began to fail. The master of the LISA MARIE was attempting to get to Sand Point to make repairs to the engine injectors when the vessel was beset by weather and unable to make progress. The vessel subsequently lost all propulsion. The District Seventeen Command Center assumed command and the North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and diverted USCGC ACUSHNET to assist the vessel to a safe refuge. Prior to ACUSHNET arriving on scene, the Good Samaritan F/V ISLAND TRADER responded to the UMIB out of Sand Point. ACUSHNET stood by on scene while ISLAND TRADER took LISA MARIE in tow safely into Sand Point.</p> 

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

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
11/17/09	Sea Chase	N/A	N	N	PROBABLE HOAX: A vessel master in the Seattle area contacted Marine Safety Detachment Unalaska reporting the F/V SEA CHASE overdue on a journey from an unknown location to Dutch Harbor. The vessel skipper had indicated to the reporting source that he would be in Dutch Harbor to offload catch. The reporting source's friend, the vessel's engineer, had invited him to Seattle to join the vessel. Conflicting stories from the reporting source and the vessel's engineer had the vessel's length ranging for 20ft to over 80ft. The reporting sources alternately claimed that the vessel was a trawler converted for pots or a long liner targeting salmon and halibut, both unlikely due to season closure in the Bering Sea. District Seventeen Command Center assumed command and searched for any indications of distress with assistance from the Alaska State Troopers in Dutch Harbor and NOAA Fisheries. Neither federal or state entities were able to find indication that the vessel exists or had ever operated out of Dutch Harbor. Alaska State Troopers stated that reporting source believed the individual that asked him to come to Seattle to captain a boat had fabricated the situation.
11/8/09	Illahee	2	Y	N	A crewmember on the F/V ILLAHEE radioed a MAYDAY to Sector Juneau Communications Center reporting that the 72-year-old, male master had collapsed while transferring catch from a small boat to the FV ILLAHEE in Dorothy narrows. The vessel was operating approximately 14nm south of Sitka. The reporting crewmember was the spouse of the victim and was the only other person aboard. The victim's condition was described as possible heart attack or stroke and unconscious. District Seventeen Command Center assumed command and issued an Urgent Marine Information Broadcast (UMIB). An Air Station HH-60 helo launched to the scene to assist. Two Good Samaritan vessels responded to the UMIB, but were two hours away from scene. The helo arrived on scene and deployed the rescue swimmer and a flight surgeon. The victim was examined and CPR was performed for over 20 minutes but he was subsequently pronounced deceased by the flight surgeon on scene. The helo transported the deceased and his spouse back to Sitka. The ILLAHEE is safely anchored and later recovered.
11/3/09	Clipper Surprise	N/A	N	N	The F/V CLIPPER SURPRISE radioed District Seventeen Command Center requesting a MEDEVAC for a 30-year-old male crewmember with an eye laceration. The vessel was operating approximately 56nm north of Dutch Harbor. The duty flight surgeon was consulted and recommended the subject be MEDEVAC'd to Anchorage. An Air Station Kodiak HH-60 helo launched from the forward operating location at Cold Bay, hoisted the patient, and transported him to Cold Bay. The patient was transferred in good condition to commercial services for further transport to Providence Hospital in Anchorage.
11/02/09	Viekoda	N/A	N	N	District Seventeen Command Center received an unlocated 406 Mhz EPIRB SARSAT first alert for the F/V VIEKODA. Subsequent satellite passes produced composite position updates located at the mouth of Beaver Inlet, Unalaska Island. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast, while continuing callouts to the VIEKODA. An Air Station Kodiak HC-130 launched to investigate and a forward deployed Air Station Kodiak HH-60 helo launched from Cold Bay to assist. The helo picked up the 121.5MHz homing signal from the beacon and recovered it with rescue swimmer deployment, while the HC-130 provided cover and communications. The helo also conducted three visual searches finding only a small oil sheen and crab pot buoys, which correlated to the sinking of F/V CARLEY RENEE two days earlier (see CARLEY RENEE entry). Additional investigation showed that VIEKODA was a complete loss from fire/grounding in 2007 near Alitak. The EPIRB was apparently transferred to the CARLEY RENEE without updating the registration information.



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

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause	
10/31/09	Carley Renee	4	N	Y	<p>The master of the F/V CARLEY RENEE radio broadcast a MAYDAY reporting that the vessel was taking on water in Unalga Pass with four POB. The USCGC MUNRO intercepted the MAYDAY call and relayed it to the District Seventeen Command Center, while responding to the scene. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB), and the Good Samaritan F/V GUARDIAN responded. The crew of the CARLEY RENEE abandoned ship into their liferaft and were recovered by the GUARDIAN within 20 minutes. MUNRO then arrived on scene and observed the CARLEY RENEE capsize. A corpsman from the MUNRO was sent onboard the GUARDIAN, finding all four survivors in good condition. The GUARDIAN transported the survivors to Dutch Harbor.</p>	
	10/28/09	Wonderworker	5	N	N	<p>The master of the F/V WONDERWORKER radioed Communications Station Kodiak reporting that the vessel was disabled and adrift approximately 2nm north of Akutan Island. Communications Station Kodiak relayed the information to the District Seventeen Command Center, and the North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB). The USCGC MUNRO diverted to assist from their patrol approximately 30nm away. The F/V BOUNTIFUL responded to the UMIB as well. Both MUNRO and BOUNTIFUL arrived on scene and assisted the vessel. The BOUNTIFUL took the WONDERWORKER in tow into Akutan.</p>
10/26/09	Miss Dee Dee	1	Y	Y	<p>The master of the F/V BRANT radioed Sector Juneau Command Center reporting that the F/V MISS DEE DEE was aground with it's engines running with no persons on board. The F/V was last seen leaving Sitka three days earlier with one person on board. An Air Station Sitka HH-60 helo launched to the scene and conducted multiple shoreline with negative results. The F/V BRANT also searched the area. The USCGC NAUSHON responded to the scene and searched the area. The helo returned and conducted additional searches the following day. The Alaska State Troopers from Sitka responded and searched the vessel to attempt to determine the situation. Sitka Mountain Rescue responded with two personnel and a dog to search the shoreline of Piper Island and Schulze Cove. The NAUSHON and helo conducted shoreline searches of Shulze Cove and Fish Bay, then continued searching north through peril strait, all with negative results. Active search was halted and the missing crewmember was presumed deceased.</p>	
						

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

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
10/15/09	Sea Dancer	3	N	N	The master of the F/V MARIAH DAWN radioed District Seventeen Command Center reporting that the F/V SEA DANCER was aground and taking on water with three crew onboard near Sand Point. The forward-deployed Air Station Kodiak HH-60 helo launched from Cold Bay and the USCGC ALEX HALEY diverted to assist. The F/V MARIAH DAWN stood by in the vicinity and helped relay communications, and a fire boat from Sand Point responded to the scene. The crew of the SEA DANCER advised the helo that they did not want to be taken off the vessel, but preferred to attempt repairs of the vessel and salvage it. The helo and ALEX HALEY stood down. SEA DANCER crew subsequently disembarked onto a skiff from the F/V WILD CHERRY and were brought to Sand Point. SEA DANCER was later refloated and taken to Sand Point where it was placed on the local boat grid for repairs.
10/11/09	Rascal	1	N	Y	The master of the F/V RASCAL radioed Sector Juneau reporting that the vessel had grounded on St. Lazaria Island approximately 12nm west of Sitka and was rapidly taking on water. An Air Station Sitka HH-60 helo launched to the scene. A Good Samaritan vessel responded to the scene was able to locate the lone crewmember from the F/V RASCAL and hold him alongside until the helo arrived. A rescue swimmer was deployed, and the victim was hoisted aboard and transported to awaiting EMS at Sitka.

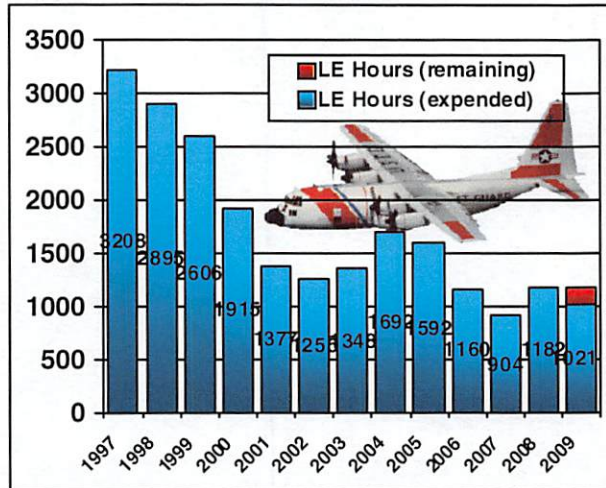


File photo of F/V Rascal underway

## IX. Coast Guard Resource Summary

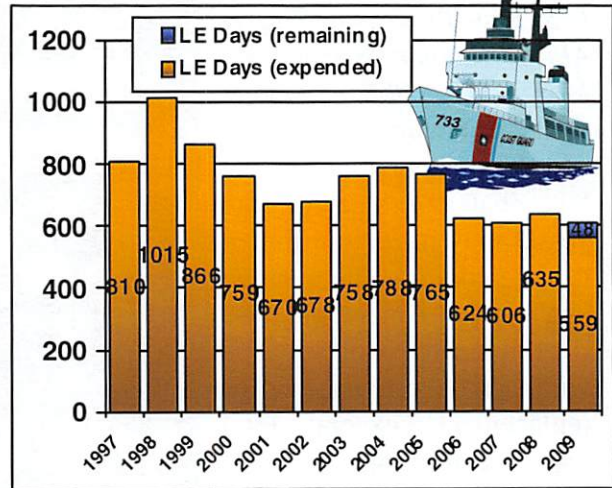
Figures 7 and 8 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only*.

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



\*2009 includes projection through December.

**Figure 8. Annual Cutter Days**



\*2009 includes projection through December.

### OCT 2008 - NOV 2008

2 WHECs patrolled..... 72 days  
 2 WMECs patrolled ..... 75 days  
 2 WLBs patrolled..... 13 days  
 5 WPBs patrolled..... 48 days  
 1 Ice Breaker patrolled..... 28 days  
**Total Cutter patrol ..... 236 days**

HC-130s flew ..... 118 hours  
 HH-60/65s flew ..... 157 hours

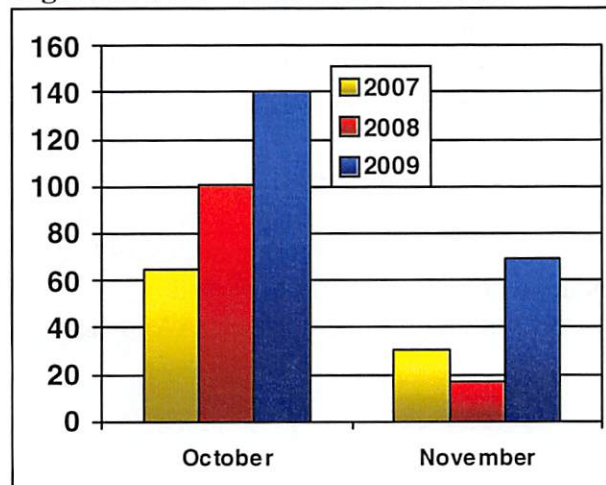
### OCT 2009 - NOV 2009

4 WHECs patrolled..... 112 days  
 2 WMECs patrolled ..... 33 days  
 1 WLB patrolled ..... 4 days  
 5 WPBs patrolled..... 99 days

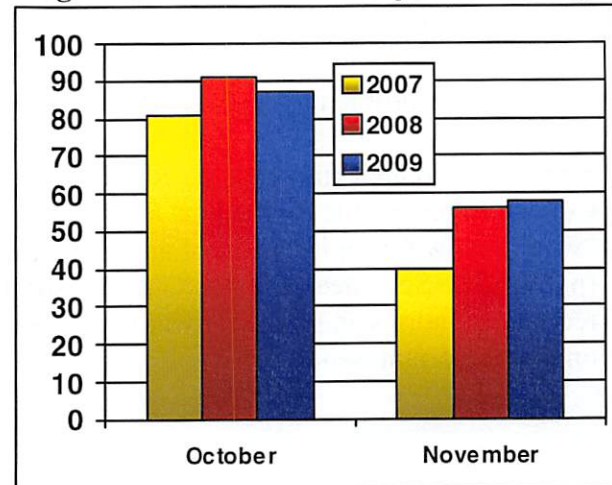
**Total Cutter patrol ..... 248 days**

HC-130s flew ..... 209 hours  
 HH-60/65s flew ..... 140 hours

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



**Figure 10. OCT - NOV Major Cutter Days**



## X. Marine Safety

The National Transportation Safety Board has issued their findings on the loss of the F/V ALASKA RANGER, titled *Sinking of U.S. Fish Processing Vessel Alaska Ranger, Bering Sea, March 23, 2008*. Among their noteworthy findings and recommendations is the fact that the age of the vessel may have contributed to the sinking. The average age of the Amendment 80 fleet is in excess of 30 years with no provision for replacement except total loss, and “the NTSB believes it should be possible to replace aging ... Amendment 80 vessels for reasons other than vessel loss” (p. 69). The NTSB specifically states:

NMFS’s decision to permit vessels to be replaced only if they are lost or deemed ineligible to fish runs contrary to the



NTSB Inspectors Examine ALASKA RANGER Survival Suits

interests of safety. Replacing a vessel after it has sunk is too late. When the Arctic Rose went down, it took 15 lives. The Alaska Ranger’s sinking took 5 lives and would probably have taken more if not for the extraordinary rescue efforts of the Coast Guard and the crew of the Alaska Warrior. Fishing industry vessels should be replaced before a major problem arises, not after a catastrophic event that causes loss of life. (p. 69)

Subsequent to their findings, the NTSB strongly encourages the North Pacific Management Council to review the regulations and fisheries management plans for possible provisions that “would allow for replacement of an Amendment 80 vessel in situations other than vessel loss” (p. 69). The Seventeenth Coast Guard District concurs with the NTSB findings and recommendations and looks forward to working closely with the Council and NOAA Fisheries on this important issue.

## *Appendix A*

### 01 OCT – 30 NOV Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
10/01/09	Northern Endurance	Pacific Cod	610
10/01/09	Predator	Pollock	517
10/11/09	Andronica	Sablefish	BS
10/12/09	Amber Nicole	Pacific Cod	610
10/12/09	Harmony	Halibut	3B
10/12/09	Megan Nicole	Pacific Cod	610
10/13/09	Carol W	Salmon	ST
10/13/09	Karen Evich	Pacific Cod	610
10/13/09	Sea King	Pacific Cod	610
10/14/09	Provider	Scallops	630
10/14/09	Shady Lady	Halibut	3A
10/14/09	Viking Star	Halibut	3A
10/15/09	Castle Cape	Halibut	3A
10/15/09	Kodiak Isle	Halibut	3B
10/15/09	Lucky Lady	Halibut	3B
10/16/09	Alaskan	Halibut	3A
10/16/09	Kanervan	Flathead Sole	630
10/16/09	Siberian Sea	Pacific Cod	512
10/17/09	Cindrina Gene	Halibut	3B
10/17/09	Clyde	Halibut	3A
10/17/09	Tonsina	Halibut	3B
10/18/09	Destination	Crab	512
10/18/09	Southern Wind	Crab	512
10/19/09	Farwest Leader	Crab	512
10/19/09	Island Mist	Crab	512
10/19/09	Melanie	Crab	512
10/19/09	Patricia K	Salmon	ST
10/19/09	Sunrise	Salmon	ST
10/20/09	Buccaneer	Halibut	3B
10/24/09	Nite Lite	Halibut	3A
10/25/09	Mystery Bay	Crab	509
10/26/09	Pacific Mariner	Crab	509
10/26/09	Saint Paul	Crab	509
10/27/09	Confidence	Crab	509
10/27/09	Karie Marie	Crab	509
10/28/09	Arizona	Halibut	3A
10/30/09	Cascade Mariner	Crab	509
10/31/09	Billikin	Crab	512
11/01/09	Advantage	Halibut	3B
11/01/09	Bering Hunter	Crab	512
11/01/09	Gold Rush	Rock Sole	620
11/02/09	Realist	Halibut	3A
11/10/09	Gulf Maiden	Halibut	2C
11/11/09	Indigo	Halibut	2C
11/11/09	Kristina	Halibut	2C

## *Appendix A (Continued)*

### 01 OCT – 30 NOV Boardings Without Violations

<b>DATE</b>	<b>VESSEL NAME</b>	<b>FISHERY</b>	<b>AREA</b>
11/11/09	Maria Oldendorf	No Product	ST
11/11/09	Obsession	Halibut	3A
11/14/09	Angelette	Sablefish	CG
11/17/09	Nuka Island	Crab	509
11/17/09	Trident	Halibut	4B
11/19/09	Deep Pacific	Pacific Cod	610
11/19/09	Silver Spray	Crab	516
11/20/09	Amber Nicole	Pacific Cod	610
11/20/09	Mu Rush	Pacific Cod	610
11/22/09	Ms Ingrid	Pacific Cod	610
11/23/09	Beauty Bay	Pacific Cod	610

## *Appendix B*

### 01 OCT – 30 NOV Boardings With Violations

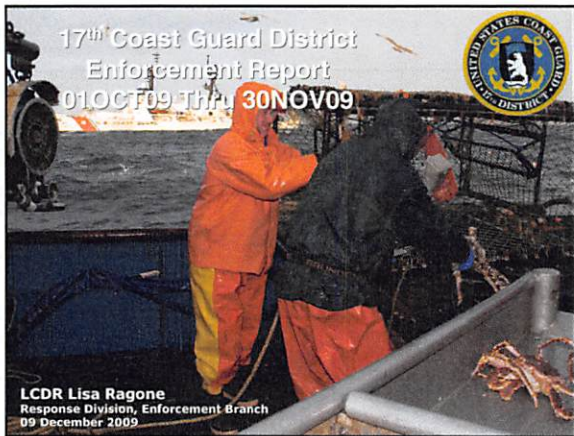
DATE	UNIT	VESSEL NAME	FISHERY	AREA	Violation notes
10/01/09	Munro	Northern Patriot	Pollock	517	Fisheries violation issued for failure to properly maintain logbooks in a timely manner
10/10/09	Munro	Zenith	Pacific Cod	541	Fisheries violation issued for failure to properly maintain logbooks in a timely manner
10/15/09	Naushon	Augustine	Halibut	3A	Fisheries violation issued for failure to properly maintain logbooks in a timely manner
10/16/09	Roanoke Island	Nature	Halibut	3A	Safety violation issued for expired life raft inspection
10/17/09	Roanoke Island	Tsunami	Halibut	3A	Safety violation issued for expired life raft inspection
10/17/09	Mustang	Victory	Crab	ST	Safety violation issued for expired EPIRB hydrostatic release and expired liferaft inspection
10/17/09	Munro	Wizard	Crab	512	Fisheries violation issued for failure to provide safe boarding ladder
10/17/09	Munro	Adventure	Crab	512	Fisheries violation issued for failure to provide safe boarding ladder
10/17/09	Air Station Kodiak	Sea Venture	Pacific Cod	543	Fisheries violation issued (by NMFS) for fishing without a federal fisheries permit
10/18/09	Munro	Handler	Crab	512	Fisheries violation issued for failure to properly maintain logbooks in a timely manner
10/20/09	Naushon	Stenella	Cucumbers	ST	Voyage terminated for no liferaft on board.
10/20/09	Naushon	Bent Monkey	Cucumbers	ST	Safety violation issued insufficient survival suits
10/22/09	Roanoke Island	Kapitan	Halibut	3A	Safety violation issued for improper hull markings and failure to carry current certificate of documentation on board
10/22/09	Munro	Kiska Sea	Crab	512	Fisheries violation issued for failure to provide safe boarding ladder
10/26/09	Station Ketchikan	Tsunami	Halibut	2C	Safety violation issued for failure to carry dive flag on board while conducting dive operations
10/31/09	Boutwell	Kodiak	Crab	512	Fisheries violation issued for failure to provide safe boarding ladder

## *Appendix B (Continued)*

### 01 OCT – 30 NOV Boardings With Violations

DATE	UNIT	VESSEL NAME	FISHERY	AREA	Violation notes
10/31/09	Boutwell	Vixen	Crab	512	Fisheries violation issued for failure to meet observer requirements
11/02/09	Hickory	Akula	Halibut	3A	Fisheries violation issued for failure to properly maintain logbooks in a timely manner
11/02/09	Boutwell	Constellation	Crab	516	Fisheries violation issued for failure to properly maintain logbooks in a timely manner
11/02/09	Boutwell	Atlantico	Crab	516	Fisheries violation issued for failure to properly maintain logbooks in a timely manner
11/10/09	Liberty	Midnight Sun	Halibut	2C	Safety violation issued for insufficient marker lights on buoyant apparatus
11/16/09	Boutwell	Alpine Cove	Pacific Cod	610	Fisheries violation issued for failure to meet observer requirements and failure to properly maintain logbooks in a timely manner, and safety violation issued for failure to carry current certificate of documentation on board
11/23/09	Acushnet	Beauty Bay	Pacific Cod	610	Safety violation issued for insufficient visual distress signals






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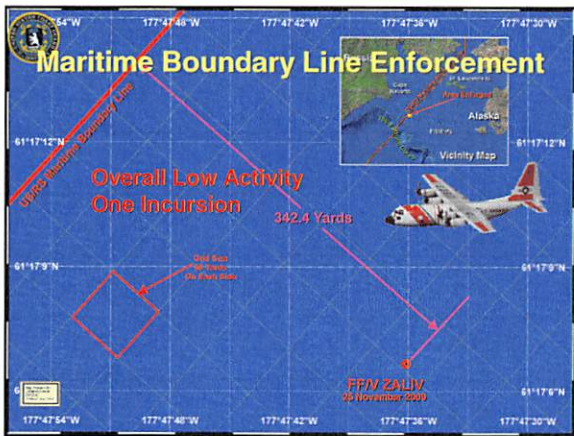
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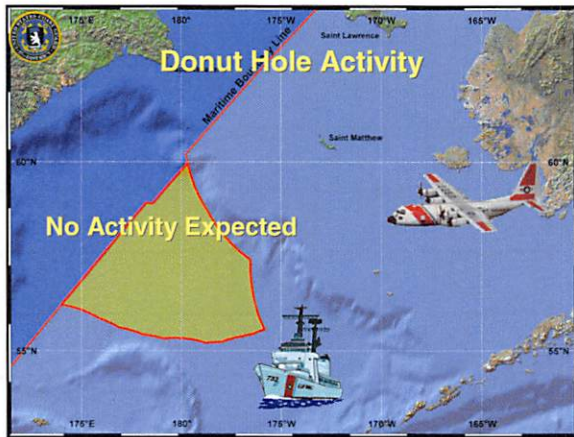
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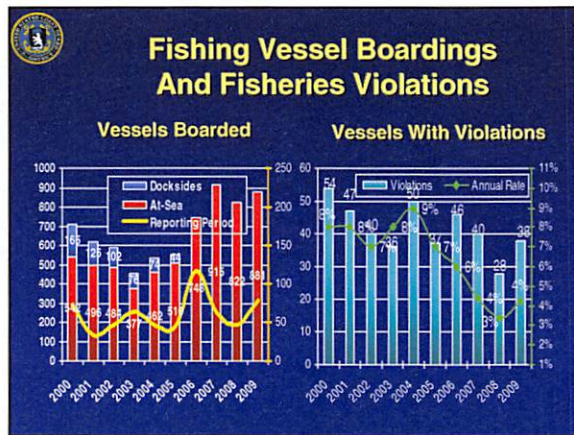
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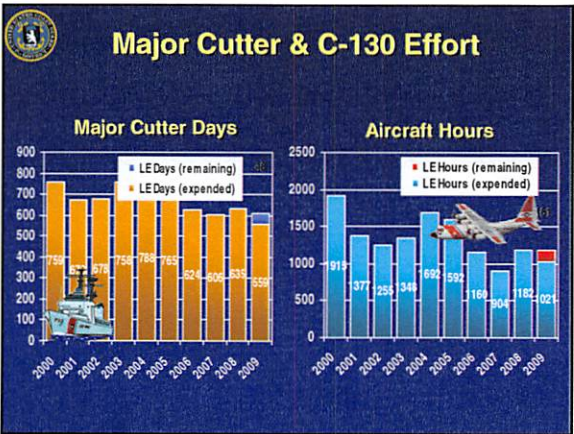
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### Alaska Ranger

#### Selected NTSB Findings

- 1. Aging Fleet Equals Declining Safety
- 2. Inadequate Vessel Replacement Provisions
- 3. Revisions Needed

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### Questions?

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