

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 SEP - 31 OCT 02

Prepared By:
Office of Policy, Plans, and Analysis
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK 99802-5517

Report Available At NPFMC Web Site:

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

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

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

Three attorneys from the Russian Federal Border Service Northeast Regional Directorate in Petropavlovsk-Kamchatsky met in Anchorage with attorneys from the U.S. Attorney's office, the U. S. Coast Guard and the National Oceanic and Atmospheric Administration's General Counsel's office October 25-31, 2002 to discuss fisheries law enforcement. The objective of the meeting was to share information about United States and Russian fisheries law and to initiate legal dialog leading to greater success in cooperative Russian-U.S. fisheries law enforcement activities in the North Pacific Ocean and Bering Sea.

Russian restrictions imposed on other countries operating in their EEZ substantially reduced the overall fishing pressure on the MBL in 2002 from that in previous years. However, fishing activity by Russian vessels along the MBL remained high throughout the season, and recent incursions continued to make the MBL a high priority for enforcement resources. Activity is expected to decline for the remainder of the year. Figures 1-2 show the maximum detections by a HC-130 flight for each month along the MBL. Figure 3 shows MBL historic fishing effort. It should be noted that 2002 MBL foreign-fleet activity is nearly, exclusively Russian, while that is not the case for previous years. For the reporting period, the following details apply:

- Coast Guard HC-130's flew 28 sorties totaling 173.1 hours.
- Coast Guard HEC/MECs spent 41 days patrolling the line.
- 5 vessels were observed in the US EEZ visually or by radar.
- 5 vessels were confirmed fishing in the US EEZ.

Figure 1. 15 SEP 02 MBL Scatter Plot of Vessels Sighted by HC-130's

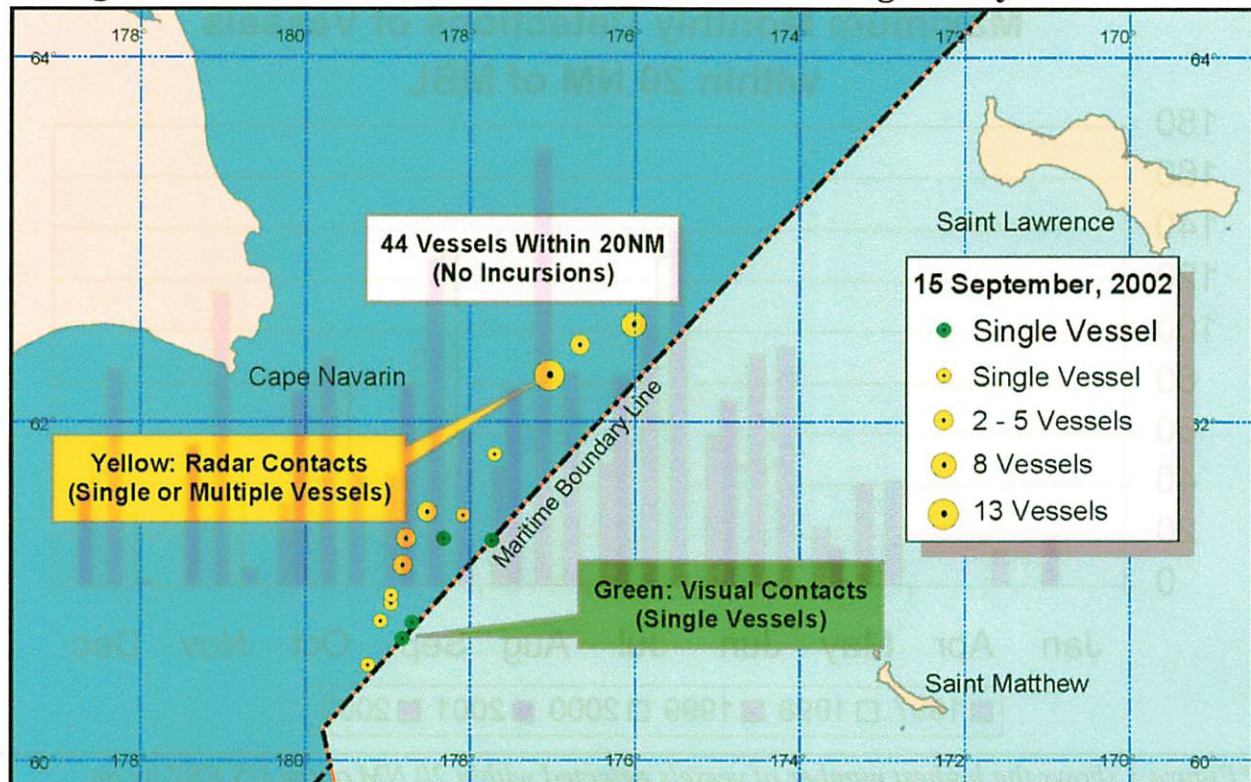


Figure 2. 12 OCT 02 MBL Scatter Plot of Vessels Sighted by HC-130's

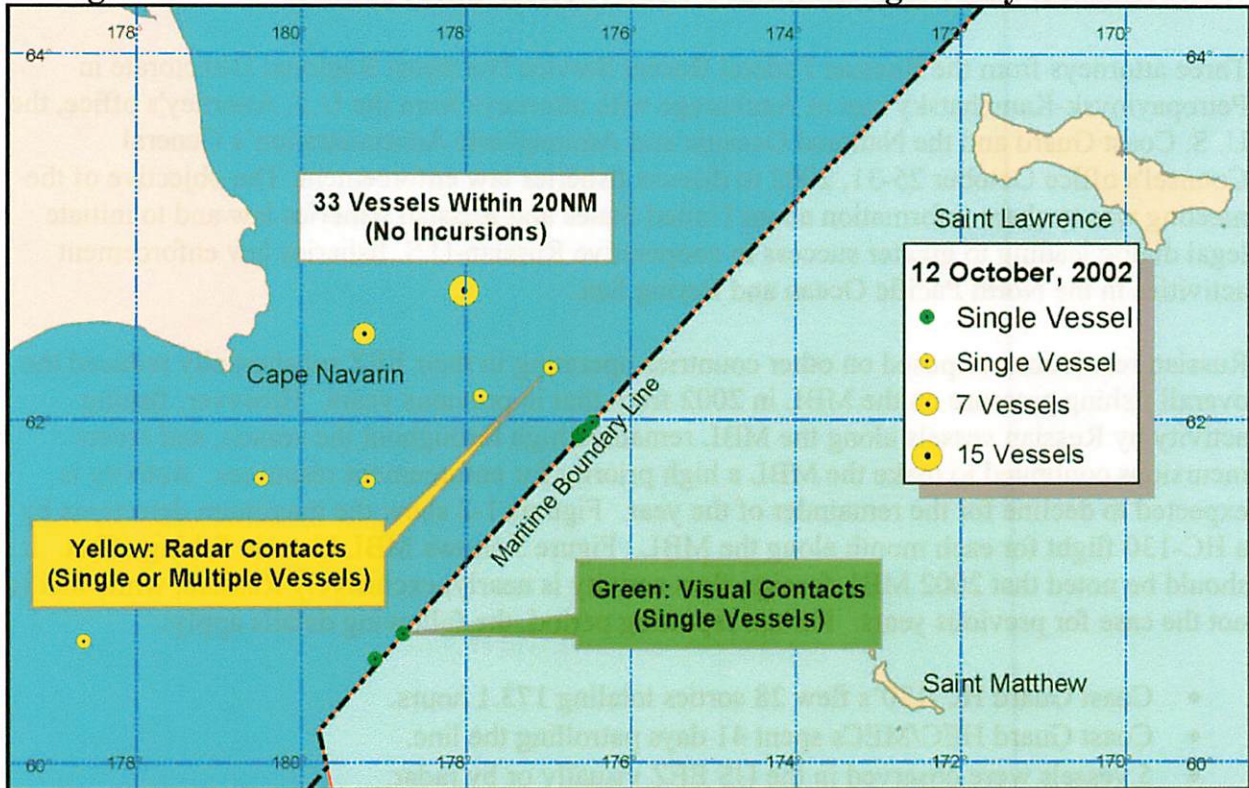
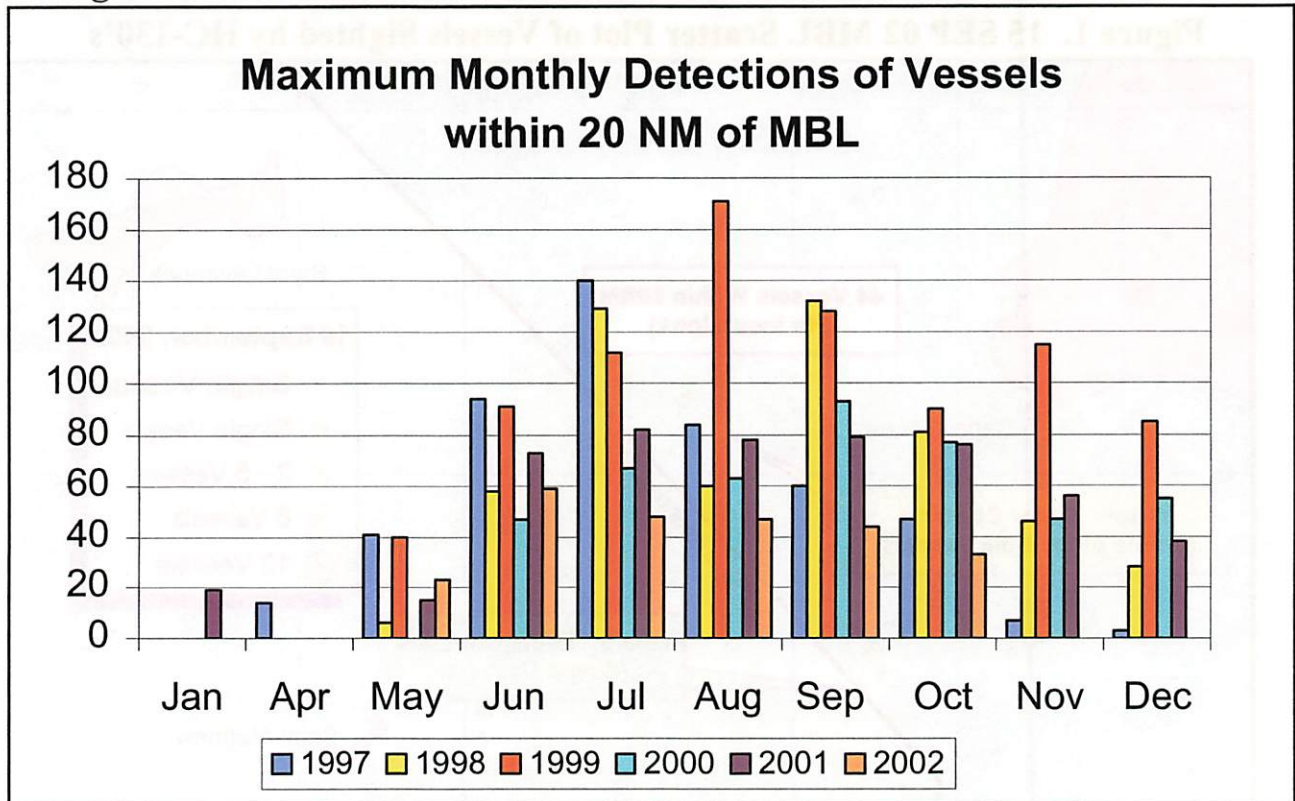


Figure 3. 1997-2002 MBL Max Detections 0-20 NM in RS EEZ

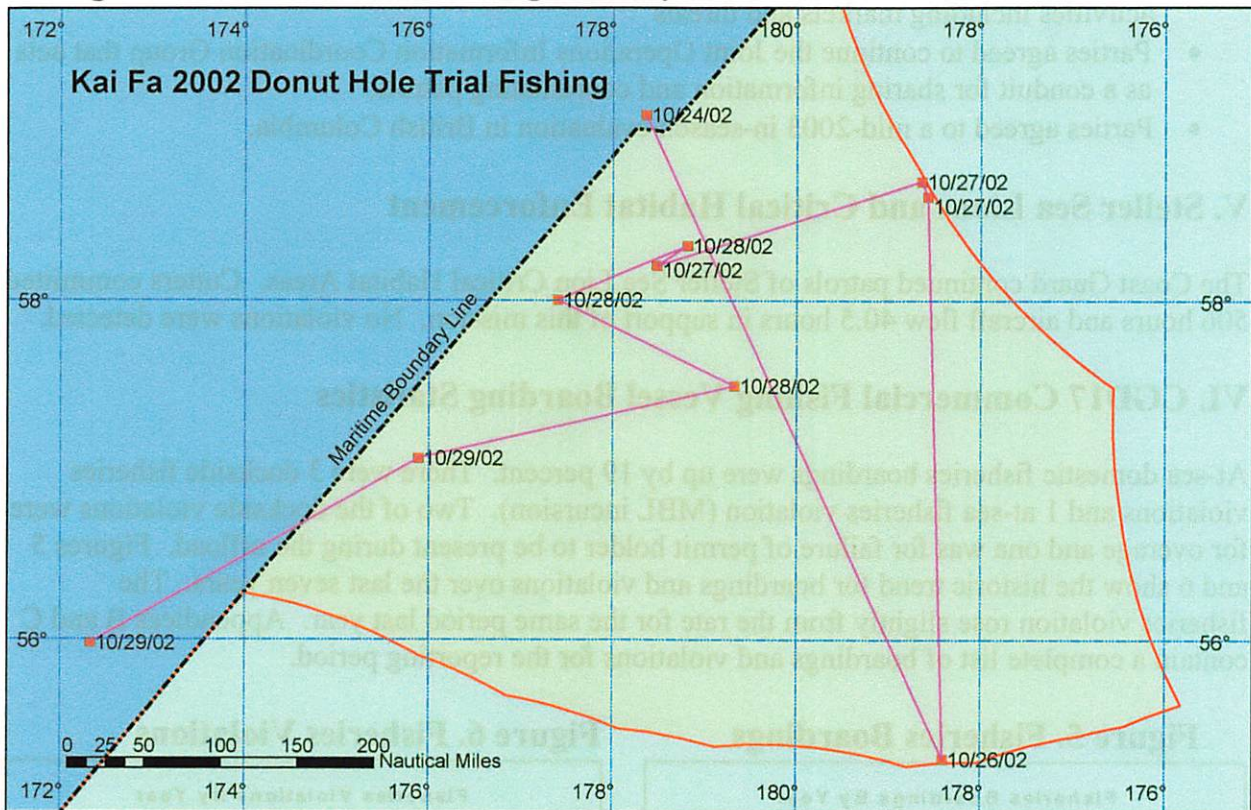


*Figure 3 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

II. Donut Hole Activity

As reported in October, China indicated at the Moscow Donut Hole meeting earlier this year that they intend to trial fish during November and December. The FF/V Kai Fa (PRC) conducted trial fishing in the Donut Hole October 24-29. The vessel reported that they caught no fish. Figure 4 shows the Kai Fa's trial fishing activity during October, 2002.

Figure 4. Kai Fa Trial Fishing Activity



III. Dixon Entrance Enforcement

Coast Guard fisheries enforcement efforts for the reporting period consisted of 8 HH-60 helo sorties from Air Station Sitka totaling 23 hours patrolling Dixon Entrance. There were no significant fisheries violations detected.

IV. High Seas Drift Net Enforcement

No illegal HSDN activity was reported during this period. Seventeenth Coast Guard District officers attended the North Pacific Anadromous Fish Commission (NPAFC) Tenth Annual Meeting in Vladivostok, Russia from Oct 6-11, 2002. Highlights include:

- Federal Border Service officer served as the new Chair of Enforcement Committee.
- Canada committed to continued aircraft surveillance in 2003.
- Parties agreed to form an enforcement procedures working group to evaluate enforcement activities including markets and threats
- Parties agreed to continue the Joint Operations Information Coordination Group that acts as a conduit for sharing information and coordinating patrols.
- Parties agreed to a mid-2003 in-season evaluation in British Columbia.

V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 506 hours and aircraft flew 40.5 hours in support of this mission. No violations were detected.

VI. CGD17 Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boardings were up by 19 percent. There were 3 dockside fisheries violations and 1 at-sea fisheries violation (MBL incursion). Two of the dockside violations were for overage and one was for failure of permit holder to be present during the offload. Figures 5 and 6 show the historic trend for boardings and violations over the last seven years. The fisheries violation rose slightly from the rate for the same period last year. Appendices B and C contain a complete list of boardings and violations for the reporting period.

Figure 5. Fisheries Boardings

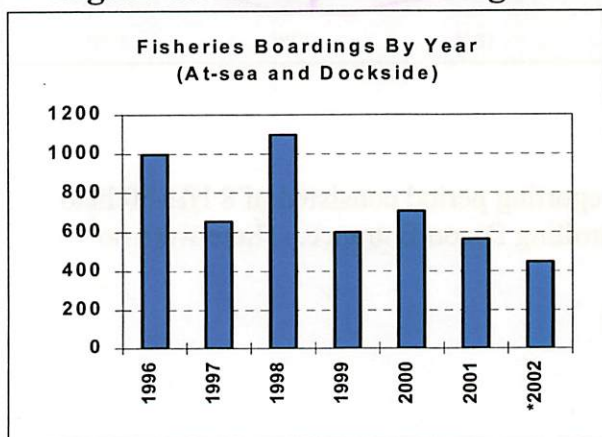
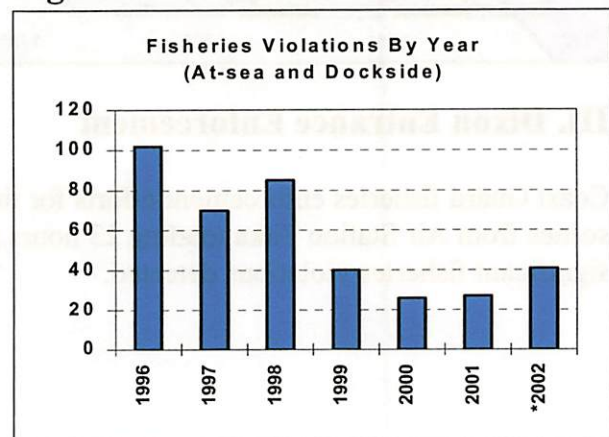


Figure 6. Fisheries Violations



SEP 2001 - OCT 2001

F/V Boardings (at sea): 63
 IFQ Monitors (dockside): 3
 Boarding/monitor w/fisheries vio's: 2
 Violation Rate:..... 3.0%

SEP 2002 – OCT 2002

F/V Boardings (at sea): 75
 IFQ Monitors (dockside):..... 21
 Boarding/monitor w/fisheries vio's:..... 4
 Violation Rate: 4.2%

VII. IFQ At-Sea/Dockside Enforcement

There were no significant violations during the reporting period. The September-October CG IFQ dockside monitors returned to 2000 levels after the severe dip during the same period in 2001. There were no IFQ at-sea violations and 3 dockside violations. The dockside violations were discussed in the previous section.

Coast Guard effort consisted of the following:

- 27 IFQ at sea boardings (173 boardings year to date).
- 21 dockside offloads (98 dockside offloads year to date).
- 686.9 surveillance hours (1962.9 hours year to date).

Data current as of 31 OCT, 2002.

VIII. Bristol Bay King Crab Fishery

The 2002 Bristol Bay Red King Crab fishery opened on time 15 October and closed 18 October, with 242 boats participating in the fishery. With the exception of one accidental EPIRB activation, the Coast Guard responded to no SAR cases. The Coast Guard attributes this lack of SAR activity at least partly to significant pre-season safety preparations by the fleet and the fact that no major weather systems blew through the fishing area during the opening. The 2002 season also represents the third consecutive year with no vessel sinkings.



Red King Crab

Coast Guard preparations for this fishery included the following actions:

- Positioned helo-equipped WHEC on the grounds to provide SAR response.
- Forward deployed HH-60 helo and two crews to Cold Bay for 24-hour SAR response.
- Conducted safety training for fishing vessel crews and vessel safety exams.

Prior to the start of the fishery, ADF&G and Coast Guard officials evaluated the need for a weather delay, as provided by the CG-ADF&G MOA. Significant weather was not indicated at the time of this consultation, and the fishery was opened on time.

Specific pre-season training for the mariners and observers included damage control, life raft deployment, and proper donning of immersion suits. Approximately 15 mariners attended safety training/pool sessions in Dutch Harbor, and approximately 10 attended the damage-control training. ADF&G and NMFS sponsored additional safety training for their observers. The training was in support of Operation Arctic Safeguard and District 17's Ready for Sea Initiative.

In Dutch Harbor and Unalaska, Marine Safety Office personnel boarded and inspected 80 fishing vessels. The most notable discrepancy again this year (nearly 8% of the vessels checked) was improperly installed liferafts (down significantly from 14% in 2001).

Overall, discrepancies were found in only a few cases and consisted of the following:

Improperly Installed Liferafts	6 Vessels	8% (of vessels checked)
Expired Liferaft/Hydrostatic Release.....	5 Vessels	6%
EPIRB Improperly Installed	4 Vessels	5%
Expired EPIRB Hydrostatic Release.....	4 Vessels	5%
EPIRB Inoperable	2 Vessels	3%

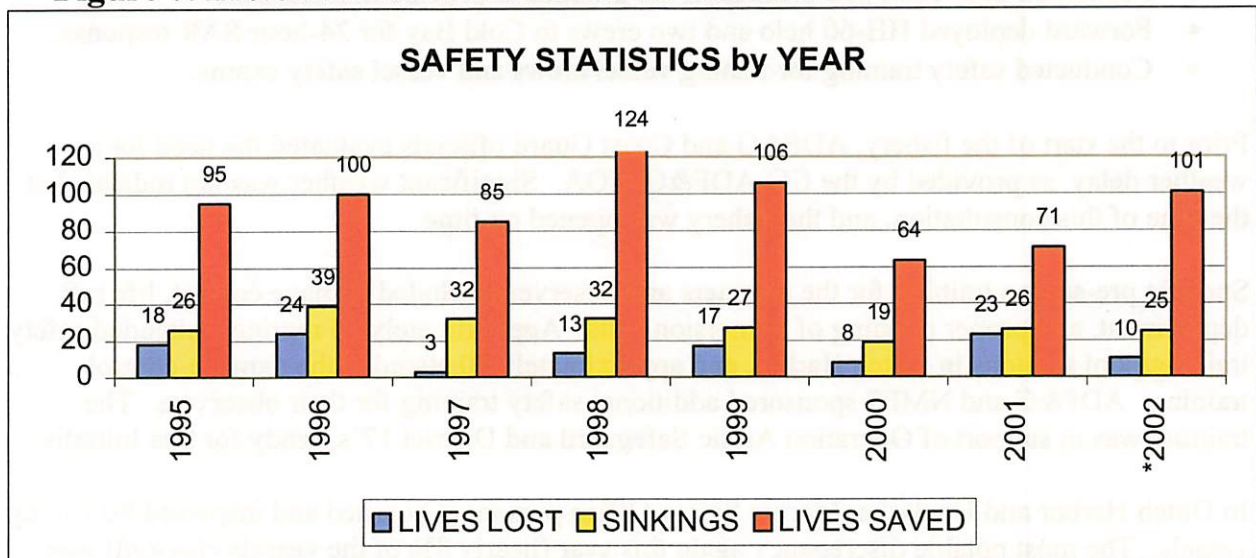
All deficiencies were corrected and re-checked prior to any vessel departing. One Captain of the Port order was issued for an expired liferaft (corrected shortly thereafter), and all warnings were verbal. The number of deficiencies reflects a continued decrease from those discovered during past pre-season inspections in Unalaska and Dutch Harbor and demonstrates the continued improvement in the effectiveness of the pre-season dockside inspection program.

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

Various safety violations were found in the course of boardings. Seven boardings resulted in directed voyage terminations for safety violations. In all of the directed voyage terminations, the vessels had survival craft deficiencies. Three vessels had no survival craft and the others had expired liferafts or expired liferaft hydrostatic releases or both. One vessel's EPIRB had been expired for nearly eight years (September, 1994). One vessel had at least four safety violations that could have each resulted in a voyage termination, including insufficient fire extinguishers and an unsafe fuel leak. One boarding resulted in a voluntary termination for inadequate survival suits, no visual distress signals, and no lifering.

The most common safety violations were expired/inadequate survival craft/hydrostatic release (17), expired/inadequate visual distress signals (6), expired EPIRB/hydrostatic release (5), inadequate liferings (5), and expired/inadequate fire extinguishers (2). Figure 7 shows the historic safety trends, and Table 1 provides summaries of significant search and rescue cases.

Figure 7. Historical Overview of CFVS Statistics



*There were 5 lives lost, 31 lives saved, and 8 vessel losses from 01 September to 31 October.

Table 1 CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Summary
09/04/02	Deep Pacific	124ft Processor	N/A	N	N	The NPSC received a request for a MEDEVAC from Seattle Maritime Health Services for a 23-year-old, male crewmember exhibiting symptoms of acute appendicitis aboard the F/V DEEP PACIFIC. The vessel was operating approximately 90nm north of Dutch Harbor. The duty flight surgeon concurred with the MEDEVAC request and an Air Station Kodiak HH-60 helo was launched to the scene to hoist the patient from the vessel. An Air Station Kodiak HC-130 launched to the scene to provide cover for the helo. The helo hoisted the victim and transported him to Cold Bay. He was transferred to a waiting Aeromed air ambulance, and transported to the Alaska Regional Hospital in Anchorage.
09/07/02	Kawak	47ft Longliner	4	N	N	The master radioed the NPSC reporting that the vessel had grounded near Pillar Point in Marmot Bay. The master reported that the vessel was taking on water, but the crew had the situation under control. The crew applied soft patches to the damaged hull, but the master requested additional pumps in case the patching failed once the vessel was re-floated. An Air Station Kodiak HH-60 launched to the scene and delivered 2 pumps. Two skiffs and two Good Samaritan fishing vessels stood by to assist the vessel as they re-floated at high tide. The F/V PROVIDENCE K escorted the Kawak into Kodiak.
09/07/02	Dutch	32ft Longliner	3	N	N	The NPSC received a 406MHz EPIRB signal registered to the F/V Dutch. NPSC attempted to contact the vessel, but was unable to do so. Subsequent satellite passes helped determine the vessel's probable location to be approximately 40nm southeast of Unalaska Island. An Urgent Marine Information Broadcast was issued and an Air Station Kodiak HC-130 launched to the scene to investigate. The HC-130 established radio communications with the vessel and determined that they were disabled and adrift, but not in immediate danger. The HC-130 remained on scene to provide cover while a Good Samaritan vessel and an Alaska State Troopers Patrol Vessel proceeded to the scene to assist.
9/11/02	Chelsea K	150ft Trawler	N/A	N	N	Master radioed the NPSC for a MEDEVAC for a 34-year-old male crewmember who had been struck in the head by a parting line, while operating 60nm northeast of Dutch Harbor. The duty flight surgeon concurred that the victim's injuries were apparently severe and warranted an urgent MEDEVAC. The HH-65 helo from the USCGC Jarvis launched to the scene and hoisted the victim from the vessel. The helo transported the victim to Cold Bay, where he was transferred to an Aeromed air ambulance for further transport to Alaska Regional Hospital in Anchorage.
09/14/02	Bligh Reef	52ft Bowpicker	2	N	Y	MSO Valdez received a report that the F/V BLIGH REEF had suffered a steering casualty 31nm southeast of Cordova and had contacted the F/V SNUG HARBOR to provide a tow into port. The SNUG HARBOR took the vessel in tow, but the line parted three times due to 15 to 20 foot seas. The crew of the BLIGH REEF chose to abandon ship into their raft. An Air Station Kodiak HH-60 helo located at AVSUFAC Cordova launched to the scene and recovered the two crewmembers from the raft. The vessel continued to drift in 12-foot seas. The vessel was never relocated and presumed to have sank.
0916/02	John H	36ft Longliner	1	N	Y	Station Ketchikan received a call from the Ketchikan Police stating that there were screams coming from the boat harbor and a boat was possibly taking on water. Station Ketchikan launched their 25ft small boat to the scene and discovered that the F/V JOHN H had sunk at the pier. The owner of the vessel had safely exited the vessel prior to the sinking. MSD Ketchikan was briefed and the owner was arranging for commercial salvage.
09/16/02	Lone Star	32ft Gillnetter	1	N	N	The Juneau Police Department relayed a report of an injury onboard the F/V LONE STAR to the NPSC. The vessel was operating approximately 28nm northwest of Juneau, when the master severed his finger above the first knuckle while trying to untangle a net. The master, who was the only person onboard, reported that he was bleeding severely and needed assistance. The Station Juneau 47ft motor lifeboat (MLB), on patrol in the area, diverted to the scene. The MLB arrived on scene and safely embarked the victim and transported him into Echo Cove. A Good Samaritan vessel safely anchored the victim's vessel near Mab Island. Local EMS personnel transported the victim from Echo Cove to Bartlett Hospital in Juneau.
09/18/02	Silver Crest	34ft Longliner	2	1	N	While operating approximately 40nm northwest of Petersburg, F/V Silver Crest' master reported his crewman had died aboard the vessel. He discovered his crewman had fallen and hit his head, but was still breathing. When he returned with a blanket, the crewman was no longer breathing. The master conducted CPR for approx 4 minutes, and then stopped. The Flight Surgeon directed the master to shine a light in the crewman's eyes to check for responsiveness. The crewman's pupils were unresponsive. Poor weather prevented a nighttime transit and the vessel was not able to get u/w until Wednesday morning. The Alaska State Troopers met him upon arrival in Petersburg.


N/A indicates data not available

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Summary
09/24/02	Sparrow Castle	58ft Seiner	1	N	Y	The F/V EX CALIBUR reported two flare sightings approximately two miles south of Akutan Island to the NPSC. Upon investigation, the EX CALIBUR located a liferaft from the SPARROW CASTLE and recovered the sole occupant. At about the same time, the NPSC received a SARSAT hit for the SPARROW CASTLE. Vessel apparently began taking on water rapidly and the master abandoned ship to the liferaft after activating the EPIRB. The vessel sank within 20 minutes.
09/25/02	Dakota	50ft Seiner	2	N	Y	An airborne Air Station Kodiak HC-130 copied a MAYDAY broadcast on VHF-FM Channel 16. Two men had abandoned ship to their skiff from the F/V DAKOTA after an uncontrollable fire broke out onboard while operating in Izhut Bay on Afognak Island. Both men made it safely to the beach. An Air Station Kodiak HH-60 helo diverted to the scene from another mission. The helo recovered the men from the beach and transported them to Kodiak.
09/25/02	Sea Falcon	32ft Seiner	4	N	N	The master radioed the Air Station Kodiak Communications Center reporting that two crewmembers had capsized their skiff, while operating near Round Island in Bristol Bay. Both crewmembers had made it to shore. The Sea Falcon could not reach them by boat and could not assess how badly they were injured or the extent of any hypothermia. An Air Station Kodiak HH-60 helo launched to the scene, recovered the crewmembers, and transported them to medical facilities in Dillingham.
10/08/02	Avalon	48ft Longliner	4	N	Y	The master radioed Communications Center Juneau reporting that they had hit a rock near the entrance to Hawk Inlet and were taking on water. NPSC issued an Urgent Marine Information Broadcast (UMIB). The crew was unable to keep up with the flooding and was forced to abandon ship. The crew was safely recovered prior to entering their raft by the Good Samaritan vessels Ginny C and Boadacious who responded to the Coast Guard's UMIB.
10/09/02	Marilee	57ft Seiner	3	N	N	The master radioed Communications Center Juneau that the vessel had grounded near Ward Cove. Station Ketchikan's 47ft motor lifeboat (MLB) launched to the scene and the Ketchikan Volunteer Rescue Service got underway to assist. Upon arriving on scene, it appeared that as the tide continued to ebb, the vessel would become less stable. All three people were removed and safely transported to Ketchikan. The vessel was re-floated and salvaged.
10/11/02	Ranger	56ft Seiner	6	N	Y	An Air Station Kodiak HC-130 and an HH-60 helo, both on another SAR mission, overheard a MAYDAY call from the F/V Ranger reporting that they were taking on water in Nuka Passage with six people onboard. An Urgent Marine Information Broadcast (UMIB) was issued and both aircraft diverted to the scene. The vessel had run aground and was high and dry when the aircraft arrived. The helo lowered a pump to the vessel. As the tide came in the vessel was unable to keep up with the flooding and the helo delivered another pump. The crew tied off the vessel to shore and planned to affect repairs at low tide. MSO Anchorage issued a Captain of the Port Order prohibiting the vessel from getting underway until they had affected repairs acceptable to the Coast Guard and had been inspected. Most recent report is that all fuel and oil has been removed from the vessel, and the owner reports that the vessel is not salvageable.
10/18/02	Sea Fisher	166ft Crab Boat	N/A	N	N	NPSC received an INMARSAT C distress alert from the F/V Sea Fisher. The position of the alert placed the vessel in Bristol Bay and correlated with reports from the owners that the vessel was participating in the King Crab fishery. Call-outs yielded no additional information. The USCGC Jarvis, patrolling the area on SAR standby, was diverted to the last known position of the vessel and began broadcasting the Urgent Marine Information Broadcast (UMIB) on VHF. The pre-positioned HH-60 in Cold Bay was also launched. Shortly after dispatching resources, the Sea Fisher answered the Jarvis' UMIB and confirmed that the alert was inadvertently sent.

N/A indicates data not available

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

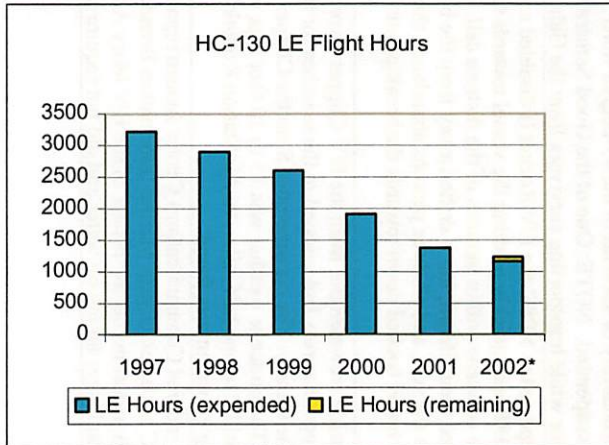
Date	Vessel Name	Type	POB	Death	VSL Loss	Summary
10/20/02	Galaxy	171ft Catcher Processor	26	3	Y	 <p>NPSC received a phone call from Loran Station St. Paul reporting they overheard a Mayday broadcast from the F/V Galaxy reporting an explosion on board and 26 people in the water. Loran Station called out to the vessel and discovered the vessel was on fire, with people in the water approximately 30 nm southwest of St. Paul Island, and then communications with the vessel were lost. An Urgent Marine Information Broadcast (UMIB) was issued and two Air Station Kodiak HH-60's and three HC-130's (2 from Air Station Kodiak and one from Kulis ANG base in Anchorage) were launched to the scene. Three Good Samaritan vessels in the area also responded to the UMIB and diverted to the scene. The three Good Samaritan vessels and one HH-60 helo arrived on scene at approximately the same time to discover the vessel engulfed in flames with several crewmen trapped on the vessel, 15 people in a liferaft, and three people in the water. Between the helo and three Good Samaritan vessels 24 of the 26 POB were recovered. Six of the people recovered were Medevac'd to St. Paul with critical injuries ranging from severe hypothermia to burns, one was pronounced deceased after several hours of CPR. Local EMS personnel and Parajumpers from Anchorage stabilized the other five patients. Three of the patients were transported by air ambulance to Anchorage. Assets in the area continued to search for two missing crewmembers, including an ANG HC-130, two CG HH-60s, and three Good Samaritan vessels. The USCGC Jarvis arrived on scene at approximately 10:00 a.m. 10/21/02. Of the two missing crewmen, only one was reported to be in a survival suit. First light searches for two missing crewmembers were conducted by an HH-60 helo and USCGC Jarvis' embarked HH-65 helo with no sightings. Additional daylight searches were conducted by another HH-60 and a HC-130 with no signs of persons in the water. Two ANG HH-60's attempted to fly to the scene from Anchorage to conduct additional searches, but were forced to turn back due to poor weather. Two of the three Good Samaritan vessels, which assisted in the recovery of survivors, remained on scene and continued with their search efforts. The third Good Samaritan vessel disembarked the 15 survivors in good condition into St. Paul. USCGC Jarvis remained on scene and continued to search throughout the night. A first light search was made the following morning using three CG helos and one HC-130. Neither search effort located the two missing crewmen. Low probability of survival in the 45-degree water, even with a survival suit, for the 50 hours since the fire compelled the search to be suspended. NOTE: One of the Good Samaritan vessels that responded lost one of their own crewmembers enroute to Dutch Harbor while transporting survivors from the Galaxy (see CLIPPER EXPRESS below).</p>
10/21/02	Rocket II	44ft Longliner	3	N	Y	<p>Marine Safety Detachment (MSD) Unalaska reported to NPSC the F/V Rocket II disabled and adrift 1000 yards from Cape Cheerful with 3 POB, with 35 knot winds and 18ft seas quickly pushing the vessel towards the rocks. Three Good Samaritan vessels from Dutch Harbor responded and were on scene within minutes of the distress call. An Air Station Kodiak HH-60 helo was also launched to assist. The vessel deployed their liferaft, but it drifted away from the boat with 2 of the 3 survival suits on board the vessel. The vessel became trapped in the surf, and all three persons abandoned ship just before the boat was disintegrated on the rocks. A Good Samaritan vessel backed down towards the breaking surf and safely recovered all 3 persons, including 2 who were wearing wet suits.</p>
10/22/02	Clipper Express	138ft Processor	N/A	1	N	<p>NPSC received notification that a 24-year-old male crewmember from the F/V Clipper Express had fallen overboard approximately 90nm south of St. Paul. The Clipper Express had assisted in the searches for the Galaxy and was on its way to Dutch Harbor with two of the survivors from the Galaxy. The crewmember from the Clipper Express was hit by a rogue wave and washed overboard wearing only his rain gear. The on scene weather was 15 to 30 foot seas with winds reaching as much as 50 knots. Snow squalls occasionally hindered visibility to one half mile. An Air Station Kodiak HH-60 was launched from St. Paul to conduct an aerial search. No sign of the missing crewman was found.</p>
10/26/02	Mary Ann	52ft Seiner	4	N	N	<p>While operating in Seymour Canal, the master radioed Communications Center Juneau reporting that the vessel was taking on water and requested an additional pump. NPSC issued an Urgent Marine Information Broadcast (UMIB) and launched an Air Station Sitka HH-60 helo. Shortly after the helo was airborne, the master of the F/V Mary Ann reported that he had found the source of the flooding and that the vessel was no longer taking on water and did not require any further assistance.</p>

N/A indicates data not available

X. CGD17 Resource Summary

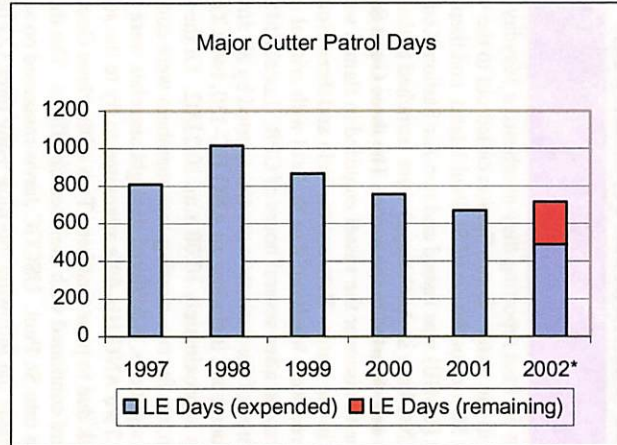
Figures 8 and 9 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 10 and 11 show the same information over the last three years for the *reporting period only*.

Figure 8. Annual HC-130 Hours



*Flight hour data by calendar year.
2002 includes projection through December.

Figure 9. Annual Cutter Days



*Patrol day data by calendar year.
2002 includes projection through December.

SEP 2001 - OCT 2001

3 WHEC's patrolled for 67 days
2 WMEC's patrolled for 30 days
0 WLB's patrolled for 0 days (fisheries)
4 WPB's patrolled for 32 days (fisheries)
Total Cutter days - 129

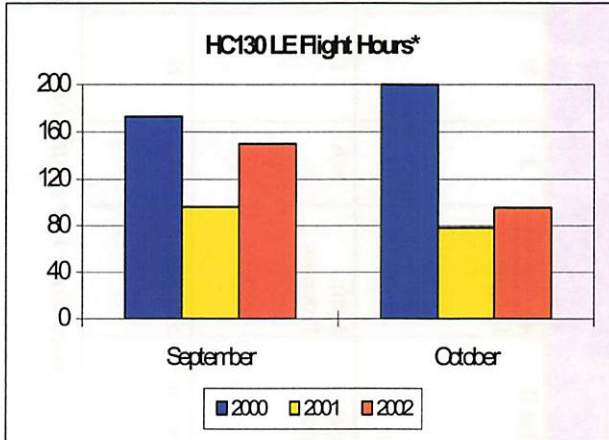
HC130's flew 24 sorties for 174 hours
HH-60/65's flew 50 sorties for 203 hours

SEP 2002 - OCT 2002

2 WHEC's patrolled for 61 days
2 WMEC's patrolled for 13 days
3 WLB's patrolled for 19 days (fisheries)
3 WPB's patrolled for 24 days (fisheries)
Total Cutter days - 117

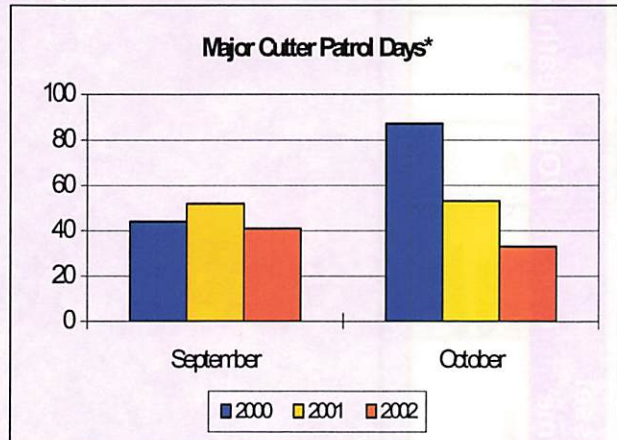
HC130's flew 38 sorties for 245 hours
HH-60/65's flew 39 sorties for 166 hours

Figure 10. SEP - OCT HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 11. SEP - OCT 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 (www.nrc.uscg.mil)	(800) 424-8802 (24hrs)
District Seventeen Command Center (Juneau)	(800) 478-5555 (24hrs)
(www.uscg.mil/d17)	
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 (www.fbi.gov).....	(202) 324-3000 (24hrs)
Anchorage Field Office	(907) 258-5322 (24hrs)

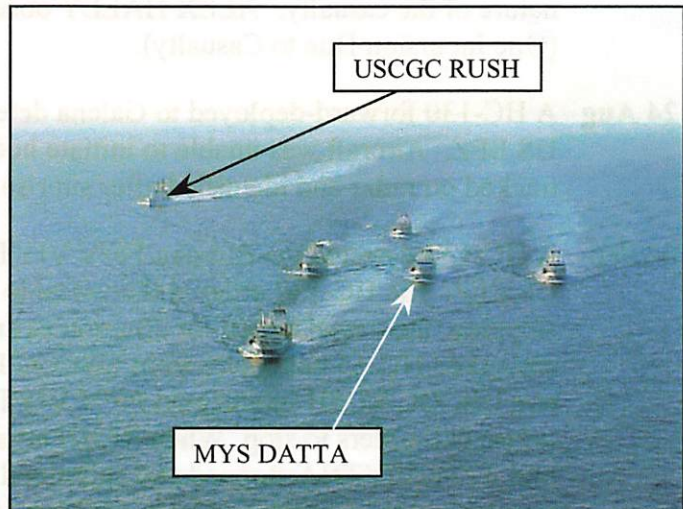
Appendix A

2002 Maritime Boundary Activity

- 22 May** A USCG HC-130 the FF/V LEONID YELKIN (a.k.a., LEONID ELKIN) (RS) fishing 280 yards inside the US EEZ. The HC-130 established hot pursuit and hailed the vessel and attempted contact by flashing landing lights on a low-altitude flyby with no response. The vessel altered course back into the RS EEZ, and the HC-130 dropped pursuit due to the distance of the cutter from the scene. (One Incursion).
- 08 Jun** A USCG HC-130 detected two foreign fishing vessels, the FF/V PETROPAVLOVSK (RS) and the FF/V 26 SIEZD KPSS fishing 400 yards inside the US EEZ. The HC-130 established hot pursuit and hailed both vessels with no response. Both vessels altered course back into the RS EEZ, and the HC-130 dropped pursuit due to the distance of the cutter from the scene. NOTE: In July, 2001, the PETROPAVLOVSK was seized for a 14,000-yard incursion with 77 tons of salmon onboard and settled for \$320K plus costs. (Two Incursions).
- 14 Jun** A USCG HC-130 detected one vessel on radar 810 yards inside the US EEZ. Vessel identification or activity could not be verified due to low visibility. (One Suspected Incursion).
- 10 Jul** A USCG HC-130 detected the FF/V ORIENTAL DISCOVERER (RS) fishing 670 yards inside the US EEZ. The HC-130 established hot pursuit and hailed both vessel repeatedly with no response. Vessel altered course back into the RS EEZ, and the HC-130 dropped pursuit due to the distance of the cutter from the scene. Case pends. (One Incursion).
- 12 Jul** A USCG HC-130 detected one vessel on radar 20,650 yards inside the US EEZ. The HC-130 established hot pursuit and hailed the vessel. The vessel answered up as the FF/V OPTIMIST. The vessel altered course and increased speed to the west toward the RS EEZ. The HC-130 was unable to immediately identify the vessel or its activity due to fog. The vessel passed through a small clearing in the fog, and the HC-130 was able to observe that the vessels nets out of the water on deck, but uncovered. (One Suspected Incursion).
- 30 Jul** A USCG HC-130 sighted one vessel 600 yards inside the US EEZ. The vessel was marked "x1154". The HC-130 initiated hot pursuit, video taping and hailing vessel repeatedly on VHF channel 16 with no response. The altered course back into the RS EEZ. The HC-130 was unable to discern the name of the vessel due to limited visibility and small markings. Subsequent sightings determined the vessel to be the FF/V MYS SHELTINGA (RS). (One Suspected Incursion).
- 01 Aug** A HH-65 helo from the USCGC RUSH sighted the FF/V MYS MURAVJEVA (RS) fishing 700 yards inside the US EEZ. RUSH's helicopter marked the position directly over the vessel. The helicopter commenced hot pursuit, and eventually handed that hot pursuit off to RUSH. Shortly after hot pursuit was initiated, three large (200 ft +)

fishing vessels moved in to close proximity of MYS MURAVJEVA and positioned themselves to interfere with RUSH's enforcement operations. The vessels steamed in formation toward the nearest point of the Russian Territorial Sea (TS). These three vessels were later joined by two other vessels which similarly positioned themselves to interfere with RUSH. Upon MYS MURAVJEVA entering the Russian TS, one of the vessels, a processing/mothership, broke off and headed to the southeast, in the direction of the MBL. The remaining 4 other vessels proceeded further into the Russian TS with the MYS MURAVJEVA. Seventeenth Coast Guard District contacted the Russian Federal Border Service (RFBS) and requested assistance, but the RFBS did not have any vessels in the vicinity and attempts to launch an aircraft were prevented by inclement weather. RUSH maintained position with the Russian flotilla until MYS MURAVJEVA entered the Russian TS at which point hot pursuit was terminated. RUSH continued overt surveillance of the vessel from outside the TS until 0600 Washington time on Friday 2 August at which time they were directed to return to the Maritime Boundary Line. The case pends. (One Incursion).

05 Aug A HH-65 helo from the USCGC RUSH observed FF/V MYS DATTA (RS) actively fishing 670 yards within the US EEZ. The helo immediately initiated hot pursuit and ordered the vessel to stop. The vessel immediately began retrieving its nets and altered course back into the RS EEZ. Shortly after hot pursuit was initiated, one large (200 ft +) fishing vessel took up an escort position 300 yards off of the MYS DATTA's port bow in an apparent attempt to interfere



Vessels Screening MYS DATTA from USCGC RUSH

with RUSH's enforcement operations. The effort of the first screening vessel was joined shortly thereafter by three more vessels. The helo made multiple attempts to hail the MYS DATTA and dropped a message block on the deck, all with no response. The RUSH attempted repeated hails and signals, also with no response. RUSH attempted to repeated hails to the four surrounding vessels that were keeping formation with the MYS DATTA in an apparent attempt to thwart RUSH's pursuit, with no success. Seventeenth Coast Guard District contacted the Russian Federal Border Service (RFBS) and requested assistance. The RFBS dispatched the FBS/V PAGELLA. RUSH video documented of MYS DATTA fishing within the US EEZ and the activities of all five vessels. The vessels proceeded in formation into the Russian Territorial Sea (TS), and the MYS DATTA dropped anchor. The RUSH broke off pursuit, but remained on station outside the Russian TS in wait for the arrival of the PAGELLA. The four screening vessels dispersed once the MYS DATTA was inside the Russian TS. The PAGELLA arrived on scene and boarded the MYS DATTA. RUSH returned to the MBL after it was determined that a joint boarding was not possible. Of note is the fact that one of the blocking vessels (FF/V MYS SHELTINGA [RS]) is suspected of violating the US EEZ within the last week and another (FF/V

MYS MURAVJEVA [RS]) was documented fishing in the US EEZ within the previous week and has a resultant pending case. The case pends. (One Incursion).

- 18 Aug** The USCGC ALEX HALEY tracked four FF/V's on radar in the US EEZ at 61°05'N/178°-07'W (within a group of approx 13 vessels). The deepest incursion for one of the vessels was approximately 1600 yards at a of range 9NM. The ALEX HALEY was unable to launch helo due to sea conditions, and HC-130 over-flight was diverted for SAR. As the ALEX HALEY closed on the vessels to within 5nm, the group all maneuvered back to RS EEZ. (One Suspected Incursion).
- 22 Aug** The USCGC ALEX HALEY received a call from FF/V KAPITAN BOLSUNOVSKIY, reporting that they had broken down on US side of EEZ with gear out. The vessel did not request any assistance. CGC ALEX HALEY boarded the vessel to confirm the casualty. The vessel affected repairs shortly after the boarding team arrived on board and began steaming toward RS EEZ. The master and crew became increasingly uncooperative and the boarding party departed the vessel prior to determining the nature of the casualty. ALEX HALEY observed the recovery of the nets with no fish. (One Incursion Due to Casualty).
- 24 Aug** A HC-130 forward-deployed to Galena detected FF/V CLAYMORE C 200 yards inside US EEZ. Aircraft was unable to initiate hot pursuit due to darkness. Vessel was tracked on radar and identified after sunrise. (Suspected Incursion).
- 04 Sep** A HC-130 detected the Russian FF/V VIYTNA engaged in fishing 766 yards within the US EEZ. The HC-130 ordered the vessel to stop and established hot pursuit. Instead of stopping, the vessel fished for 20 minutes and then fled back to the Russian EEZ. The embarked HH-65 helicopter from USCGC RUSH relieved the HC-130 of hot pursuit, and USCGC RUSH intercepted FF/V VIYTNA in the Russian EEZ. Initially the vessel refused all orders to stop. When RUSH attempted to foul the vessel's propeller with line, FF/V VIYTNA stopped and submitted to a boarding. FF/V VIYTNA was boarded by a team from RUSH, and later seized for fishing inside the US EEZ. FF/V VIYTNA was escorted to Dutch Harbor and later released due to a technical discrepancy in the case. (One Incursion).
- 10 Sep** A HC-130 detected the Russian FF/V ZALIV KORFA with gear in the water actively fishing 260 yards inside the US EEZ. The HC-130 initiated hot pursuit. The vessel changed course to the southwest and departed the US EEZ. The USCGC ALEX HALEY plotted intercept course and came about at best speed. Upon arrival on scene, the HC-130 handed off hot pursuit to the ALEX HALEY. The ALEX HALEY continued attempts to get vessel to stop via CH16 and flag hoists. The vessel ignored repeated direction to heave to and continued south. ALEX HALEY dropped hot pursuit at the direction of D17. (One Incursion).
- 23 SEP** An HC-130 observed FF/V EKARMA 1 actively fishing 365 yards inside the US EEZ. The aircraft observed the vessel actively fishing in the US EEZ by marking on top and using onboard GPS. The position was replotted and checked by JARVIS to confirm incursion. JARVIS continued hot pursuit. After evaluation of positioning data from the aircraft and JARVIS, D17 terminated hot pursuit. (One suspected Incursion).

24 OCT An HH-65 helo from the USCGC JARVIS observed the FF/V GLOUCESTER (RS) actively fishing 800 yards inside the US EEZ. However, distance from JARVIS precluded ability to maintain hot pursuit continuity. The case package and demarche request will be forwarded. The case pends. (One Incursion).

24 OCT An HC-130 detected a the FF/V BUKHTA GAYDAMAK (RS) making a haulback with it's cod end being brought on deck approx 200 yards within US EEZ. Weather conditions on-scene made it difficult to initially identify the vessel. After maneuvering through snow showers in the vicinity, the aircraft was able to positively identify the vessel. However, by the time the vessel could be identified it was already 200 yards on RS side of the MBL, and hot pursuit could not be initiated. D17 directed the HC-130 to stand down. (One Incursion).

Appendix B

01 Sep – 31 Oct Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
09/04/02	Angelette	Longliner	Halibut/Sablefish	3A/WY
09/05/02	Coho	Troller	Salmon	ST
09/05/02	El Cazador	Troller	Salmon	ST
09/05/02	Lori Marie	Troller	Salmon	ST
09/05/02	Shear Luck	Troller	Salmon	ST
09/05/02	Automatic	Longliner	Pacific Cod	630
09/05/02	Reliance	Longliner	Pacific Cod	630
09/06/02	Aljac	Troller	Salmon	ST
09/06/02	Cheryll	Troller	Salmon	ST
09/06/02	Kathyann	Troller	Salmon	ST
09/06/02	Mojo	Troller	Salmon	ST
09/06/02	Mrs Mack	Troller	Salmon	ST
09/06/02	Pagan	Troller	Salmon	ST
09/06/02	Sassy	Troller	Salmon	ST
09/06/02	Sika	Troller	Salmon	ST
09/06/02	St Johnii	Longliner	Sablefish/Halibut	SE/2C
09/06/02	Sunse	Troller	Salmon	ST
09/07/02	Commander	Longliner	Halibut/Sablefish	3A/WY
09/07/02	Distant	Troller	Salmon	ST
09/07/02	Flying A	Troller	Salmon	ST
09/07/02	Janie C	Troller	Salmon	ST
09/07/02	Jean C	Longliner	Sablefish	CG
09/07/02	Logan T	Longliner	Halibut/Sablefish	3A/WY
09/07/02	Prospector	Troller	Salmon	ST
09/07/02	Sierra Mar	Longliner	Sablefish	WY
09/08/02	Adelyn L	Longliner	Halibut	2C
09/08/02	Concord	Longliner	Pacific Cod	630
09/09/02	Jani-K	Longliner	Sablefish	SE
09/09/02	Kruzof	Longliner	Halibut	2C
09/09/02	Lisa Jean	Longliner	Halibut	2C
09/09/02	Makai	Longliner	Halibut	2C
09/09/02	Ocean Cape	Longliner	Sablefish	SE
09/09/02	View Point	Longliner	Sablefish	SE
09/09/02	St. Lazaria	Mothership	No Product	ST
09/09/02	Alaskan Spirit	Longliner	Halibut	2C
09/09/02	Seamac	Trawler	Pollock	620
09/10/02	Ironwood	Troller	Salmon	ST
09/10/02	Patricia Louis	Troller	Salmon	ST
09/11/02	Northern	Longliner	Halibut	2C
09/12/02	Brant	Seiner	Salmon	ST
09/12/02	Christi Rob	Longliner	Halibut	2C
09/12/02	Tianna	Seiner	Salmon	ST

09/13/02	Sylvia	Longliner	Halibut	2C
09/18/02	Bergen	Longliner	Sablefish	SE
09/18/02	Cape Alava	Longliner	Halibut	2C
09/19/02	Horizon	Longliner	Sablefish	AI
09/19/02	Lesley Ann	Longliner	Halibut/Sablefish	2C/SE
09/19/02	Sable	Longliner	Sablefish	SE
09/19/02	Spirit	Longliner	Sablefish	SE
10/15/02	Ingot	Multi-Rigged	No Product	ST
10/15/02	Hornet	Longliner	No Product	ST
10/15/02	Lone Fisherman	Longliner	No Product	ST
10/17/02	Pacific Sea	Seiner	No Product	ST
10/17/02	Sailor	Longliner	No Product	ST
10/27/02	Bonanza	Longliner	Halibut	3A

Appendix C

01 Sep – 31 Oct Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
09/05/02	Roanoke	Pacific Ram	Longliner	Halibut	3A	Written warning issued for incorrect length on documentation.
09/05/02	Maple	Miss Tyann	Troller	Salmon	ST	Safety violation issued for missing immersion suit, no visual distress signals, and no ring life buoys. Vessel voluntarily terminated voyage.
09/05/02	Maple	Duna	Troller	Salmon	ST	Safety violation issued for expired life raft. Voyage terminated and escorted to Yakutat.
09/05/02	Maple	Lady Jo	Troller	Salmon	ST	Safety violation issued for expired EPIRB.
09/06/02	Maple	Alisa K	Troller	Salmon	ST	Safety violation issued for no survival craft, expired EPIRB (09/094) and expired visual distress signals. Voyage terminated and escorted to Elfin Cove.
09/07/02	Maple	J-Jireh	Troller	Salmon	ST	Written warning issued for expired liferaft ('96). Voyage terminated and returned to Elfin Cove to obtain a dingy (buoyant apparatus) prior to continuing fishing.
09/07/02	Maple	Ellie Iv	Troller	Salmon	ST	Safety violation issued for expired visual distress signals and expired hydrostatic release on liferaft. Voyage terminated and escorted in to elfin cove.
09/08/02	Anacapa	Northern Explorer	Longliner	Halibut	2C	Safety violation issued for expired liferaft, expired EPIRB hydrostatic release, and expired liferaft hydrostatic release.
09/09/02	Anacapa	Defiant	Seiner	Salmon	ST	Safety violation issued for insufficient line and no name on lifering, no approved survival craft, no name on survival suits, no visual distress signals, missing one B-1 extinguisher, no ST numbers on hull, unsafe conditions due to fuel leak. Voyage terminated and escorted to Sitka.
09/09/02	Anacapa	Haida Warrior	Seiner	Salmon	ST	Safety violation issued for expired liferaft, expired hydrostatic release on liferaft and expired EPIRB, no sound producing device, and no line on ring buoy. Voyage not terminated as the vessel was already enroute to port in Sitka. Seine skiff substituted for current liferaft inspection.
09/09/02	Anacapa	Deep Sea	Longliner	Sablefish/Halibut	WY/2C	Safety violation issued for expired visual distress signals, expired EPIRB and failure to maintain/inspect lifesaving equipment.
09/09/02	Anacapa	Quicksilver	Longliner	Halibut	2C	Safety violation issued for lifering not readily accessible, lack of one B-1 fire extinguisher and no approved survival craft onboard. Master had expired waiver for rubber raft carried onboard.
09/010/02	Maple	Huntress	Troller	Salmon	ST	Safety violation issued for unserviceable lifering and expired visual distress signals.

09/010/02	Rush	Viytna	Trawler	Pollock	MBL	Russian fishing vessel seized for incursion into U.S. EEZ. Vessel escorted to Dutch Harbor and released due to procedural technicality in the pursuit/seizure.
09/012/02	Anacapa	Carrie	Longliner	Halibut	2C	Safety violation issued for expired liferaft and expired hydrostatic release.
09/013/02	Anacapa	Hula Girl	Longliner	Halibut	2C	Safety violation issued for expired liferaft and expired hydrostatic release.
10/14/02	Liberty	Erika Ann	Longliner	Halibut/Sablefish	2C/3A/SE	Safety violation issued for exposed hazard on alternator flywheel.
10/15/02	Liberty	Equinox	Seiner	No Product	ST	Safety violation issued for exposed hazard on starboard shaft and starboard governor.
10/15/02	Liberty	Pacific	Longliner	Halibut	2C	Safety violation issued for expired hydrostatic release and uninspected life raft. Voyage terminated and vessel was directed to return to Sitka.
10/17/02	Liberty	Inseine	Pot boat	No Product	ST	Safety violation issued for no life raft or buoyant apparatus onboard. Voyage terminated and vessel was escorted to Sitka.