

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



June – September 2012

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List of Abbreviations

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

I. High Seas Drift Net Enforcement (HSDN)

USCGC RUSH continues their HSDN patrol in the North Pacific. One large scale HSDN vessel was detected over the reporting period. On 27 July 2012, the FF/V DA CHENG was detected fishing with gear capable of large scale HSDN fishing. USCGC RUSH boarded the vessel, which claimed Indonesian registry, in accordance with the Western and Central Pacific Fisheries Commission's high seas boarding and inspection procedures. The vessel was subsequently determined to be operating without a valid flag state registration.



Figure 1: USCGC RUSH transiting with FF/V DA CHENG

DA CHENG was targeting albacore tuna with more than 10 miles of drift net on board. At the time of the boarding, the vessel had more than 30 tons of tuna on board, as well as a small quantity of shark. The vessel and crew, made up almost exclusively of Chinese nationals was transferred to the Chinese Fisheries Law Enforcement Command (FLEC) for prosecution. Coast Guard cutters operating in the HSDN area carry FLEC riders on board each year during their patrols. Coast Guard C-130s from Air Station Kodiak patrolled the HSDN high threat areas for more than 83 flight hours over the reporting period, including three flights in July, five flights in August, and four flights in September. Coast Guard Seventeenth District enforcement personnel will be attending the North Pacific Anadromous Fish Commission annual meeting in St. Petersburg, Russia from 07-13 October.

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

There have been multiple incursions by foreign fishing vessels detected along the MBL during the reporting period. Most of these were very shallow incursions typically between 200-400 yards detected via AIS, and active fishing cannot be confirmed. AIS incursions were noted for the FF/V PELAGIAL on the 28th of June, FF/V PAVEL PANIN on the 27th of July, FF/V KALAM multiple times between 06-08 August, and FF/V ALTAIR multiple times between 19-23 August. On 04 July, CGC ACTIVE detected the FF/V YUGO VOSTOK on the U.S. side of the MBL during a patrol, but were unable to visually identify the vessel due to fog. Upon closing the distance to the vessel, YUGO VOSTOK had returned to the Russian side of the MBL, but it was noted that the vessel did have fishing gear in the water. Finally, a Coast Guard C-130 conducting a routine patrol of the MBL detected the FF/V MYS RUBIKON actively engaged in

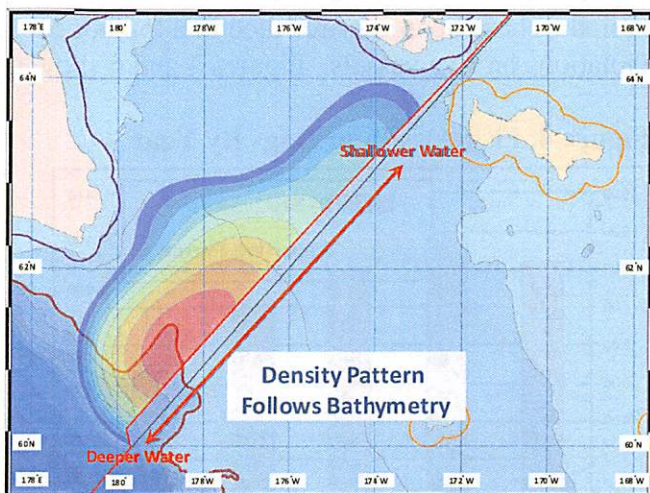


Figure 2: Historical MBL Vessel Density

fishing on the U.S. side of the MBL on 28 August, but there were no surface assets in the area to intercept the vessel, and it was directed back to the Russian EEZ. Activity along the MBL was moderate with between 20 and 60 vessels operating in the region. Coast Guard Aircraft patrolled the MBL on 11 different days over the reporting period logging more than 70 flight hours in support of this mission. The Coast Guard Seventeenth District will be attending the U.S./Russian Commanders' meeting in Petropavlovsk Kamchatka from 01-05 October.

III. Donut Hole Activity

There has been no activity noted in the Donut Hole over the reporting period.

IV. Steller Sea Lions and Critical Habitat Enforcement

Coast Guard cutters and aircraft are tasked with monitoring more than 151 critical habitat areas around the state each month. During the reporting period, assets monitored critical habitat areas on a near daily basis, looking for fisheries or transit violations in these locations a total of 939 different times between June and late September. The tug JOHN BRIX was detected transiting through the Sugarloaf Island no transit zone and a Coast Guard C-130 queried the vessel regarding the transit through this critical habitat area and informed them that they were in violation of Steller sea lion regulations published in 50CFR223.202 relating to vessel transit within three nautical miles of this rookery. The case has been forwarded to NOAA.

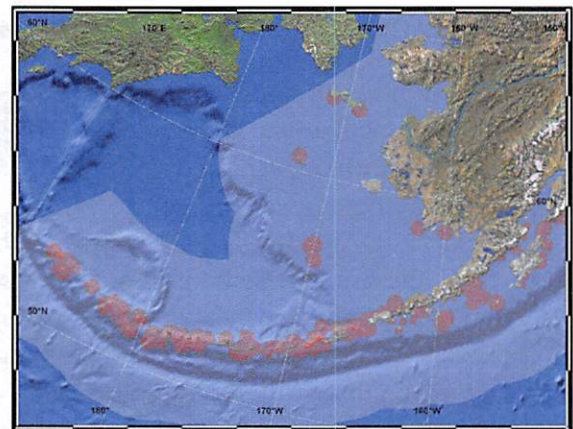


Figure 3: SSL Critical Habitats

V. Fishing Vessel Boarding Statistics

There were 338 domestic fisheries and fishing vessel safety boardings during the reporting period. These boardings resulted in a total of 57 safety violations on 41 vessels and five fisheries violations on five vessels. Figures 4 and 5 show the historic trends for boardings and violations.

Figure 4. Fisheries Boardings By Year

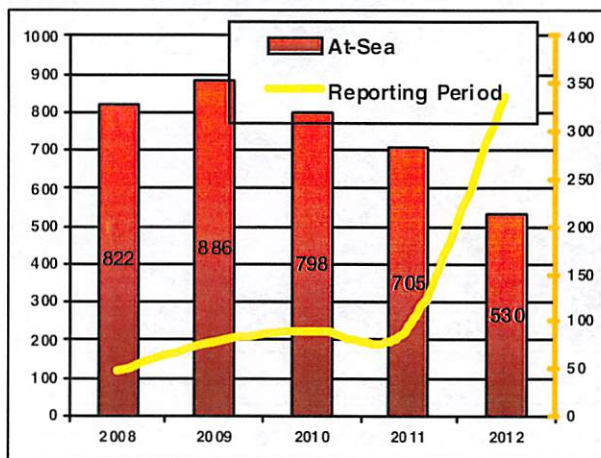
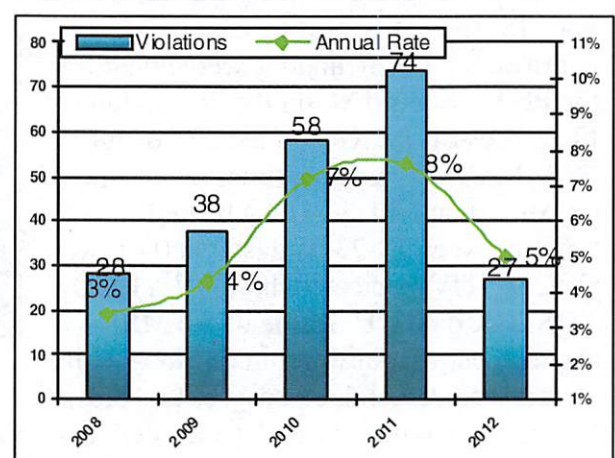


Figure 5. Fisheries Violations by Year



Jun - Sep 2011 Boardings

F/V Boardings (at sea):..... 309
Boarding w/fisheries violations:..... 12
Violation Rate:.....3.9%

Jun – Sep 2012 Boardings

F/V Boardings (at sea):.....338
Boarding w/fisheries violations:.....05
Violation Rate:.....1.0%

VI. IFQ Enforcement

There were 173 IFQ, Charter, and Recreational halibut boardings over the reporting period with 3 fisheries violations issued. Two vessels were cited for failure to submit logbooks as required, and one vessel was cited for illegal subsistence halibut fishing. The vessel fishing illegally for subsistence halibut was near Annette Island in Southeast Alaska, and was suspected of fishing with too many hooks. When the boarding team requested he haul his gear, the master of the vessel cut the longline. The case was forwarded to NOAA. Ten halibut vessels were



issued safety violations during the period for insufficient PFDs/immersion suits, insufficient firefighting equipment, EPIRBs and sound producing devices. In addition to these halibut boardings, there were 8 Sablefish boardings over the reporting period with one violation noted for failure to retain bycatch species as required. None of the Sablefish vessels had safety violations.

VII. Crab Fisheries Enforcement

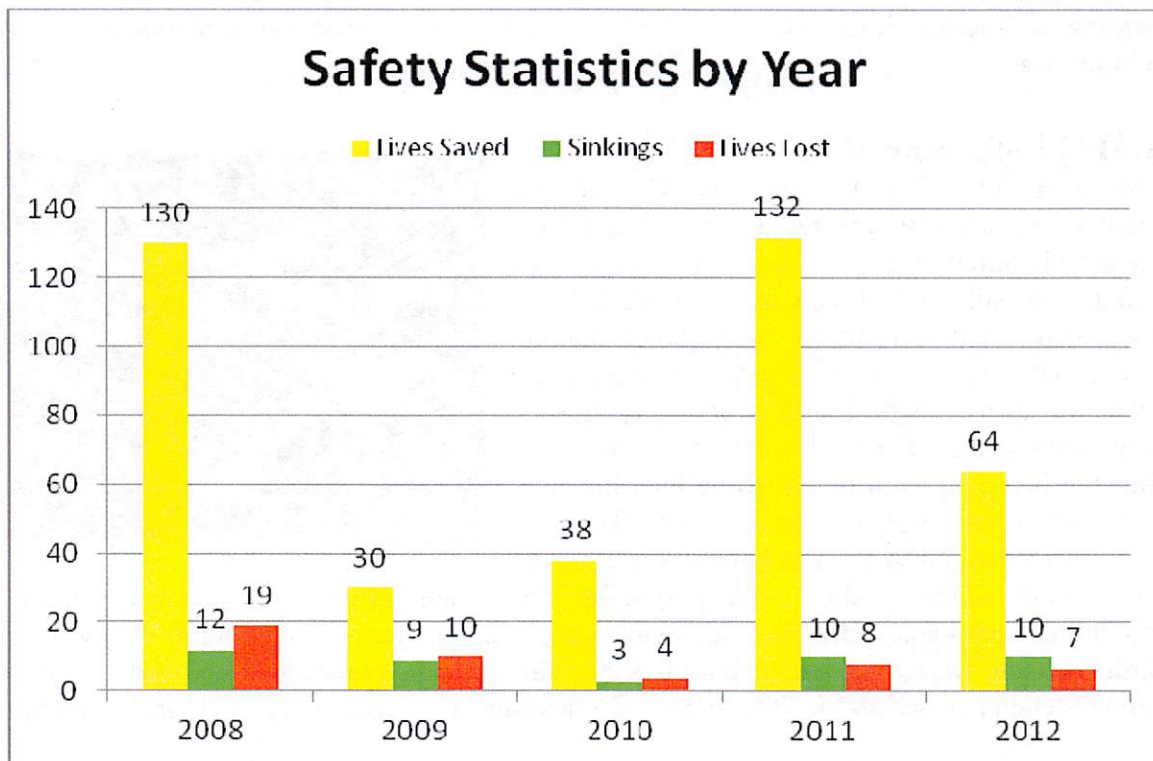
The Coast Guard has been gearing up for the opening of the crab fisheries on 15 October. USCGC MIDGETT will be patrolling at the start of this fishery, and as in previous years, an MH-60 Jayhawk helicopter will be staged out of Cold Bay for Search and Rescue response beginning approximately 08 October. As of 26 September 84 vessels had pre-registered for the Bristol Bay Red King Crab Fishery.

VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, 41 vessels with a total of 57 safety violations were detected. There were 12 *voyage terminations* during the reporting period, 11 of which were associated with salmon fisheries. A significant number of these safety violations were associated with insufficient immersion suits, but violations were also issued for expired hydrostatic releases on EPIRBs and life raft, expired life raft inspections, expired EPIRBs, insufficient firefighting equipment, visual distress signals, and insufficient PFDs. A comprehensive list of violations can be found in Appendix C.

There were 66 SAR cases, resulting in 26 lives saved, four lives lost, and six vessels lost. Appendix A provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.

Figure 6. Historical Overview of CFVS Statistics



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

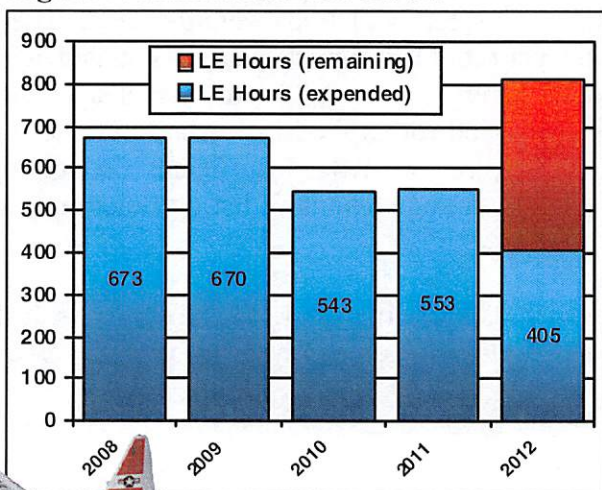
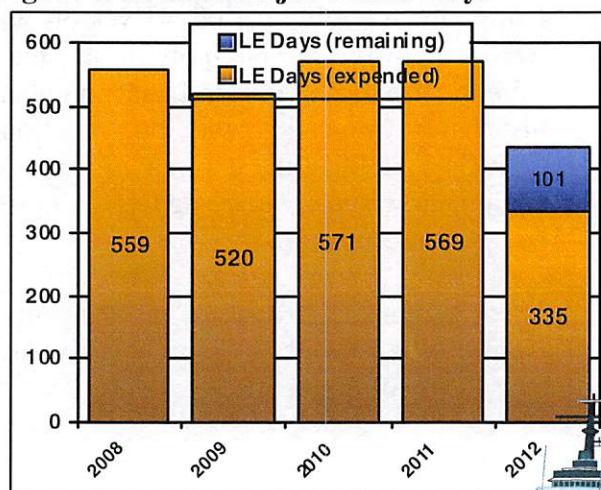


Figure 8. Annual Major Cutter Days



JUN 2011 – SEP 2011

4 WHECs patrolled..... 171 days
 1 WMECs patrolled..... 30 days
 4 WLB patrolled 16 days
 5 WPBs patrolled..... 143 days
Total Cutter patrol 360 days

HC-130s flew 283 hours
 HH-60/65s flew 331 hours

JUN 2012 – SEP 2012

3 WHECs patrolled.....58 days
 2 WMECs patrolled 117 days
 2 WLBs patrolled.....22 days
 5 WPBs patrolled..... 120 days
Total Cutter patrol317 days

HC-130s flew 196 hours
 HH-60/65s flew491 hours

Figure 9. JUN - SEP HC-130 Hours

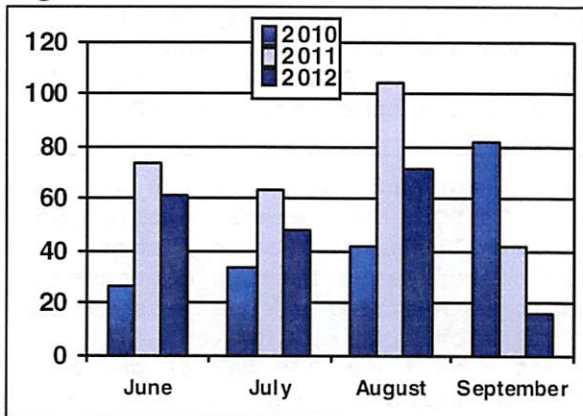
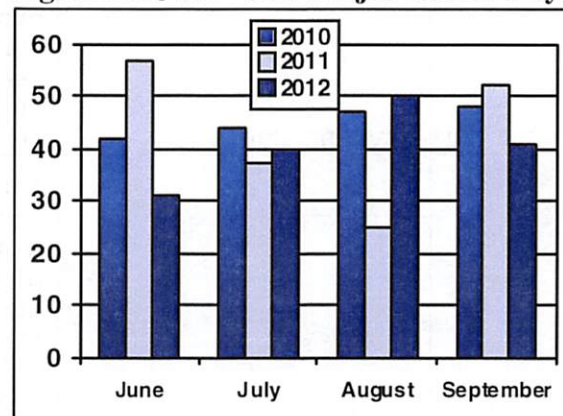


Figure 10. JUN - SEP Major Cutter Days



Appendix A

June – September 2012

Search and Rescue Cases

Date	Vessel Name	Specific Cause
4-Jul-12	F/V ELEANOR S	Sector Juneau received a radio relay concerning a 64 YOM who fell overboard from his fishing vessel wearing green rain gear and boots but no PFD. PIW fell when the vessel's fishing net fouled in the prop just South of Berners Bay. Sector Juneau launched a Station 25' and 45' to search as well as an Air Station Sitka MH-60 helo. Searches completed with NEGRES. ACTSUS granted.
4-Jul-12	F/V KATELLA	67FT F/V ran aground inside Prince William Sound with 03 POB. The vessel reported no distress or pollution and waited until high tide to refloat before it continued its transit to Whittier. Vessel was within Steller sea lion critical habitat with 1500 gal of diesel and 700 gal of gas on board. No Pollution was reported. Case Closed.
6-Jul-12	F/V SEA BREAKER	Sector Juneau received notification of a man onboard F/V SEA BREAKER who collapsed for an unknown reason, sustained a possible head injury and had difficulty breathing. An A/S Sitka MH-60 was immediately launched w/ a rescue swimmer and corpsman on board. SEA BREAKER transited to Hidden Falls hatchery and tied up there. The victim was carried to a clear area where the MG-60 hoisted him aboard. Victim was delivered to Sitka EMS ashore in stable condition. Case closed.
9-Jul-12	F/V Westerly	D17CC was notified by Icicle Seafoods Company that their fish tender had not arrived in Hidden Falls, Baranof Island on 08 July as scheduled. The vessel departed Prince William Sound 05 July and was last reported en route Kayak Island 06 July to avoid weather. Communications Station Kodiak, Sector Juneau, and Sector Anchorage unsuccessfully attempted call-outs and UMIB's before D17CC directed Air Station Kodiak to launch a C-130 towards a single AIS hit Sector Anchorage identified 30NM SE of Kayak Island. The C-130 located the F/V 48NM South of Icy Bay and confirmed no distress with 090100U July ETA to Petersburg. Case Closed.

Date	Vessel Name	Specific Cause
11-Jul-12	F/V MISS BRENDA	CGC HICKORY reported that the F/V MISS BRENDA was aground. The vessel was not in distress and waited on the tide for the F/V TERN to assist in refloating the vessel. The vessel refloated and moored in Sand Point without incident. Case closed.
11-Jul-12	406 EPIRB	Upon notification from D17, Sector Anchorage and COMMSTA Kodiak issued a UMIB on both VHF and HF with negative results for a 406 EPIRB hit. Alaska State Troopers launched a Piper Cub to direction-find the signal. They found a strong signal IVO Kulukak Bay. Air Station Kodiak launched a C-130 and found the 121.5 homing signal with a 3NM mile radius with 20-25 boats within area. The C-130 directed whomever owned the EPIRB to deactivate it over VHF 16, and the EPIRB signal stopped. C-130 RTB. Case closed.
12-Jul-12	F/V VIKING SPIRIT	Sector Juneau received a MAYDAY broadcast from the 56ft F/V VIKING SPIRIT. Multiple Good Sams were on scene so issuing a UMIB was not needed. A Coast Guard MH-60 Helicopter self-diverted from its scheduled mission and Wrangell SAR also responded. The F/V reported having the flooding under control when assistance arrived. Case closed for SAR, Sector Prevention to investigate.
13-Jul-12	F/V VENTURE	D17 Command Center received a request for MEDEVAC of a 58 YOM suffering from possible heart attack symptoms on the 46ft F/V VENTURE located in Aniakchak Bay on the Alaska Peninsula 250NM West of Air Station Kodiak. The duty flight surgeon was conferenced in with the VENTURE and recommended immediate MEDEVAC. Due to the patient's condition D17CC coordinated a commercial air ambulance to meet the Coast Guard helicopter at Port Heiden airport on the north side of the Alaska Peninsula for direct flight to Anchorage for treatment.
15-Jul-12	F/V TROIKA	Sec Anchorage reported a 40-ft F/V that hit a rock and was grounded on starboard side with 02POB approximately 15 yards from the pier. The fuel tank was not punctured, and all vents were sealed. No pollution observed. F/V refloated on high tide and moored at pier without incident. MSD Homer notified; NOFI issued.

Date	Vessel Name	Specific Cause
15-Jul-12	F/V DRY HEAVE	Sector Anchorage reported the F/V DRY HEAVE aground. A good Sam answered MARB. Vessel refloated with high tide with no damage or pollution. Vessel retrieved personal items from a cabin and moored in Seward. Case closed.
17-Jul-12	406 EPIRB	D17CC received an unregistered 406 E Solution distress alert. D17 issued UMIB and launched AIRSTATION SITKA. Sector Juneau Assumed SMC. The MH-60 arrived on scene with no vessels noted in distress using FLIR and NVGs. The helicopter conducted callouts via channel 16 with negative results. ACTSUS granted.
18-Jul-12	406 EPIRB	District 17 Command Center received a 406 Ambiguity Unresolved for an EPIRB approximately 50 NM Southwest of St Lawrence Island. District 17 Command Center assumed SMC and requested to have Communications Station Kodiak issue a UMIB for that area. D17 directed the immediate launch of a C-130 to investigate and use the direction finding gear to locate the EPIRB. The C-130 arrived on scene with negative results in contacts or any other signs of distress. D17CC received information from MRCC Vladivostok that the MMSI number matching the EPIRB registration was from a vessel that had sunk on 26May12. Case Closed.
19-Jul-12	F/V Woolridge	Sector Anchorage received a report from the owner of a 20FT Woolridge jet boat that was disabled in Puget Bay. The owner was taken into Seward via a good samaritan, while 02POB remained onboard. Sector Anchorage was unable to establish comms with the disabled vessel and the MARB did not get any replies to assist. Sector Anchorage issued a UMIB and directed CGC LONG ISLAND to LKP. The vessel was no longer at LKP and CGC LONG ISLAND began searching along the coastline from Point Elrington to Johnstone Bay. Vessel was located in Johnstone Bay by the cutter and attempted to make repairs to the engine and VHF radio. They were unable to make repairs, and the cutter took the vessel in tow to Seward. Case Closed.

Date	Vessel Name	Specific Cause
21-Jul-12	F/V BALLYHOO	F/V BALLYHOO experienced port engine failure west of Naknek. The starboard engine is fully operational. F/V requested a communications schedule while en route Dutch Harbor for repairs, no other CG assistance requested. 230251U Jul 12 F/V BALLYHOO moored DH. Case Closed.
22-Jul-12	F/V NORTHERN JAEGER	District Command Center received a report from Sector Anchorage in regards to a crewmember on the 32' F/V NORTHERN JAEGER who cut his finger. Duty Flight Surgeon was consulted and recommended that if cut needed stitches they would need to stitch the finger up within 12 hours. F/V plans to pull into Kodiak at 221900U. Closed.
25-Jul-12	F/V HUSTLE & FLOW	AST's informed D17 about a message in a cigar case found by someone beachcombing in Naknek. Message stated that the F/V HUSTLE & FLOW had sunk 50NM from Cape Chichagof (no cardinal direction given) and that the crewmembers were on land, running out of supplies, and requested assistance. RS stated that the cigar case did not seem weathered. The electrical tape holding the cigar case shut was in good shape and the RS believed it was a joke. No other debris was located. Vessel databases do not show this vessel registered in Alaska. UMIB on VHF and HF has ran throughout the night. Bristol Bay Borough Police investigated. No further information.
25-Jul-12	F/V STARBOUND	Health Force Partners (HFP) requested MEDEVAC of a 40YOM with pulmonary embolism, numbness on his left side, and blurred vision. DFS did not recommend MEDEVAC. F/V is transited to St Paul to offload patient. The vessel maintained a communication schedule with HFP every four hours. No Coast Guard assistance required.

Date	Vessel Name	Specific Cause
25-Jul-12	Uncorrelated MAYDAY	Sector Juneau overheard "MAYDAY" broadcast five times on the Duke Island High-Site. RCC Prince Rupert received the transmission on two Canadian High-Sites. Sector Juneau and RCC Prince Rupert ran UMIBs. RCC Prince Rupert determined it was a false alert within Canadian waters, no distress. Case closed.
25-Jul-12	Uncorrelated MAYDAY	Sector Juneau received a Morse Code S.O.S. on the Robert Barron High-Site. Sector ran a UMIB and narrowed the search area to the vicinity of Auke Bay. Station Juneau 45 launched to investigate; no signs of distress. ACTSUS granted.
26-Jul-12	Arctic (Agency Assist)	FOL Barrow requested to search for a hiker seen falling into the Atigun River, approximately 7 miles south of Galbraith Lake, 240 miles SE of Barrow. The hiker did not resurface. Good comms and position from the reporting source to the hiker's companion. NSB and Alaska State Troopers were unable to launch due to lack of available crew. An MH-60 recovered the survivor and located the fallen hiker; the fallen hiker was deceased. The helicopter recovered the body, refueled, and then returned to Barrow with the body and the reporting source. Case Closed.
26-Jul-12	F/V DARLENE ROSE	Sector Anchorage received notification from the 32-ft F/V that they were disabled and adrift. It was later determined that the vessel was out of gas and in need of Coast Guard assistance. A good Sam F/V arrived to tow vessel and reported both Master and Crewman of the F/V were extremely intoxicated and unable to rig a tow. The tow was eventually established and the good Sam towed the vessel to Anchor Point where it was given gas. F/V was later noted underway under own power and continued to Togiak. Alaska State Troopers & COTP notified.

Date	Vessel Name	Specific Cause
27-Jul-12	F/V MARY KAY	Sector Juneau received a MAYDAY broadcast from the F/V MARY KAY that they were taking on water off Cape Chacon, South Prince of Wales Island. Sector Juneau issued a UMIB, launched an Air Station Sitka MH-60. The good Sam S/V IRISH ROSE was enroute with pump, Canadian Aircraft BUFFALO, Alaska State Trooper (AST) vessel ENFORCER, and a Canadian Coast Guard Cutter BARTLETT were all en route. The good Sam F/V NORTH WIND arrived on scene and found 04 persons in a life raft, recovered all persons with no medical issues and returned to Ketchikan. The crew reported that the vessel sank with approximately 2500 gallons of diesel on board.
27-Jul-12	F/V LINDA B	Sector Juneau was notified by the F/V that they ran aground. Vessel waited for the evening high tide to refloat. The vessel's engine room had flooded. 02 POB, non-distress but Sector launched a Station Juneau 45 to assist and assess the situation. Commercial salvage towed LINDA B to Hoonah with the assistance of CG-45662 and CGC LIBERTY for on scene response if assistance was necessary. Closed for SAR.
29-Jul-12	F/V VIEWPOINT	Vessel hit a rock and took on water with 01 POB with head injury requiring stitches. A good Sam, F/V OCEAN MAID, tied alongside and transferred multiple pumps to vessel and slowed the flooding. Sector Juneau launched Station Ketchikan. While being towed by 47260, the vessel began to take on water again. Station Ketchikan disabled the tow and the vessel sank. MSD Ketchikan was briefed. All Coast Guard personnel and F/V master made it onboard 47260. The master was taken to Ketchikan and seen at the local hospital. An estimated 400 gallons of diesel were on board VIEW POINT. The EPIRB was recovered and secured by OCEAN MAID.

Date	Vessel Name	Specific Cause
29-Jul-12	F/V ELAINE B	Sector Juneau received a call for assistance from the F/V ELAINE B with a medical emergency aboard. A 60 YOM had collapsed and CPR was being administered. D17 assumed SMC, issued UMIB and launched a STA Ketchikan RBS and an A/S Sitka MH-60. Within 15 minutes of the initial report, three good Samaritan vessels arrived on scene with varying degrees of medical personnel and equipment, including a doctor. The Duty Flight Surgeon was consulted throughout the case. The victim and good Sam EMT were embarked onto CG-25773 and CPR was continued through that transfer and also the transfer to EMS ashore at Ketchikan. The MH-60 was released prior to arriving on scene. The victim was later pronounced deceased at Ketchikan Hospital. Case closed.
30-Jul-12	Uncorrelated MAYDAY	Sector Anchorage heard a broadcast of a vessel taking on water in North Culross Passage. AK4STAR also overheard the transmission. POB UNK. An FOL Cordova MH-65 helicopter launched and searched for 1.5 hours with no signs of distress. ACTSUS granted.
30-Jul-12	F/V SANDRA FAY	Sector Juneau reported a 35-ft salmon trawler F/V CAROL E reported an unnamed 40-ft salmon trawler F/V following them into port and that the F/V was no longer in VHF or visual range. F/V disappeared within 15-30 min. F/V is described as unnamed, older construction vessel with wood rot issues, and 02 mid-50's POB. A UMIB was issued, and a Station Ketchikan 47' MLB and A/S Sitka MH-60 completed searches with negative results. Good Sam vessels found floating debris that may have belonged to the missing F/V in the LKP of the F/V. USCGC ANTHONY PETIT u/w; ETA to Kendrick Bay 0645U. 47260 was launched and located/ID'ed subject vessel as F/V SANDRA FAY on a recreational voyage in Nichols Bay. 47260 conducted a recreational boating safety boarding and terminated the voyage citing numerous safety violations, including insufficient PFDs. 47260 escorted the F/V SANDRA FAY to Ketchikan.

Date	Vessel Name	Specific Cause
30-Jul-12	F/V CAROL E	<p>The reporting source from the missing vessel case lost steering and reported they were taking on water. 02 POB donned survival suits. Good Sams were less than 2NM away and provided pumps. Flooding was brought under control; F/V LADY KATE towed F/V CAROL E into Kendrick Bay for troubleshooting and dewatering. 47260 arrived o/s, and an MH-60 (already in Ketchikan from missing vessel case) launched. Flooding was brought under control and repairs were made; F/V LADY KATE towed F/V CARREL E further into Kendrick Bay with 47260 escort. No additional CG assistance required. Case closed.</p>
1-Aug-12	F/V SHANNON KELLY	<p>District 17 Command Center received a 406 Unlocated First Alert on the F/V LADY JADE. During preliminary communications D17 confirmed 406 beacon was sold to F/V SHANNON KELLY and confirmed the vessel was underway in between Port Moeller and Cold Bay. Sector Anchorage and Communications Station Kodiak issued a UMIB on both VHF and HF with negative results. Air Station Kodiak briefed and launched a C-130 from Kodiak, an MH-65 from Dutch Harbor, and CGC BERTHOLF to assist. C-130 arrived on scene and confirmed that F/V SHANNON KELLY was not in distress. The master of the vessel activated the EPIRB because they were drifting for over 22 hours due to a lack of battery power and inability to restart the engine. A Good Sam vessel was on scene to assist in case the vessel ran aground. Case Closed.</p>
2-Aug-12	F/V EVENING STAR	<p>Sector Juneau received a report that the F/V EVENING STAR sank in Slocum Arm, 34 NM NW of Sitka. The vessel capsized while hauling back its purse seine net. All five POB were recovered by a good Sam vessel in good condition and were transported to Sitka. EVENING STAR was a 58 FT vessel home-ported in Sitka. MSD Sitka investigator arrived scene via Alaska State Trooper SAFE-boat and observed a sheen. RP developing cleanup/salvage plans.</p>

Date	Vessel Name	Specific Cause
2-Aug-12	F/V HALLIE JO	<p>D17 received a report of vessel overdue from St. Michael to Unalakleet. The reporting source was in St. Michael and saw the overdue vessel leave at 0700. When he did not hear back from them, he left in his personal boat and followed their intended track line to Unalakleet with NEGRES. In Unalakleet, he conducted a shoreline search on board a charter aircraft with NEGRES. A C-130 and MH-60 in Barrow were directed to launch. The C-130 located the vessel, and vectored the good Sam in to disabled 28' vessel HALLIE JO. The good Sam arrived on scene and took the vessel in tow to St. Michael. No further CG assistance requested. The C130 returned to Kodiak. The MH-60 remained overnight in Nome before returning to Barrow. Case closed.</p>
4-Aug-12	F/V TEMPEST	<p>Sector Anchorage received notification that the 41ft F/V TEMPEST caught fire from the engine room and burned down to the water line resulting in a complete loss of the vessel. All 04 POB were safely transferred to a good Samaritan vessel and no CG SAR assistance was required. Up to 650 gallons of diesel were onboard at the time of the incident. Air Station Kodiak provided an over flight of the area with no signs of the vessel or pollution. Case closed.</p>

Date	Vessel Name	Specific Cause
6-Aug-12	Unknown Flare	<p>Sector Juneau received two reports of a red flare in the vicinity of Pennock Island (Ketchikan). The Reporting sources stated flare was above the horizon, red, and both saw the flare drop. One reporting source diverted his vessel upon observation and did not see signs of distress. Station Ketchikan checked the harbor, and another reporting source that observed the flare reported his cousin in a 19-ft Bayliner was overdue between Knudson Cove and Metlakatla. The Bayliner left Knudson Cove 2100U, reached Mountain Point at 2200U, and was due in Metlakatla at 2230U. Sector Juneau launched Station Ketchikan to investigate both the flare and overdue cases. The reporting source is searched Nichols Passage. Station Ketchikan searched Pennock Island through Mountain Point to Dall Head. M/V TAKU and M/V SHORELINE IX searched south of Ketchikan as they transited Tongass Narrows. Station Ketchikan searched the area with 47' MLB, NEGRES. ACTSUS granted.</p>
7-Aug-12	Uncorrelated MAYDAY	<p>Sector Anchorage reported a robotic "Mayday mayday mayday" over a highsight at 1710U. Highsite narrowed the area to Cook Inlet, Turnagain Arm, and Knik Arm. A UMIB ran for two hours with no responses from P/C, Port of Anchorage vessels, or the stationary oil rigs. Sector Anchorage was unable to determine reasonable search area. ACTUS granted. Case closed.</p>
8-Aug-12	Red Flare	<p>Sector Juneau Command Center received a report of a single red parachute flare IVO Metlakatla. While conducting training Station Ketchikan 47260 observed a red flare and headed directly to the possible last known position. Metlakatla Police Department notified Sector Juneau that they had discharged the flare and confirmed non-distress. Case Closed.</p>

Date	Vessel Name	Specific Cause
9-Aug-12	F/V CAPE CAUTION	<p>District 17 Command Center received a report of a 32 YOM suffering from extreme vomiting of blood on board the F/V CAPE CAUTION. The duty Flight Surgeon recommended MEDEVAC with a corpsman on board. Air Station Kodiak launched an MH-60 helicopter to assist. The patient was hoisted from the CAPE CAUTION and delivered to awaiting EMS at A/S Kodiak. Case closed.</p>
9-Aug-12	F/V RED BARON	<p>District 17 Command Center received a 406 EPIRB Alert for the F/V RED BARON. D17 Command Center conducted PRECOMMS and EXCOMMS to determine that vessel was confirmed fishing between Touglalek Bay and Chugach Bay and had 03 POB. Sector Anchorage and Communications Station Kodiak issued callouts and a UMIB on both VHF and HF with negative results. D17 passed SMC to Sector Anchorage. Sector Anchorage briefed and requested the launch of a C-130 to fly directly to the fishing area to conduct callouts. Callouts were conducted with negative results. The C-130 completed their assigned search with negative visual or electronic results. An A/S Kodiak MH-60 and CGC MUSTANG were launched, but prior to assets getting airborne/underway, RED BARON answered up and was in no distress near Seldovia. Case closed.</p>
9-Aug-12	F/V ENTERPRISE	<p>District 17 Command Center received a request through Health Force Partners from F/V ENTERPRISE for the MEDEVAC of a crew member who suffered a crushing injury to his left hand from the hydraulic press. D17 CC consulted the Duty Flight Surgeon who recommended no CG MEDEVAC as the time difference to have CG asset conduct the MEDEVAC would have no beneficial impact on patient outcome. ENTERPRISE continued to St Paul. Health Force Partners arranged for LifeMed aircraft to land at St Paul. ENTERPRISE transferred the crewmember to St Paul EMS where Health Force Partners arranged for Life Med aircraft to provide transport to Anchorage. Case closed.</p>

Date	Vessel Name	Specific Cause
12-Aug-12	F/V CAMIJOE	Sector Juneau reported a 36-ft trawler with 02POB with fouled prop in the vicinity of Kalimin Bay, approximately 20NM NW of Sitka. F/V was not in distress, but was anchored in bay and requested a Good Sam be called tomorrow. Sector Juneau maintained a communications schedule with the vessel and conducted a MARB. ADF&G Vessel KESTREL was found to be transiting the area via AIS and Sector contacted them and requested their assistance. KESTREL towed the vessel into Sitka without incident. Case Closed.
12-Aug-12	F/V PACIFIC VENTURE	50-ft salmon trawler with 04 POB suffered a plumbing casualty and flooded out their engine. A good Sam was on scene; no Coast Guard assistance requested. Vessel pumped out water using the Good Sam's pump. Sector Juneau maintained a communication schedule. The good Sam vessel towed PACIFIC VENTURE to Ketchikan overnight. Both vessels safely moored in Ketchikan at 121330U. Case closed.
12-Aug-12	F/V SEA MASTER	Sector Anchorage received an initial report from the charter F/V SEA MASTER that A 72YOM passenger had suffered a laceration to his scalp during a fall. He had no other apparent injuries, however they had difficulty controlling the bleeding and the man's skin was paling. Duty Flight Surgeon recommended MEDEVAC, A/S Kodiak launched an MH-60 with rescue swimmer to transport the subject to Anchorage for stitches. The Cruise Ship CORAL PRINCESS overheard radio traffic and volunteered their assistance. The 72YOM and his wife were transferred to the cruise ship where he received medical treatment and they were provided a cabin for the ship's continued transit to Whittier. The ship's medical officer reported the patient was stable would not likely need further medical treatment. Case closed.

Date	Vessel Name	Specific Cause
15-Aug-12	F/V AFOGNAK STRAIT	District 17 Command Center was contacted by the F/V which reported losing steering and running aground on the rocky beach of Herbert Is. 5 POB, no injuries, not taking on water. D17 had good communications with the vessel and provided a MARB on their behalf on HF. District 17 also established a 1 hour comms schedule. No pollution was reported. The vessel refloated with the tide and drifted 5.5NM away from island with rudder jammed over. A good sam vessel, SEA FISHER remained nearby waiting to respond if necessary. Magone Marine got underway from Dutch Harbor to towed the vessel with the tug DOUBLE EAGLE to Dutch Harbor. Case Closed.
18-Aug-12	Uncorrelated MAYDAY	Sector Juneau received a call for the Coast Guard on the Robert Barron High-Site. The voice sounded distressed but no additional details were obtained. Sector released a UMIB that yielded no responses. ACTSUS granted.
21-Aug-12	F/V MUSKRAT	Medical information was requested for a mid 20 YOF woman experiencing pregnancy complications onboard the 86-ft salmon tender. The duty flight surgeon did not recommend MEDEVAC. The vessel transited to Whittier while it maintained a 2 hour commsked with D17. Vessel transited to Whittier where the Patient was transported to Anchorage. Case Closed.
21-Aug-12	F/V LADY BRIJET	Sector Juneau received a request for medical advice for a 75 YOM who temporarily blacked out and was dizzy and sweating. The duty flight surgeon recommended that subject lay down. Sector Juneau established a one hour comm. schedule while the vessel transited to SITKA, The vessel arrived in Sitka without incident. Case closed.

Date	Vessel Name	Specific Cause
23-Aug-12	F/V GORDON JENSEN	Icicle Seafoods in Seattle reported to Sector Juneau that the F/V GORDON JENSEN struck an iceberg after departing Petersburg. The vessel discovered that the forepeak flooded but there was no noticeable impact to the vessel's stability or draft. The flooded space was approximately 8ft x 12ft deep. NPOC: Seattle on 25Aug. No SAR distress.
23-Aug-12	Automated SOS	Sector Anchorage heard an automated SOS Morse Code over Glen Alps VHF high site. SOS was also heard over the Port of Anchorage VHF range yielding a reasonable search area. An MH-65 concluded a search related to canoe and conducted a subsequent search with NEGRES before it recovered to Anchorage. The UMIB continued overnight with NEGRES. ACTSUS granted.
23-Aug-12	F/V SILVERLANCE	Sector Juneau responded to a radio call from F/V SILVERLANCE which was taking on water approximately 65NM NW of Sitka. SILVERLANCE was under tow by F/V STANBY and requested a pump to keep up with the flooding. Air Station Sitka launched an MH-60 to provide the pump assistance and SILVERLANCE successfully dewatered. SILVERLANCE was towed to Elfin Cove and moored. Case closed.
26-Aug-12	F/V AMERICAN DYNASTY	F/V AMERICAN DYNASTY requested CG assistance getting transport for a crewmember with a broken left hand. The patient was stable and being treated aboard by the ship's medical officer. AMERICAN DYNASTY was within range of the St Paul small boat harbor but could not transport him by their small boat due to fog and low visibility. D17 Command Center consulted the duty flight surgeon who offered some medical advice but recommended no CG MEDEVAC. D17 CC offered AMERICAN DYNASTY a MARB broadcast through Sector Anchorage comms unit. MARB was successful and yielded the Good Sam vessel LUNA which responded out of the Saint Paul harbor. LUNA embarked the patient and delivered him to EMS ashore. Case Closed.

Date	Vessel Name	Specific Cause
27-Aug-12	Uncorrelated MAYDAY	Sector Anchorage received a MAYDAY call three times and heard the statement "I need help". Sector issued a UMIB and launched an A/S Kodiak C130 and an Alaska State Trooper helo out of Anchorage. The Seldovia harbormaster office and a vessel in Kachemak Bay also heard the call which narrowed down the search area. The C-130 completed the initial search with negres. Sector launched an MH-60 helicopter for a second search yielding negative results. Weather in the search area was clear sunny skies with winds E at 6-23 knots producing some white caps. Sector Anchorage recommended suspension based on no correlating signs of distress found or received from the UMIB, good search conditions and adequate coverage using three air sorties within a small area. ACTSUS granted.
30-Aug-12	F/V KATIE ANN	D17CC received a request for assistance for a crewmember experiencing chest pains but currently stable and sleeping. The duty flight surgeon was conference with vessel and provided medical advice. On board medical care was sufficient. No Coast Guard action recommended. Vessel was en route St. Paul to drop off the crewmember but elected to continue fishing operations when the crewmember's condition improved significantly. Case closed.

Date	Vessel Name	Specific Cause
31-Aug-12	F/V ADVANTAGE	<p>D17 CC received an unlocated 406 EPIRB SARSAT alert from the F/V ADVANTAGE. PRECOMMS/EXCOMMS confirmed the vessel was underway with no response to radio callouts. A/S Kodiak launched an MH-60 and located 03 POB in life raft suffering from hypothermia. Initial report from the 03POB was that 4th crewmember was trapped inside the F/V when it sank. The recovered crewmembers were transferred to Kodiak EMS. One of the survivors required CPR en route to Kodiak and later was pronounced dead by Kodiak Hospital. The two other survivors were treated and released. Multiple searches were completed with MH-60's for the unaccounted for deck hand. An A/S Kodiak C130 also conducted a search. ACTSUS was granted at 312040U Aug. Cause of the ADVANTAGE sinking is under investigation by Sector Anchorage. Case closed for SAR.</p>
3-Sep-12	Flare Sighting	<p>Sector Anchorage received a report of a red parachute flare in the vicinity of the Kenai River mouth. A Helo from Air Station Kodiak conducted an initial search with negative results. A first light search was conducted by a C130, also with negative results. ACTSUS granted.</p>
4-Sep-12	Flare Sighting	<p>Sector Anchorage received a report of two flares observed by CGC HICKORY moored in Homer. Sector Anchorage then lost power due to adverse weather and shifted SMC to D17CC. D17CC received the brief from CGC HICKORY and launched an MH-60 from Kodiak to conduct a search of the area. Search was completed with NEGRES and AIRSTA Kodiak conducted a first light search at 0715U with negative results. ACTSUS granted.</p>

Date	Vessel Name	Specific Cause
11-Sep-12	Uncorrelated MAYDAY	Sector Juneau heard an uncorrelated Mayday call over the Gravina and Duke Island high sites. This was corroborated by 3 good Sam vessels. Sector Juneau assumed SMC, launched Station Ketchikan, and diverted an A/S Sitka MH-60 to respond. USCGC NAUSHON and a 2nd 47' MLB from Station Ketchikan also searched. A/S Sitka launched a 2nd MH-60 with the oncoming ready crew. The vessel that made the radio transmission eventually responded to UMIB and said they were not in distress. Reason for not responding earlier, was reportedly the vessel not monitoring VHF 16. Case closed.
12-Sep-12	406 EPIRB	D17 CC received an EPIRB alert that resolved IVO Kake in southeast Alaska. Sector Juneau assumed SMC and launched an A/S Sitka MH-60. Vessel was a 55ft F/V that was seized by the Juneau Harbormaster and was to be towed to Craig to be dismantled in early Aug. Before the helicopter arrived on scene, Sector Juneau was able to confirm the vessel was the same vessel that sank in the harbor at Kake in late August, and confirmed non-distress. Case closed.
12-Sep-12	F/V ALASKA JURIS	D17 conducted a MEDEVAC for a 43YOM from the ALASKA JURIS who was suffering from symptoms of a heart attack. The vessel was located in the Bering Sea, 130NM ENE of St. Paul. USCGC ALEX HALEY was diverted from 220NM south of the ALASKA JURIS, and launched their embarked MH-65 to refuel in St. Paul and conduct the hoist. The MH-65 over-torqued on take-off and was grounded in St. Paul awaiting parts. An MH-60 launched from Kodiak to Sand Point to provide cover for MH-65, but upon report of MH-65's casualty, the MH-60 took on fuel in Sand Point and launched to conduct the hoist. A C-130 launched from Kodiak to bring a swimmer to St. Paul for the MH-65 and provided cover for MH-60 flying in from Sand Point. The MH-60 completed the hoist and transferred the patient to a commercial MEDEVAC company. Case Closed.

Date	Vessel Name	Specific Cause
12-Sep-12	406 EPIRB	A C-130 picked up a 406MHz signal on their DF equipment while IVO King Salmon en route a MBL patrol. The aircraft landed in King Salmon to investigate. The signal was not very strong, and the DF bearing was inconsistent. USMCC had no correlating SARSAT alerts. Upon the C103's report that the signal appeared to be originating in Naknek lake, D17CC briefed AKRCC who assumed SMC. AKRCC partnered with AKASTs to prosecute the case and requests no further CG assistance. Case closed.
13-Sep-12	Flare Sighting	Sector Anchorage received a report from Seward Police of one red flare over Resurrection Bay. Sector Anchorage assumed SMC and D17CC granted a helo for the search. AIRSTA Kodiak launched an MH-65 from FOL Cordova which conducted the search with NEGRES. The helicopter remained in Seward overnight and conducted a first light search, also with NEGRES. POS was 97.66%, total area searched 34 sq NM. ACTSUS granted
14-Sep-12	F/V FIREWEED	F/V FIREWEED reported taking on water over the gunwale and they were unable to keep up with flooding using bilge pump. Sector Juneau launched Air Station Sitka and ANT Sitka. F/V FIREWEED later reported the bilge pump was keeping up with water, and Air Station Sitka was stood down. ANT Sitka continued to the location with a pump, and escorted FIREWEED back to Sitka. Case closed.
15-Sep-12	Arctic (Agency Assist)	D17CC received a request for agency assist from AKRCC for 406ELT transmitting 150NM S of Barrow. Precomms yielded a single engine Cessna travelling in that area with 02 POB. FOL Barrow launched an MH-60. The helicopter arrived on scene with plane crash, and found 02 people with no injuries. The 02 people were transported to Barrow and transferred to Barrow EMS. Case closed.
16-Sep-12	F/V NEW VENTURE	D17CC received a 406 MHz EPIRB from the F/V NEW VENTURE. D17CC assumed SMC and after no response to call-outs and UMIB, launched an AIRSTA Kodiak MH-60. Prior to take-off, F/V NEW VENTURE responded to UMIB and confirmed non-distress. Case Closed.

Date	Vessel Name	Specific Cause
20-Sep-12	Uncorrelated MAYDAY	Sector Anchorage received a single transmission of "MAYDAY ARMY 15" over VHF 16. Sector assumed SMC and determined a reasonable search area using recreational and Commercial F/V traffic in the area. D17CC authorized Sector Anchorage to launch an MH-65 from FOL Cordova for the search. The helicopter from Cordova hoisted four survivors from the beach and transported them to the Cordova hospital. Survivors reported that their 19-ft aluminum Stryker named RB-15 swamped, when the vessel sank, they transferred into a dingy and motored to shore. Case closed.
21-Sep-12	F/V MOONLIGHT MAID	Sector Anchorage received a MayDay over the Rugged Island high-site concerning a 107-ft F/V with 04POB. POB donned survival suits, activated their EPIRB, and entered a life raft. An Air Station Kodiak's MH-60 hoisted the survivors and transported them to Seward. It is unknown why the vessel took on water and eventually sank. Case closed.

Date	Vessel Name	Specific Cause
23-Sep-12	Arctic (Agency Assist)	<p>D17 CC received a call from AKRCC requesting assistance to retrieve 2 people approximately 150NM south of Barrow, AK. The people were left at an A/C crash site with limited supplies, a PLB, and possibly a firearm for protection. The crash occurred on 15 September and the people were attempting to recover the A/C. The people activated the PLB. North Slope Borough SAR was unable to take the mission. FOL Barrow launched with instructions to remove the people; however could not complete the mission due to decreasing weather conditions and returned to Barrow. AKRCC's C130 was able to drop extra food, water, and a radio. The people have tarps, sleeping bags, and firearms and have turned off their PLB. AKRCC coordinated with North Slope SAR that North Slope SAR will remove the people when weather becomes more favorable. No Coast Guard assistance requested. Case closed.</p>
23-Sep-12	406 EPIRB	<p>A C-130 picked up on a 406 Mhz signal IVO Shelikof Strait while transiting from Anchorage to Kodiak. The C-130 self-diverted and conducted searches over what appeared to be the source of the beacon noting no signs of distress. There did appear to be a white cylindrical shape in the water. Sector Anchorage assumed SMC and requested a helo for a sortie. An MH-60 attempted to relocate object to determine if it is the source of the beacon, and an EPIRB was recovered. The name on the side of the EPIRB was the MOONLIGHT MAID, which sank 48 hours prior. No SARSAT alerts were received after the EPIRB was closed out. Case Closed.</p>

Appendix B

June – September 2012

Federal Fisheries Boardings without Violations

Date	Vessel	Species	Area
05/24/2012	SILVER DAWN	200	2C
05/24/2012	JEAN C	200	3A
05/24/2012	LADY BRIJET	410	
05/25/2012	ISLAND PRIDE	200	2C
05/25/2012	LADY JOYCE	410	
05/25/2012	RANDI JO	410	
05/25/2012	WILD CARD	410	
05/26/2012	DAWN TREADER	200	2C
05/26/2012	EVENING STAR	200	4A
05/29/2012	GORE POINT	420	630
05/29/2012	INLET SURPRISE	420	630
05/29/2012	PARAGON	420	630
05/31/2012	HUNGRY RAVEN	200	3A
05/31/2012	PROVIDENCE	200	3A
05/31/2012	SIERRA MAR	200	3A
05/31/2012	SPECTRE	200	3A
06/03/2012	SPARTAN	200	4A
06/03/2012	CASTAWAY	710	CG
06/03/2012	CHELSEA DAWN	710	CG
06/03/2012	ARCTIC MARINER	932	517
06/04/2012	DREAM MAID	200	3A
06/04/2012	OLYMPIC	200	3A
06/05/2012	ARICA	127	514
06/05/2012	OCEAN PEACE	127	514
06/05/2012	AK4053N	200	2C
06/06/2012	AK6214AM	200	2C

Date	Vessel	Species	Area
06/06/2012	AK9068N	200	2C
06/07/2012	ALEUTIAN SABLE	200	4A
06/07/2012	VANSEE	200	4A
06/09/2012	AK7628AJ	200	2C
06/09/2012	AK8497N	200	2C
06/09/2012	AK4641AA	200	2C
06/09/2012	AK4109AL	200	2C
06/09/2012	AK4004N	200	2C
06/10/2012	SILVER LADY	200	4A
06/11/2012	YAKOBI	200	2C
06/11/2012	DESTINATION	203	2C
06/11/2012	RUFINIT	204	2C
06/11/2012	YAAY	205	2C
06/11/2012	DUNDAS	206	2C
06/12/2012	ALASKA ROSE	270	517
06/12/2012	ALASKAN COMMAND	270	517
06/12/2012	DESTINATION	270	517
06/12/2012	GREAT PACIFIC	270	517
06/12/2012	POSEIDON	270	517
06/13/2012	YT532926	200	2C
06/13/2012	AK4059N	200	2C
06/13/2012	AK4628AM	200	2C
06/13/2012	AK4951	200	2C
06/13/2012	AK6391AF	200	2C
06/13/2012	AK5253AK	200	2C
06/13/2012	AK6318AJ	200	2C

Date	Vessel	Species	Area
06/13/2012	CALIFORNIA HORIZON	270	517
06/13/2012	MARK 1	270	517
06/14/2012	MAJESTIC	200	2C
06/14/2012	RANGER	200	2C
06/16/2012	AK4505AD	200	2C
06/16/2012	AK6999L	200	2C
06/16/2012	AK1263AK	200	2C
06/17/2012	COMPADRE	200	2C
06/18/2012	AK5441M	200	2C
06/18/2012	AK5811AM	200	2C
06/18/2012	AK6789AM	200	2C
06/19/2012	PACIFIC VENTURE	200	4A
06/19/2012	ROUGE	410	659
06/19/2012	KAREN JEAN	410	659
06/19/2012	HAILI LYNN	410	659
06/20/2012	EXCELLENCE	270	519
06/20/2012	OCEANIC	270	519
06/20/2012	TRAVELER	270	519
06/23/2012	PACIFIC SOUNDER	710	BS
06/23/2012	WESTERN MARINER	710	BS
06/24/2012	MAJESTY	200	4A
06/24/2012	STARFISH	270	519
06/24/2012	MARY M	420	PWS
06/24/2012	LONITA ANN	420	PWS
06/24/2012	ST. MICHAEL	420	PWS
06/25/2012	AK4967AK	200	2C

Date	Vessel	Species	Area
06/25/2012	CASCADIA	420	659
06/25/2012	SALTY	420	659
06/25/2012	FAVORITE	420	659
06/25/2012	HARMONY	420	659
06/25/2012	NICKELODEAN	450	659
06/25/2012	GOLD DUST	450	659
06/26/2012	CAPE KALEKTA	200	4A
06/30/2012	DEFENDER	270	517
07/01/2012	AK2880AF	200	2C
07/02/2012	FIERCE ALLEGIANCE	217	519
07/02/2012	SAINT PETER	710	BS
07/03/2012	AK2591AM	200	2C
07/03/2012	CHILKAT	200	650
07/03/2012	MAKAI	200	650
07/03/2012	CAPN	200	650
07/03/2012	AK3239AC	200	650
07/03/2012	RAISING KAIN	200	2C
07/03/2012	AK7585AJ	200	2C
07/03/2012	AK5810N	200	2C
07/03/2012	AK1118N	200	2C
07/04/2012	AK4688AF	200	2C
07/04/2012	AK3008AC	200	2C
07/04/2012	AK8560AF	200	2C
07/04/2012	AK2084AA	200	2C
07/04/2012	AK8736P	200	2C
07/05/2012	BLUE ATTU	134	524

Date	Vessel	Species	Area
07/05/2012	AK6798AM	200	2C
07/05/2012	AK6217AM	200	2C
07/05/2012	AK6927P	200	2C
07/05/2012	AK9070M	200	2C
07/05/2012	AK6779N	200	2C
07/05/2012	GOTA	450	659
07/05/2012	CAROLYN L	450	659
07/06/2012	WEST CAPE	200	2C
07/06/2012	NORTHERN PRINCE	200	4D
07/06/2012	SUNWARD	200	4D
07/07/2012	CAROLYN	450	659
07/07/2012	LONESTAR	450	659
07/07/2012	WIDBY	450	659
07/08/2012	AK6457N	450	659
07/09/2012	NORTH RIVER	200	2C
07/09/2012	AK8020AF	200	2C
07/11/2012	AK4631AE	200	2C
07/11/2012	AK1500AJ	200	2C
07/11/2012	AK3480AC	200	2C
07/11/2012	AMERICAN BEAUTY		
07/11/2012	GOLD RUSH		
07/12/2012	FULL HOUSE	200	2C
07/15/2012	MISTY DAWN	270	517
07/16/2012	BRISTOL LEADER	110	521
07/16/2012	LADY SAVAGE	410	659
07/16/2012	ARCTIC HUNTER	850	630

Date	Vessel	Species	Area
07/16/2012	OCEAN HUNTER	850	630
07/16/2012	PROVIDER	850	630
07/18/2012	MISS GUIDED	200	2C
07/18/2012	MENTAL PAUSE	200	2C
07/18/2012	PREDATOR	200	2C
07/18/2012	TYYNE	410	659
07/19/2012	POLARIS	200	610
07/21/2012	SILVER BULLET	200	3A
07/21/2012	AK3668AG	200	2C
07/21/2012	JOYPHYL NOISE	200	3A
07/21/2012	NORDIC DANCER	200	3A
07/21/2012	AK5450C	200	2C
07/21/2012	NORDLYS	430	659
07/21/2012	ECLIPSE	430	659
07/21/2012	PRIME TIME	430	659
07/21/2012	SARAH E	430	659
07/21/2012	NEW VENTURE	430	659
07/21/2012	JUBILEE	430	659
07/21/2012	VICKI ANN	430	659
07/22/2012	AK5563AF	200	2C
07/22/2012	AK1180N	200	2C
07/22/2012	AK8857L	200	2C
07/22/2012	AK8686C	200	2C
07/22/2012	AK6608AB	200	2C
07/22/2012	AK6605AB	200	2C
07/22/2012	AK4035K	200	2C

Date	Vessel	Species	Area
07/23/2012	NEW LIFE	141	630
07/23/2012	WN0939RA	200	2C
07/23/2012	AK9810AB	200	3A
07/25/2012	AK7931AJ	200	3A
07/25/2012	AK3923AF	450	659
07/27/2012	AK8806AL	200	3A
07/28/2012	AK1703AM	200	2C
07/28/2012	AK7046AM	200	3A
07/28/2012	ak1109AG	200	3A
07/28/2012	AK8453M	200	3A
07/28/2012	AK2494N	200	3A
07/28/2012	AK4470AE	200	2C
07/28/2012	AK8876AB	200	2C
07/28/2012	NORTHERN HAWK		
07/30/2012	AK8694K	450	659
07/30/2012	AK8995AG	450	659
08/01/2012	AK6592AJ	200	3A
08/01/2012	AK7064N	200	3A
08/01/2012	AK7491F	200	3A
08/01/2012	AK3982AF	200	3A
08/01/2012	DRIFTWOOD	450	650
08/01/2012	OMI KAY	450	650
08/04/2012	ARCHIPELAGO EXPLORER	200	2C
08/04/2012	EASY SPIRIT	200	2C
08/04/2012	AK9050AK	200	2C
08/04/2012	AK7997AL	200	2C

Date	Vessel	Species	Area
08/04/2012	AK3551N	200	2C
08/04/2012	AK5701F	200	2C
08/04/2012	AK8646AL	200	2C
08/04/2012	AK3322AJ	200	2C
08/05/2012	AK1623AJ	200	2C
08/05/2012	AK3238K	200	2C
08/05/2012	AK8774AG	450	659
08/05/2012	AK6493AL	450	659
08/05/2012	SELENE	450	659
08/05/2012	ROSE MARIE	450	659
08/05/2012	SUMAC	450	659
08/05/2012	AMERICANUS	450	659
08/05/2012	MARTINA	450	659
08/06/2012	QUICKSILVER		524
08/10/2012	JULIA BREEZE	710	BS
08/14/2012	AK6715AF	200	3A
08/14/2012	TINK	200	2C
08/14/2012	AK3380AJ	200	2C
08/14/2012	AK3791AE	200	2C
08/14/2012	AK3852AF	200	2C
08/14/2012	AK6857N	200	2C
08/14/2012	AK4137AJ	200	2C
08/14/2012	AK7767P	200	2C
08/14/2012	AK3281N	200	3A
08/14/2012	MAGIA	710	BS
08/15/2012	AMANDA RAE	200	2C

Date	Vessel	Species	Area
08/15/2012	XANADU	200	2C
08/15/2012	AK2962AG	200	2C
08/15/2012	AK6380N	200	2C
08/16/2012	FOXFIRE	200	3A
08/16/2012	ALASKAN ADVENTURE	200	3A
08/16/2012	FRINGE BENEFIT	200	3A
08/16/2012	SPIRIT	200	3A
08/16/2012	BELLE ILES	200	3A
08/16/2012	MULLIGAN	200	3A
08/16/2012	AK523AD	200	2C
08/16/2012	AK4262AF	200	2C
08/16/2012	AK1611N	200	2C
08/16/2012	CF5265ND	200	2C
08/16/2012	AK2004AP	200	2C
08/16/2012	ODDIE	430	659
08/17/2012	DAKOTA	200	2C
08/18/2012	NENEVIA	200	3A
08/18/2012	AUTOMATIC	200	3A
08/18/2012	AK9923N	200	2C
08/18/2012	AK4938AJ	200	2C
08/18/2012	AK0401F	200	2C
08/21/2012	HEWES MARINE	200	2C
08/22/2012	CRAZY RAY	200	3A
08/23/2012	AK2327AG	200	2C
08/24/2012	C14372AB	200	2C
08/26/2012	AK2941AL	200	2C

Date	Vessel	Species	Area
08/26/2012	AK6979K	200	2C
08/26/2012	AK9032AL	200	2C
08/26/2012	AK8513AG	200	2C
08/29/2012	KRISTI LYNN	430	659
08/29/2012	HELEA GAIL	430	659
08/29/2012	SUSAN		
08/29/2012	BIG DIPPER		
08/29/2012	COMPETITION		
08/30/2012	COMMANDER	200	2C
09/01/2012	AMERICAN DYNASTY	270	524
09/02/2012	OR535ZY	200	2C
09/03/2012	AK4343J	200	2C
09/07/2012	ALASKAN	430	659
09/07/2012	SHANNON HOPE	430	659
09/08/2012	KAREN RAY	430	659
09/08/2012	AK2150AM	430	659
09/08/2012	TUCKAHOE	430	659
09/08/2012	JOLENE ANN	430	659
09/08/2012	AK6791AC	430	659
09/08/2012	AK6434AM	430	659
09/09/2012	ROYAL MARINER	430	659
09/13/2012	MAR PACIFICO	110	630
09/13/2012	STELLA	110	630
09/13/2012	VAN ELLIOTT	270	630
09/13/2012	CAPE OMMANEY	450	659
09/13/2012	AK2786AL	450	659

Date	Vessel	Species	Area
09/14/2012	AK2347AC	450	659
09/15/2012	BLUE BARLEY	200	2C
09/15/2012	AK4298C	200	2C
09/21/2012	AK7295M	200	2C
09/22/2012	AK8900AG	200	2C
09/22/2012	AK5789H	200	2C
09/23/2012	ANGELIQUE	200/710	3A/SE
09/24/2012	AK5812AM	200	2C
09/24/2012	ARCHANGEL	710/200	
09/24/2012	LESLEY ANN	710/200	

Appendix C

June - September 2012

Federal Fisheries Boardings with Violations

Date	Unit	Vessel Name	Fishery	Details
07/18/2012	ANACAPA	EMPTY POCKET	200	Failure to submit charter halibut log books as required and insufficient firefighting equipment.
07/12/2012	STA KETCHIKAN	AK0036P	200	Voyage termination for no documentation, no PFDs, no type IV throwable, and no sound producing device. Issued a fisheries violation for illegal subsistence halibut fishing with too many hooks.
06/14/2012	ANACAPA	DRIFTER	200	Failure to maintain state registration.
06/11/2012	ANACAPA	OUTCAST	200	No registration on board and insufficient firefighting equipment.
05/30/2012	MUNRO	SEA RACER	200	Expired EPIRB registration.
06/09/2012	ANACAPA	AK9592N	200	Insufficient firefighting equipment.
06/20/2012	ACTIVE	FOREIGNER	200	Expired hydrostatic release on the vessel's EPIRB.
08/14/2012	NAUSHON	JUBILEE	200	Immersion Suits.
08/14/2012	NAUSHON	MISTY	200	Immersion Suits.
06/11/2012	ANACAPA	EAGLE SCOUT	201	Registration and vessel markings
07/12/2012	ACTIVE	ALPINE COVE	410	Violation for EPIRB.
06/19/2012	STA KETCHIKAN	PAMELA RAE	410	No certificate of documentation on board.
06/19/2012	STA KETCHIKAN	ALSEK	410	Expired EPIRB registration.
06/19/2012	STA KETCHIKAN	EMPRESS	410	Expired hydrostatic release on life raft and expired EPIRB battery.
06/19/2012	STA KETCHIKAN	KATHY N	410	Expired hydrostatic release on life raft and expired fire extinguishers.
07/16/2012	NAUSHON	INFINITY	410	Expired Survival Craft.
07/18/2012	NAUSHON	DIRE STRAITS	410	No life ring and expired VDS.
07/18/2012	NAUSHON	VICTORIA	410	No PFDs on board.
06/25/2012	STA KETCHIKAN	LITTLE LION	420	No survival craft on board.
06/25/2012	STA KETCHIKAN	TEASHA	420	Expired hydrostatic release on EPIRB, expired VDS, and survival suit not serviceable.
07/21/2012	STA KETCHIKAN	NINA FAY	430	Expired VDS.
08/14/2012	NAUSHON	NANCY	430	Insufficient firefighting equipment, unserviceable survival suits and missing documentation.

Date	Unit	Vessel Name	Fishery	Details
07/18/2012	STA KETCHIKAN	ISLAND DANCER	430	2 unserviceable immersion suits, life raft and hydrostatic release expired, EPIRB expired, insufficiently firefighting equipment, excess oil in the bilge.
09/07/2012	STA KETCHIKAN	MEMENTO	430	Insufficient firefighting equipment. Expired VDS, no SPD, insufficient immersion suits, no type IV PFD.
07/20/2012	STA KETCHIKAN	LOON	430	Expired VDS.
07/21/2012	ANACAPA	SACHEM	430	Improper Type IV PFD.
08/14/2012	NAUSHON	SVEN	430	Insufficient immersion suits.
08/14/2012	NAUSHON	EXILE	430	Insufficient immersion suits.
08/21/2012	NAUSHON	CHASINA BAY	430	Insufficient immersion suits and expired VDS.
09/07/2012	STA KETCHIKAN	SONAR	430	Insufficient immersion suits and no Type IV PFD.
07/08/2012	STA KETCHIKAN	AK8264K	450	No immersion suits, no Type IV PFD, expired firefighting equipment, and no VDS.
07/08/2012	STA KETCHIKAN	AK2765H	450	No immersion suits, no VDS, and no documentation.
07/08/2012	STA KETCHIKAN	593869	450	Expired VDS.
08/05/2012	LIBERTY	ARIES	450	No documentation, expired VDS and unserviceable personal marker lights.
09/14/2012	STA KETCHIKAN	SHELO	450	Type IV PFD markings unsatisfactory.
06/25/2012	CGC LIBERTY	LOON	450	No immersion suits and expired VDS.
07/02/2012	LIBERTY	SONRAY	450	Insufficient immersion suits, expired life raft, expired hydrostatic release for EPIRB, and expired VDS.
09/13/2012	STA KETCHIKAN	RUBY GIRL	450	Insufficient firefighting equipment.
09/15/2012	STA KETCHIKAN	DIRE STRAIT	450	No survival suits, no Type IV PFD, fire extinguisher not mounted, and no navigation lights.
09/14/2012	STA KETCHIKAN	SWEET LISA	450	Expired VDS, no Type IV PFD, and fire extinguisher not mounted.
06/18/2012	STA VALDEZ	AK7432AD	410	No immersion suits and expired VDS.
07/18/2012	ANACAPA	JESS RAY	200	Failure to submit charter logbooks as required.
06/03/2012	MUSTANG	SHEMYA	710	Failing to retain Rockfish as per 50CFR679.7(F)(8).
09/05/2012	AIRSTA Sitka	SPAWN	200/710	Failure to respond to Coast Guard law enforcement assets on VHF channel 16.

17th Coast Guard District Enforcement Report June – September 2012



LT Anthony Kenne
Response Division, Enforcement Branch
03 October 2012



High Seas Driftnet (HSDN) Enforcement

USCGC RUSH intercepts
stateless HSDN vessel
(FF/V DA CHENG) in
the North Pacific

C130s patrolled 83 hours


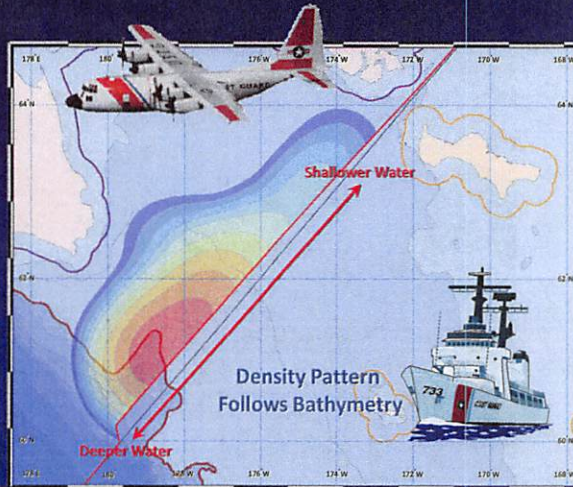






Maritime Boundary Line

6 Foreign Fishing Vessels detected
in U.S. Waters

- FF/V PELAGIAL
- FF/V PAVEL PANIN
- FF/V KALAM
- FF/V ALTAIR
- FF/V YUGO VOSTOK
- FF/V MYS RUBIKON



Critical Habitat Enforcement



151 Critical Habitat Areas

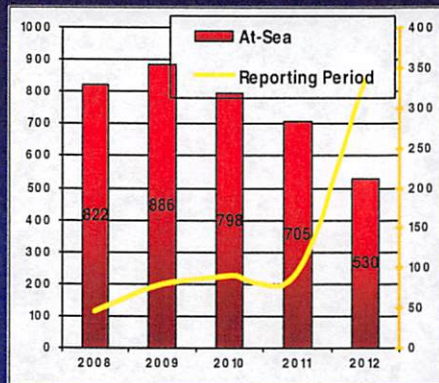
939 area checks between June – September.

1 violation of SSL no transit provisions by the tug JOHN BRIX.

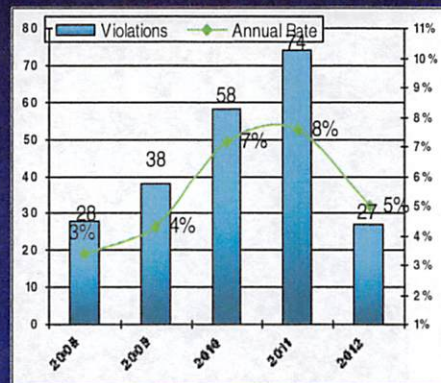


Fishing Vessel Boardings & Fisheries Violations

Vessel Boardings



Vessels With Violations



IFQ Enforcement

173 IFQ, Charter and Recreational Halibut Boardings

- 2 Logbook Vios
- 1 Subsistence Halibut Vio for too many hooks

8 IFQ Sablefish Boardings – 0 Violations

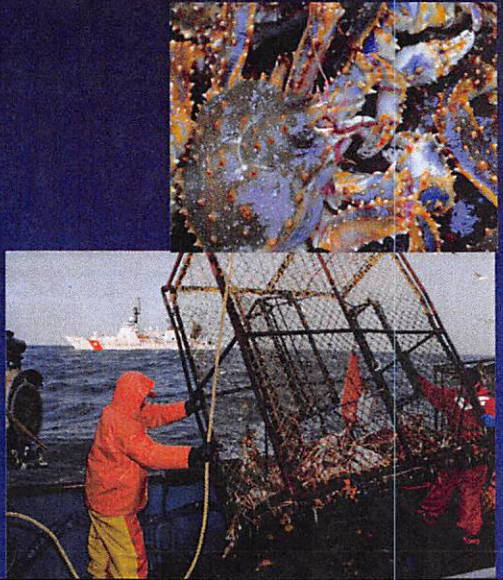


Crab Enforcement

D17 is preparing for the 2012/2013 Bering Sea crab fisheries

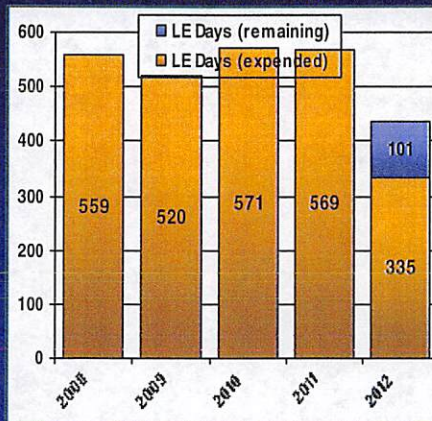
USCGC MIDGETT will be patrolling during the beginning of the fishery

MH60 Jayhawk deployed to Cold Bay starting 08 October for SAR response.

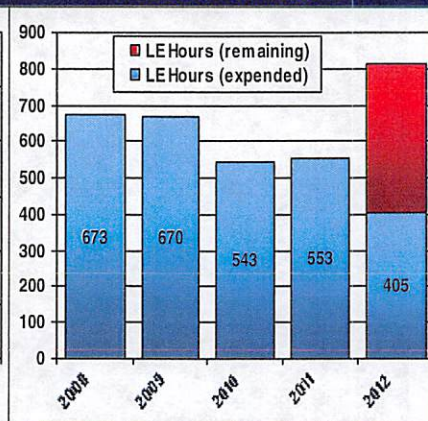


Major Cutter & C-130 Effort

Major Cutter Days



Aircraft Hours





SAR Stats 14 March - 22 April 2012

66 F/V SAR Cases

26 Lives Saved

6 Vessel Lost

4 Fatalities

57 Safety Violations

Common Problems:

- Immersion Suits
- Expired hydrostatic releases on EPRIBs and liferafts
- Expired liferaft inspections
- Insufficient firefighting equipment
- Visual distress signals
- Insufficient PFDs



New Fishing Vessel Safety Requirement go into effect 16 October 2012

Mr. Ken Lawrenson
Seventeenth Coast Guard District
Fishing Vessel Safety Program Coordinator



Questions?



LT Anthony Kenna
Response Division, Enforcement Branch
03 October 2012