

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



**01 DEC 01 - 31 MAR 02**

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

<b>Table of Contents</b>	<b>Page</b>
I. High Seas Drift Net Enforcement.....	1
II. US/Russian Maritime Boundary Line (MBL) Enforcement .....	1-2
III. Donut Hole.....	3
IV. Steller Sea Lions and Critical Habitat Enforcement.....	3
V. CGD17 Commercial Fishing Vessel Boarding Statistics.....	3-4
VI. IFQ At-Sea/Dockside Enforcement.....	4
VII. 2002 Winter Crab Fisheries.....	4-7
VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases ...	7-9
IX. CGD17 Resource Summary .....	10
X. Maritime Security .....	11

## **Figures**

1. 1998-2002 MBL Max Detections 0-20 NM in RS EEZ .....	1
2. 11 DEC 01 MBL Scatter Plot of Vessels Sighted by HC-130's .....	2
3. 07 JAN 02 MBL Scatter Plot of Vessels Sighted by HC-130's.....	2
4. Fisheries Boardings .....	3
5. Fisheries Violations .....	3
6. Historical Overview of CFVS Statistics.....	7
7. Annual HC-130 Flight Hours .....	10
8. Annual Major Cutter Days .....	10
9. DEC – MAR HC-130 Hours .....	10
10. DEC – MAR Reporting Period Cutter Days .....	10

## **Tables**

1. CGD17 CFVS/Search and Rescue Case Summaries .....	7-9
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## **Appendices**

A. Boardings Without Violations 01 DEC 2001 – 31 MAR 2002.....	12-14
B. Boardings With Violations 01 DEC 2001 – 31 MAR 2002.....	15-16

## **List of Abbreviations**

CFVS – Commercial Fishing Vessel Safety	HH-60/HH-65 – CG Helicopter
FF/V – Foreign Fishing Vessel	HSDN – High Seas Drift Net
GOA – Gulf of Alaska	MBL – US/Russian Maritime Boundary
HC-130 – USCG Fixed-Wing Aircraft	SAR – Search and Rescue
WHEC/WMEC – High/Medium Endurance Cutters	FBS – Russian Federal Border Service
WLB – 180ft or 225ft Buoy Tender	WPB – 110ft Patrol Boat

## I. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. The Joint Operations Information Coordinating Group continues their monthly communications and cooperative efforts. The Coast Guard will resume dedicated HSDN patrol flights in the north Pacific in April, with other members of the North Pacific Anadromous Fish Commission assisting in the following months.

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

As anticipated, foreign fishing activity on the RS side of the MBL dwindled to a very low level during the reporting period, finally ceasing in mid-January. Activity is not expected to resume until late April. The ice edge pushed fishing vessels away from MBL fishing areas and eliminated the need for cutter coverage for most of the reporting period. The ice edge is steadily receding and is now just south of St. Matthew Is. Coast Guard enforcement resources detected no incursions.

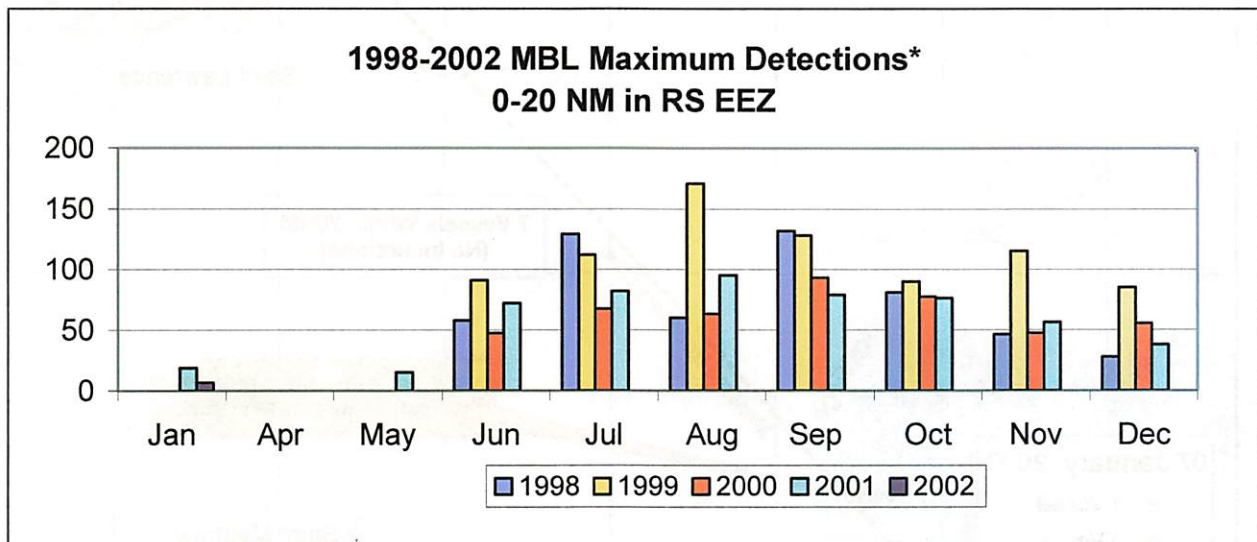


**HC-130 Patrol**

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

- Coast Guard HC-130's flew 8 sorties totaling 47.7 hours.
- Coast Guard WHEC/WMECs spent 9 days patrolling the MBL.

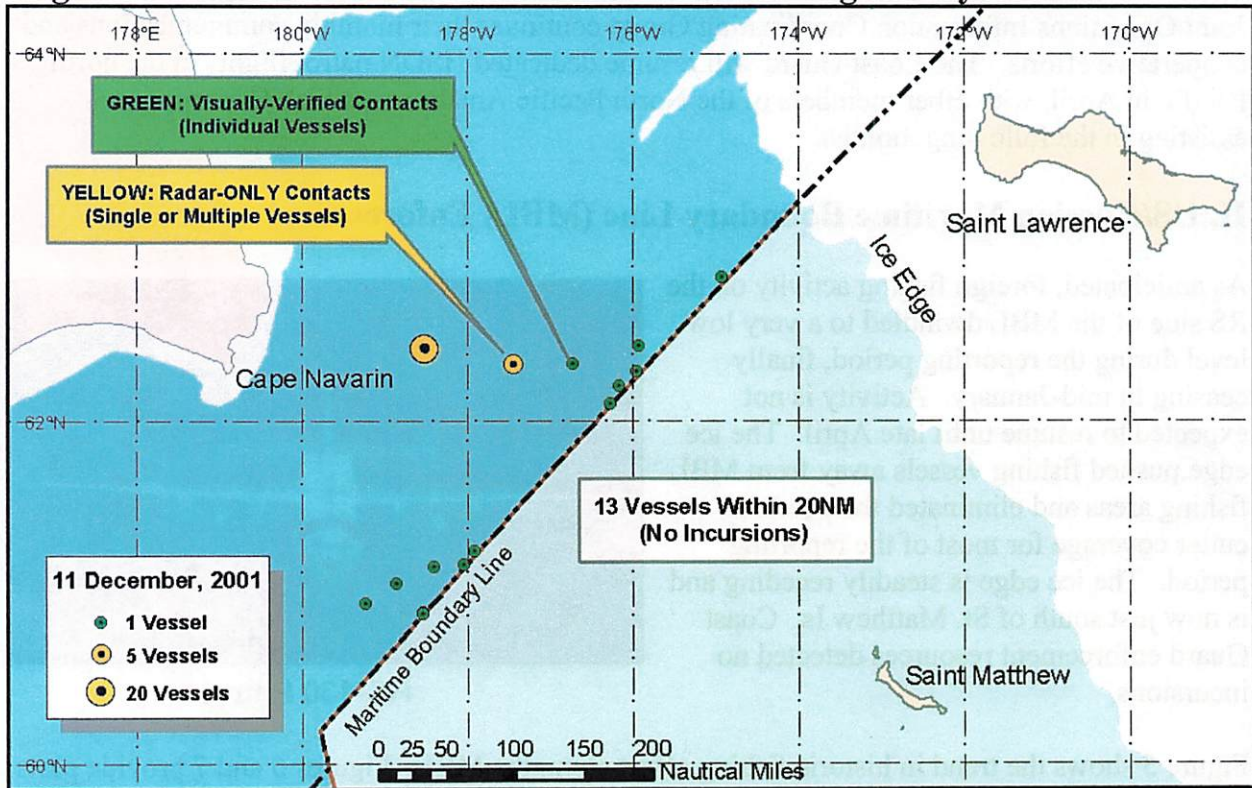
**Figure 1. 1998-2002 MBL Max Detections 0-20 NM in RS EEZ**



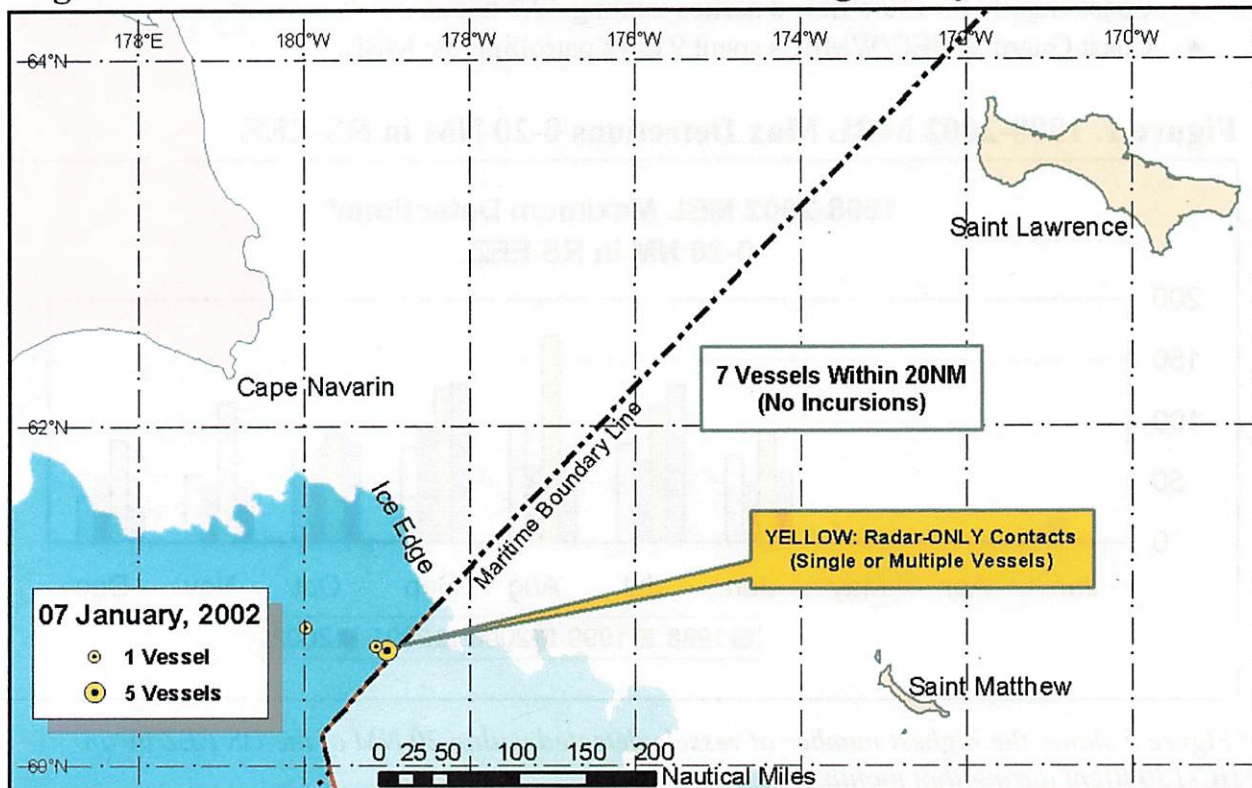
\*Figure 5 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

**Figures 2 - 3: Peak Vessel Activity Days Detected by HC-130's on MBL**

**Figure 2. 11 DEC 01 MBL Scatter Plot of Vessels Sighted by HC-130's**



**Figure 3. 07 JAN 02 MBL Scatter Plot of Vessels Sighted by HC-130's**



### III. Donut Hole

The Peoples Republic of China previously indicated that the Chinese fishing vessels KAI FENG and MING ZHU intended to conduct trial fishing during December, 2001. However, neither vessel fished during the reporting period.

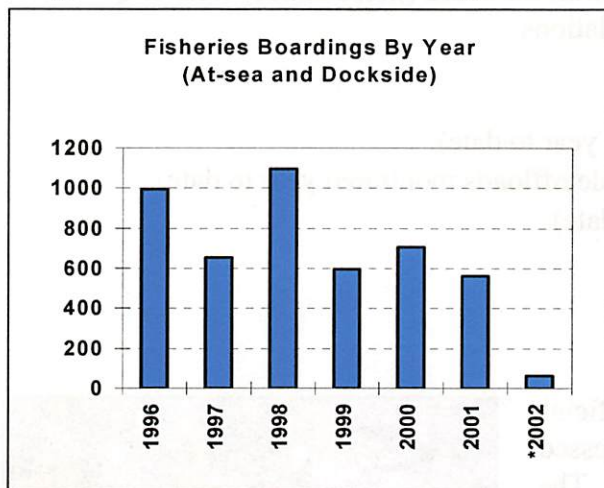
### IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 3162.8 monitoring hours, and aircraft patrolled 106.7 hours in support of this mission. There were no violations during the reporting period.

### V. CGD17 Commercial Fishing Vessel Boarding Statistics

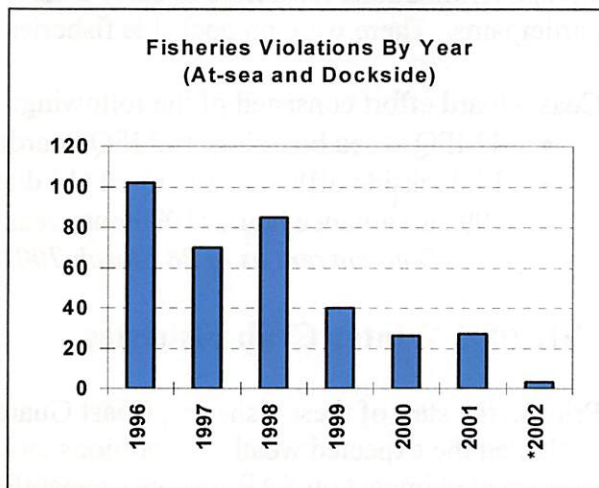
The following charts show boarding and fishery violation trends over the last seven years. Violations during the reporting-period lower than during the same period last year. During the reporting period, there were three noteworthy fisheries violations and four other minor violations, all of which were at-sea.

**Figure 4. Fisheries Boardings**



\*Data current as of 28 March 2002

**Figure 5. Fisheries Violations**



\*Data current as of 28 March 2002

#### **DEC 2001 - MAR 2001**

All F/V Boardings (at sea): .....118  
 IFQ Monitors (dockside): .....44  
 Boarding/monitor w/fisheries vio's: .....15  
 Violation Rate: ..... 9.2%

#### **DEC 2001 - MAR 2002\***

All F/V Boardings (at sea): ..... 131  
 IFQ Monitors (dockside): ..... 14  
 Boarding/monitor w/fisheries vio's: ..... 7  
 Violation Rate: .....4.8%

The three noteworthy violations were for the F/V PREDATOR, F/V SILVER SPRAY, and F/V ANNA MARIE. The F/V PREDATOR was issued a violation notice for multiple counts for discarding all pollock while trawling for Pacific cod and numerous logbook discrepancies. The F/V SILVER SPRAY was issued a \$750 summary settlement for fishing out of bounds (reportedly fishing in one management area, when it was checked into another) and for several log discrepancies. The F/V ANNA MARIE was issued a violation notice for multiple logbook

errors. The cutter seized the logbooks and provided the master with a new logbook as well as instruction on how to properly fill it out.

The remainder of the fisheries violations were minor discrepancies. There was one violation for exceeding by-catch limit. There were three fix-it notices issued for failure to carry Federal Fisheries Permits or logbooks.

There were four *voyage terminations* for safety violations. All of the voyage terminations involved either expired survival craft or no survival craft on-board or failure to carry a sufficient number of survival suits on-board. Several of the termination cases also had other minor safety violations, and one had a minor fisheries violation for failure to carry a halibut log.

There were several vessels that were issued violation notices and warnings for a mixture of minor safety discrepancies. Appendices A and B contain a complete list of boardings and violations for the reporting period.

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

The 2002 IFQ season opened on schedule without incident. The only at-sea fishery violation (listed above) was a fix-it notice issued for failure to carry a halibut log. Additionally, two of the voyage terminations for failure to carry a survival craft on-board (listed above) were IFQ participants. There were no dockside fisheries violations.

Coast Guard effort consisted of the following:

- 42 IFQ at sea boardings (42 IFQ boardings year to date).
- 14 dockside offloads monitored (14 dockside offloads monitored year to date).
- 199 surveillance hours (199 hours year to date).

*Data current as of 28 March 2002*

## **VII. 2002 Winter Crab Fisheries**

Prior to the start of these fisheries, Coast Guard officials evaluated the expected weather conditions and assessed the expected impact on SAR response capabilities. The Coast Guard provided the results of that assessment to the Alaska Department of Fish & Game for use in their analysis of the need for a weather delay. This cooperative effort was in support of the recently signed CG-AK MOU. Significant weather was not indicated at the time of the consultation, and all three fisheries opened on time.



### ***Bering Sea Opilio Crab Fishery***

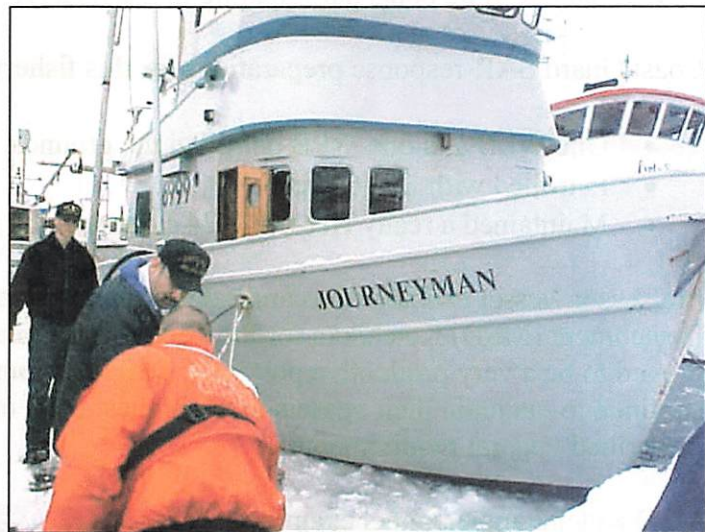
The 2002 Bering Sea Opilio Crab fishery opened on time 15 January and closed 08 February, with 191 boats participating in the fishery. The Coast Guard responded to five SAR cases related to the fishery, all of which were medevacs. The Coast Guard also responded to five other SAR cases that were not crab-fishery related, but did use resources that had been pre-positioned for SAR response to crab fishing incidents. There were no vessel sinkings and no deaths.

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

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

- Positioned helo-equipped WHEC on the grounds.
- Positioned WMEC on the grounds.
- Forward deployed HH-60 helo and two crews to St. Paul for 24-hour response.
- Forward deployed HH-65 helo from the WHEC to St. Paul for 24-hour response when shipboard landing capability was impacted by weather.
- Conducted safety training for fishing vessel crews as well as vessel safety exams.

The scheduled survival gear training in Dutch Harbor went unattended, and the stability and damage control seminar was attended by only one person, the engineer from the F/V NORDIC FURY. Similar turnout was experienced in Kodiak (only seven crewmembers at the survival gear training), despite extensive public affairs effort. NOTE: Kodiak efforts were primarily for the tanner crab fishery participants, but did capture some opilio boats and are thus mentioned here.



In Dutch Harbor, St. Paul, and King Cove, Marine Safety Office Anchorage personnel boarded and inspected 106 fishing vessels. In Kodiak and Old Harbor 71 vessels were examined. Findings were limited to minor discrepancies, with few exceptions. One Captain of the Port order was issued in King Cove for overloading the vessel with passengers. All deficiencies were corrected and re-checked prior to the vessels departing. Additionally, there was one Letter of Concern issued in Dutch Harbor for expired safety equipment.

### ***Kodiak Tanner Crab Fishery***

The 2002 Kodiak Tanner Crab fishery opened on 15 January as scheduled and closed 13 February with 179 boats participating in the fishery. The Coast Guard responded to four SAR cases related to the fishery, none of which resulted in deaths or serious injuries. The fishing vessels F/V MERIDIAN and F/V VEHAR sank. The F/V MISS MICHELLE grounded and took on water, but was towed back to port. The F/V LADY ASHLEY grounded and was salvaged.

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

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

Prior to the Kodiak tanner crab opener, Marine Safety Detachment Kodiak personnel conducted training and vessel examinations. As mentioned above, survival gear training was offered in Kodiak with a relatively low turnout (seven crewmembers). MSD personnel examined 58 vessels in Kodiak, and 13 vessels were examined in Old Harbor. There were only minor discrepancies, with one exception. One Captain of the Port order was issued in Kodiak for stability problems. It was cleared the following day without delaying the vessel from fishing on opening day. Two Letters of Concern were issued in Kodiak to vessels with marginal stability issues. All deficiencies were corrected and re-checked prior to the vessels departing.

### ***Southeast Alaska Tanner Crab Fishery***

The 2002 Southeast Alaska Tanner Crab fishery opened as scheduled on 15 February and closed 21 February with 82 boats participating in the fishery. There were no SAR cases.

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

- One WLB and one WPB patrolled the grounds.
- Patrolled with HH-60 helo.
- Maintained a ready HH-60 on 24-hour standby in Sitka.

Pre-season vessel examinations and safety training seminars were conducted by Marine Safety Detachment (MSD) Ketchikan for the Tanner Crab fleet in early February in Petersburg in what proved to be a very productive port visit. MSD personnel noted that owners and operators continue to maintain their vessels to the highest level of safety, many going beyond the prescribed Federal requirements.

MSD Ketchikan personnel examined 21 vessels and issued 16 CFVS decals. There were no significant deficiencies detected. This year, the Coast Guard recognized those fishermen who annually receive CFVS decals, by presenting them with ***Excellence in Safety*** pennants that may be flown from their masts. Nine such pennants were issued to vessels from Petersburg and two to vessels from Ketchikan during this port visit. These vessels and owners are listed at the right.

<b>EXCELLENCE-IN-SAFETY PENNANT RECIPIENTS</b>		
<b>VESSEL NAME</b>	<b>OWNER</b>	<b>HAILING PORT</b>
F/V Dream Maid	Robert Leekley	Petersburg
F/V Tacoma	Anthony Moran	Petersburg
F/V Odin	F/V Odin Inc.	Petersburg
F/V Commander	Alan Otness	Petersburg
F/V Conquest	Ronald B. Lindsey	Petersburg
F/V Southeastern	Jack C. Lyons	Petersburg
F/V Providence	Brian Kandall	Petersburg
F/V Mary Ann	Darryl P. Olson	Petersburg
F/V Lady Britina	Jack Lyons	Petersburg
F/V Leif	Melvin E. Gruelle Jr.	Ketchikan
F/V Ocean Pearl	Wayne Jackson	Ketchikan

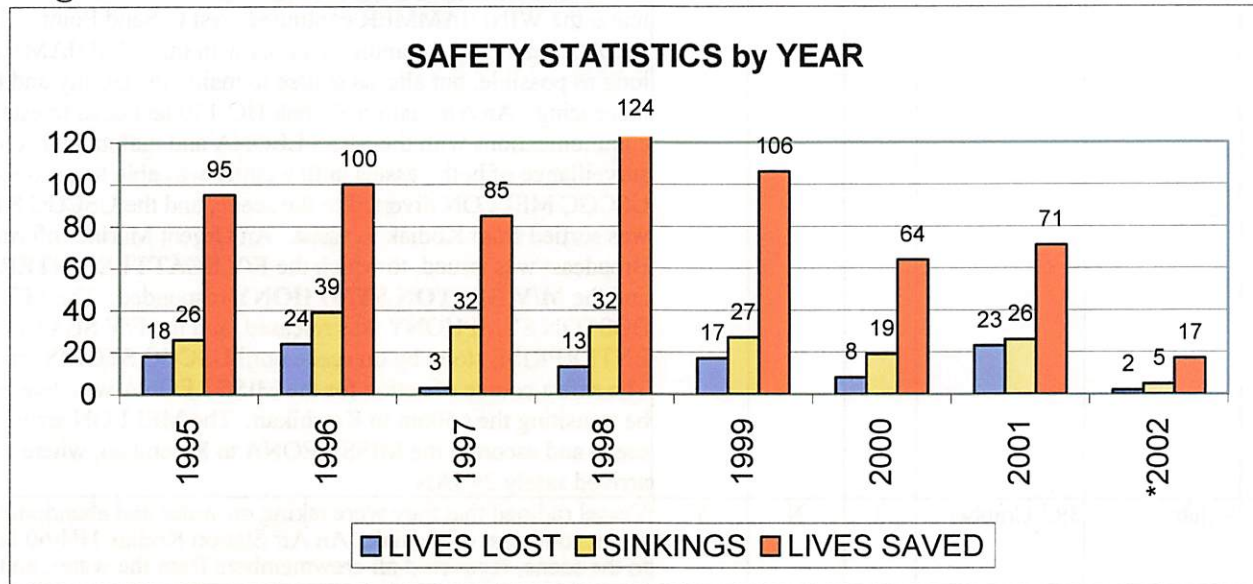
MSD Ketchikan personnel represented the Coast Guard at a public meeting coordinated by the Anchorage, Alaska NIOSH office and the Alaska Marine Safety Education Association (AMSEA). LCDR Jennifer Lincoln (Public Health Service) Occupational Safety and Health Specialist from NIOSH and Mr. Jerry Dzugan, Executive Director of AMSEA were the co-hosts. The co-hosts called the meeting as part of the Petersburg port visit to solicit ideas and best practice techniques for deck safety on commercial fishing vessels. Several local fishermen in attendance volunteered their safety practices. LCDR Lincoln intends to disseminate this information and other compiled safety information gathered throughout Alaska in a deck safety



handbook. One item of note came from the meeting. Even though statistics show a high survivability of “man overboard” incidents while wearing PFDs, none of the fishermen in attendance indicated that they wear PFDs while on deck or when working gear.

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

**Figure 6. Historical Overview of CFVS Statistics**



*\*There were 2 lives lost, 5 vessels lost, and 17 lives saved during this reporting period*

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

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/15/02	Lady Ashley	38ft Crabber	3	N	N	Vessel grounded 19nm SW of Kodiak and was assisted by several fishing vessels in the area. USCGC SPAR and an Air Station Kodiak HH-60 diverted to provide assistance. The HH-60 arrived on scene and determined no additional help was required.
1/16/02	Miss Michelle	55ft Crabber	3	N	N	Vessel grounded near Chiniak Point near Kodiak and took on water. An Air Station Kodiak HH-60 diverted from training to the vessel's position. USCGC SPAR also diverted towards the vessel's position. Good Samaritan vessel, F/V MAXELL, took the MISS MICHELLE in tow and brought her safely into Kodiak harbor.
1/17/02	Meridian	52ft Crabber	3	N	Y	Vessel radioed for assistance, reporting engine room half full of water approximately 14nm north of Kodiak. An Air Station Kodiak HH-60 launched to assist. The Good Samaritan vessel F/V CARLSEN POINT diverted to assist, recovering all crewmembers. The helo observed the MERIDIAN sink.
01/16/02	Aleutian Rover	115ft Crabber	6	N	N	Vessel radioed that they were DIW and adrift 98nm northeast of St. Paul Island. The master requested assistance from the Coast Guard or a commercial tow. USCGC MELLON diverted to the ALEUTIAN ROVER's position to ensure they did not drift into the ice, which was seven miles away. MELLON took the ALEUTIAN ROVER in tow and transferred the tow to the commercial tug REDEEMER on 18 JAN. Tug towed vessel to St. Paul for repairs.

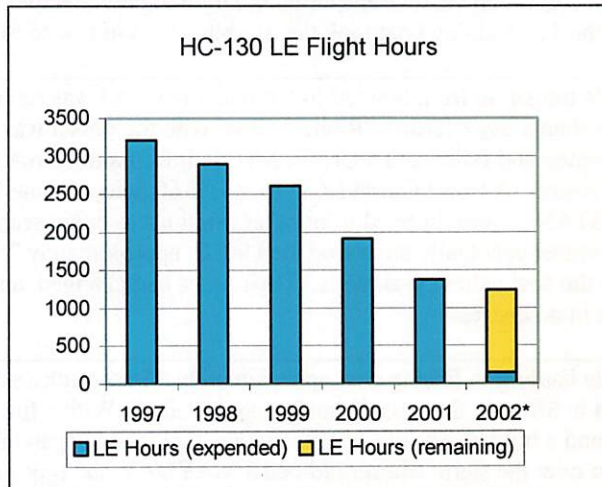
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/24/02	Windjammer and Miss Leona	75ft Longliner and 90ft Trawler	4 and 4	N	N	The F/V WINDJAMMER, accompanied by the F/V MISS LEONA encountered severe icing and 80 knot winds while transiting the GOA from Bellingham, WA to Sand Point, AK. The WINDJAMMER radioed Communications Station Kodiak reporting that the MISS LEONA had taken a wave into the wheelhouse, had lost HF communications, and was icing up severely. The MISS LEONA was idling and not making way. Unable to assist due to icing, the WINDJAMMER continued west to Sand Point. The MISS LEONA maintained communications with the WINDJAMMER as long as possible, but altered course to maintain stability and to avoid more icing. An Air Station Kodiak HC-130 launched to establish communications with the MISS LEONA and maintained constant surveillance of both vessels until a cutter was able to get on scene. USCGC MELLON diverted to the scene, and the USCGC STORIS was sorted from Kodiak to assist. An Urgent Marine Information Broadcast was issued, to which the F/V SEATTLE ENTERPRISE and the M/V BOSTON SYMPHONY responded. The M/V BOSTON SYMPHONY was released, and the F/V SEATTLE ENTERPRISE stood by on scene until USCGC STORIS arrived. The safest course of action for the MISS LEONA was determined to be transiting the 650nm to Ketchikan. The MELLON arrived on scene and escorted the MISS LEONA to Ketchikan, where they arrived safely 29 JAN.
02/09/02	Vehar	39ft Crabber	3	N	Y	Vessel radioed that they were taking on water and abandoning ship 13nm southeast of Kodiak. An Air Station Kodiak HH-60 launched to the scene, recovered all crewmembers from the water, and transported them to Kodiak for treatment for exposure. The vessel sank.
02/18/02	Contentment	35ft Crabber	2	N	Y	Vessel radioed that they struck a rock approximately 18nm south of King Cove and were taking on water. The Cold Bay weather station intercepted the radio call and relayed it to Communications Station Kodiak. An Air Station Kodiak HH-60, forward deployed to St. Paul, launched to the scene. An Urgent Marine Information Broadcast was issued for Good Samaritan assistance, and an Air Station Kodiak HC-130, pre-deployed to Anchorage, launched to the scene to fly cover. Several Good Samaritan vessels responded, the first of which to arrive on scene was the F/V COASTAL PILOT. The COASTAL PILOT recovered both crewmembers prior to them getting into their raft and transported them to Dutch Harbor. The F/V CONTENTMENT sank.
02/18/02	Tradewind	58ft Longliner	3	N	Y	The Coast Guard received notice of an emergency beacon signal registered to the F/V TRADEWIND. While readying aircraft in St. Paul and Kodiak for a search, the Coast Guard Communications Station in Kodiak was notified that the TRADEWIND sank about 35 miles south of King Cove. The F/V TEMPTATION had recovered all three crewmen from a liferaft in good condition. The TEMPTATION proceeded to Sand Point with the survivors.
03/01/02	Pilot	42ft Longliner	3	1	N	Vessel radioed a MAYDAY for MOB, while operating approximately 35nm southeast of Homer near Nuka Bay in the Gulf of Alaska, after a 16-year-old male crewmember became entangled in fishing gear and was swept overboard. Coast Guard Air Station Kodiak launched a HH-60 helo to the scene, and USCGC ALEX HALEY diverted from fisheries enforcement to assist in the search. The ALEX HALEY's small boat crew located the crewman entangled in the long line gear as it was backhauled. The ALEX HALEY transferred the deceased crewmember to the Alaska State Troopers in Seward.

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
04/02	Cummins	36ft Troller	2	N	N	While operating in Salisbury Sound, approximately 20nm northwest of Sitka, the vessel's main engine failed. The only crewmember had severely lacerated his hand, and the vessel was drifting toward the rocks. An Air Station Sitka HH-60 helo diverted to respond and a 41ft Coast Guard training boat was dispatched. The helo was unable to hoist the victim due to concerns about erratic vessel motion. A Good Samaritan vessel transported the injured crewmember to Sitka and the 41ft training boat took the disable vessel in tow to Sitka.
03/18/02	Aleut Star	65ft Shrimp Pot Bot	2	N	N	While transiting from Seward to Kodiak, the vessel was reported more than a day overdue. Radio contact with the vessel was attempted and failed and a Urgent Marine Information Broadcast was issued. A Coast Guard HC-130, a HH-60 helo, and the USCGC MUSTANG were diverted from other missions to begin searching. The vessel eventually answered the UMIB, approximately 2 hours after the first callout was made. Their plans had changed, and they were in no distress.
03/23/02	Northern Dawn	33ft Longliner	2	N	Y	While hauling in fishing gear approximately 54nm southwest of Sitka in 8ft seas, the vessel's main engine failed. With a full deck of fish and a hold nearly full of fish and ice, the vessel began taking on water over the stern. Master radioed a MAYDAY and reported that the crew were donning survival suits and deploying their liferaft, before communications were lost. Coast Guard Air Station Sitka launched a HH-60 helo to the scene, which hoisted both crewmembers from their raft. The Good Samaritan vessel F/V STELLA responded to the scene and recovered the liferaft. The vessel sank.
03/28	Dustin Sea	40ft Longliner	1	1	N	The F/V ERIN K radioed Communications Center in Juneau that the F/V DUSTIN SEA was aground near Elfin Cove, 62nm west of Juneau. The master, the only person onboard, was believed to have fallen overboard. Coast Guard Air Station Sitka launched a HH-60 helo to the scene to search. A Good Samaritan vessel located and recovered the victim from the water and began CPR. The helo hoisted the victim, continued CPR, and transported the victim to Sitka. The victim was pronounced dead at Mt. Edgumbe hospital in Sitka.

## IX. CGD17 Resource Summary

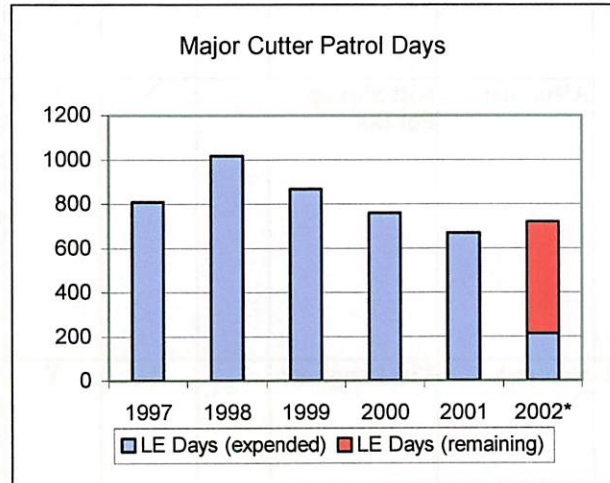
Figures 1 and 2 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 3 and 4 show the same information over the last three years for the *reporting period only*.

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



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

**Figure 8. Annual Cutter Days**



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

### DEC 2000 - MAR 2001

5 WHEC's patrolled for 143 days  
3 WMEC's patrolled for 94 days  
1 WLB patrolled for 6 days  
5 WPB's patrolled for 43 days

**Total Cutter days - 286**

HC130's flew 74 sorties for 534 hours  
HH-60/65's flew 86 sorties for 297 hours

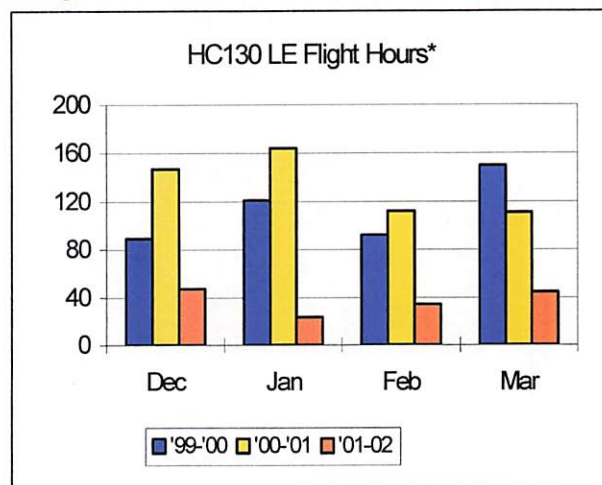
### DEC 2001 - MAR 2002

4 WHEC's patrolled for 113 days  
2 WMEC's patrolled for 99 days  
3 WLB's patrolled for 11 days (fisheries)  
2 WPB's patrolled for 12 days (fisheries)

**Total Cutter days - 235**

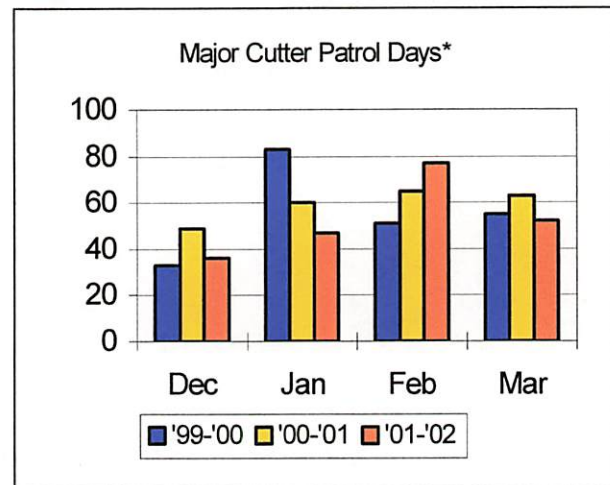
HC130's flew 28 sorties for 149 hours  
HH-60/65's flew 89 sorties for 331 hours

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



\*Flight hour data for reporting period ONLY.

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



\*Patrol day data for reporting period ONLY.

## **X. Maritime Security**

The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. This work is especially important as maritime activity increases significantly during the summer months. 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.

# Appendix A

## Boardings Without Violations 01 DEC 2001 – 31 MAR 2002

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
12/8/01	Coronation	Pot Boat	No Product	ST
2/7/02	Alaska Juris	Trawler	Atka mackerel	542
2/7/02	Alaska Ranger	Trawler	Atka mackerel	542
2/7/02	Alaska Warrior	Trawler	Atka mackerel	542
2/7/02	Seafisher	Trawler	Atka mackerel	542
2/8/02	Alaska Spirit	Trawler	Atka mackerel	541
2/8/02	Lone Star	Trawler	Pacific Cod	519
2/14/02	Debbie Lynn	Pot Boat	Opilio tanner crab	ST
2/14/02	Emily Nicole	Pot Boat	Opilio tanner crab	ST
2/14/02	Fortune	Pot Boat	Opilio tanner crab	ST
2/14/02	Martina	Pot Boat	Opilio tanner crab	ST
2/14/02	Mongoose	Pot Boat	Opilio tanner crab	ST
2/14/02	Sarah Dawn	Pot Boat	Opilio tanner crab	ST
2/14/02	Steadfast	Pot Boat	Opilio tanner crab	ST
2/15/02	Champion	Pot Boat	Opilio tanner crab	ST
2/15/02	Confidence	Pot Boat	Opilio tanner crab	ST
2/15/02	New Viking	Pot Boat	Opilio tanner crab	ST
2/16/02	American Triumph	Trawler	Pollock	517
2/16/02	Northern Hawk	Trawler	Pollock	517
2/17/02	Atlantico	Pot Boat	Pacific Cod	517
2/19/02	America No 1	Trawler	Rock Sole	509
2/19/02	Arica	Trawler	Rock Sole	509
2/19/02	Bering Prowler	Longliner	Pacific Cod	610
2/19/02	Cape Horn	Trawler	Rock Sole	509
2/19/02	Kjevolja	Longliner	Pacific Cod	610
2/20/02	Alaskan Rose	Trawler	Rock Sole	509
2/20/02	Us Intrepid	Trawler	Rock Sole	509
2/23/02	Viking Explorer	Trawler	Pollock	610
2/24/02	Aleutian Belle	Trawler	Pacific Cod	610
2/24/02	Annette	Trawler	Pacific Cod	610
2/24/02	Milky Way	Trawler	Pacific Cod	610
2/24/02	Night Watch	Trawler	Pacific Cod	610
2/24/02	Tern	Trawler	Pacific Cod	610
2/25/02	Blue North	Longliner	Pacific Cod	517
2/25/02	Cape Caution	Trawler	Pacific Cod	610
3/1/02	Alaska Victory	Trawler	Rock Sole	517
3/1/02	Constellation	Trawler	Yellowfin Sole	517
3/1/02	Stellar Sea	Trawler	Pacific Cod	610
3/1/02	Walter N	Trawler	Pollock	610
3/2/02	Legacy	Trawler	Yellowfin Sole	630
3/3/02	American Eagle	Trawler	Pollock	517
3/3/02	Arcturus	Trawler	Pollock	517
3/3/02	Destination	Trawler	Pollock	517

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
3/3/02	Golden Alaska	Trawler	Pollock	517
3/3/02	Gunmar	Trawler	Pollock	517
3/5/02	Art	Longliner	Pacific Cod	630
3/5/02	Eleon	Longliner	Pacific Cod	ST
3/5/02	Kruzof	Longliner	Pacific Cod	630
3/5/02	Outlook	Longliner	Pacific Cod	ST
3/6/02	Taasinge	Trawler	Pacific Cod	630
3/9/02	Viekoda Bay	Pot Boat	Pacific Cod	509
3/10/02	Brittany	Pot Boat	Pacific Cod	517
3/10/02	Guardian	Pot Boat	Pacific Cod	517
3/10/02	Northwestern	Pot Boat	Pacific Cod	509
3/10/02	Sea Storm	Trawler	Pacific Cod	509
3/13/02	Destroyer	Longliner	Pacific Cod	630
3/13/02	Golden Fleece	Trawler	Rex Sole	630
3/13/02	Ocean Bay	Pot Boat	Pacific Cod	630
3/14/02	Excalibur li	Trawler	Pollock	630
3/14/02	Obsession	Pot Boat	Pacific Cod	630
3/15/02	Dawn	Trawler	Pollock	630
3/15/02	Lady J	Longliner	Halibut	630
3/16/02	Grumpy J	Trawler	Pollock	630
3/16/02	Northern Jaeger	Pot Boat	Pacific Cod	630
3/16/02	Sumner Strait	Pot Boat	Pacific Cod	630
3/18/02	Nature	Longliner	Halibut	3A
3/18/02	Navigator	Longliner	Halibut	3A
3/18/02	Nordic Mariner	Pot Boat	Pacific Cod	3A
3/18/02	Provider	Longliner	No Product	2C
3/18/02	Red Beard	Longliner	Halibut	3A
3/19/02	Alaska Assassin	Longliner	Halibut	2C
3/19/02	Gaff Rock	Longliner	Halibut	2C
3/19/02	Jon K	Longliner	Halibut	2C
3/19/02	Kayliegh Ann	Longliner	No Product	2C
3/19/02	Keta	Longliner	Halibut	2C
3/19/02	Lady J	Longliner	Halibut	3A
3/19/02	Miss Emily	Longliner	Halibut	3A
3/19/02	Nip N Tuck	Longliner	Halibut	3A
3/19/02	Northern Seas	Longliner	Halibut	2C
3/19/02	Pacific Sojourn	Longliner	Halibut	3A
3/19/02	Shirley N.	Longliner	Halibut	2C
3/19/02	Silver Lance	Longliner	Halibut	2C
3/19/02	Spirit	Longliner	No Product	2C
3/20/02	Argosy	Trawler	Pollock	509
3/20/02	Chelsea K	Trawler	Pollock	509
3/20/02	Icy Queen	Longliner	Halibut	2C
3/20/02	Oceanic	Trawler	Pacific Cod	509
3/20/02	Pacific Prince	Trawler	Pollock	509
3/20/02	Patience	Longliner	Halibut	2C
3/20/02	Royal Atlantic	Trawler	Pacific Cod	509

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
3/20/02	Salmo	Longliner	Halibut	3A
3/20/02	Sea Hawk	Longliner	Halibut	2C
3/20/02	Shari Marie	Longliner	Halibut	2C
3/20/02	Vulcan	Longliner	Halibut	2C
3/21/02	Lady Simpson	Longliner	Halibut	3A
3/21/02	Ocean Cape	Longliner	No Product	ST
3/21/02	Seven C's	Longliner	No Product	ST
3/24/02	Northern Eagle	Trawler	Yellowfin Sole	521
3/26/02	Arctic Storm	Trawler	Yellowfin Sole	513
3/26/02	Unimak	Trawler	Yellowfin Sole	509



# Appendix B

## Boardings With Violations 01 DEC 2001 – 31 MAR 2002

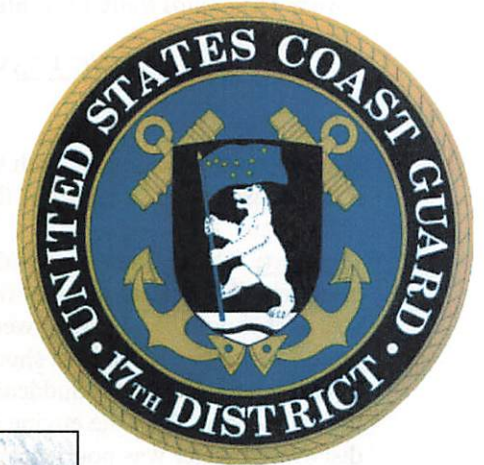
DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
2/14/02	MAPLE	Little Lady	Pot Boat	Opilio Tanner Crab	ST	Issued violation notice no injury placard.
2/14/02	MAPLE	Vulcan	Longliner	Opilio Tanner Crab	ST	Issued violation notice for no sound producing device and missing one B-1 fire extinguisher
2/15/02	MAPLE	Matilda Bay	Pot Boat	Opilio Tanner Crab	ST	Issued violation notice and voyage terminated for expired survival craft and expired hydrostatic release.
2/17/02	ALEX HALEY	Northern Aurora	Longliner	Pacific Cod	517	Issued fix-it ticket for no federal fisheries permit onboard.
2/19/02	STORIS	Lady Gundy	Longliner	Pacific Cod	610	Issued written warning for one expired visual distress signals.
2/25/02	RUSH	Halfmoon Bay	Trawler	Pacific Cod	517	Issued written warning for expired hydrostatic release.
2/25/02	RUSH	Predator	Trawler	Pacific Cod	517	Issued violation notice for failure to comply with IR/IU program and numerous logbook discrepancies. Vessel was trawling for P-cod and discarding all pollock caught.
2/25/02	RUSH	Silver Spray	Pot Boat	Pacific Cod	517	Issued summary settlement for \$750 for log violations, failure to check in/out (vessel was checked into area 519 but fishing in 517).
3/1/02	STORIS	Miss Roxanne	Pot Boat	Pacific Cod	610	Issued violation notice for inadequate personal marker lights on immersion suits and expired visual distress signals.
3/3/02	STORIS	Dee Donna J	Pot Boat	Pacific Cod	630	Issued written warning for improper name and hailing port markings on stern.
3/5/02	RUSH	Alaska Ocean	Trawler	Pollock	509	Issued written warning for three improperly marked liferings.
3/6/02	RUSH	Beauty Bay	Longliner	Pacific Cod	509	Issued violation notice for expired EPIRB registration.
3/6/02	ALEX HALEY	New Life	Trawler	Pacific Cod	630	Issued written warning for expired visual distress signals.
3/8/02	STORIS	Phoenix	Longliner	Pacific Cod	649	Issued violation notice and voyage terminated for inadequate number of immersion suits and expired liferaft. Vessel was escorted to Cordova.
3/8/02	ALEX HALEY	Sinai	Longliner	Pacific Cod	630	Issued violation notice for survival suit not properly marked and light inoperable, no waste management plan, expired hydrostatic release and no expiration date on battery of EPIRB, no sound producing device.
3/9/02	RUSH	Anna Marie	Pot Boat	Pacific Cod	509	Issued violation notice for log errors, seized logs for excessive errors, master provided with new log books and instructions on how to proper complete them.

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
3/10/02	RUSH	Ocean Harvester	Trawler	Pacific Cod	509	Issued written warning for expired hydrostatic release and expired visual distress signals.
3/10/02	RUSH	Windjammer	Trawler	Pacific Cod	509	Issued violation notice for expired survival craft. Advised master that he will be subject to re-boarding and termination if he does not take prompt action to renew inspection.
3/11/02	STORIS	Rosella	Trawler	Pollock	620	Issued written warning for expired visual distress signals.
3/13/02	STORIS	Michelle Renee	Trawler	Pollock	630	Issued violation notice for expired visual distress signals.
3/15/02	STORIS	Pacific Star	Trawler	Pollock	630	Issued written warning for expired survival craft and hydrostatic release.
3/16/02	RUSH	Ocean Peace	Trawler	Pacific Cod	542	Issued violation notice for failure to use guards for exposed hazards, inoperative high water alarms, bilge pumps piping and dewatering systems, and failure to conduct drills.
3/18/02	MUSTANG	Alaskan Pride	Longliner	Halibut	3A	Issued written warning for expired visual distress signals.
3/18/02	MUSTANG	Sun Set	Longliner	Halibut	3A	Issued violation notice for expired hydrostatic release on EPIRB, survival suits needed servicing, non-CG-approved liferaft.
3/19/02	MUSTANG	Matilda Bay	Longliner	Halibut	3A	Issued violation notice for expired liferaft, expired hydrostatic release, unserviceable life ring, and no sound producing device.
3/19/02	ANACAPA	Phoenix	Longliner	Halibut	3A	Issued violation notice for no liferaft. Voyage not terminated due to vessel having 2 zodiacs on-board with one operable outboard motor.
3/20/02	RUSH	Alaska Command	Trawler	Pollock	509	Issued violation notice for expired life raft. Minor logging violations.
3/20/02	ANACAPA	Aquaholic	Longliner	Halibut	3A	Issued violation notice for expired visual distress signals.
3/20/02	LIBERTY	Chopaka	Longliner	No Product	2C	Issued fix-it ticket for failure to have federal fisheries permit onboard.
3/20/02	ANACAPA	Joseph Booney	Longliner	Halibut	3A	Issued violation notice and voyage terminated for no liferaft. Additional violations were unserviceable lifering and 2 survival suits without operable personal marker lights or names on back. Vessel had current CFVS decal dated Sep 00. Stipulation of decal requires vessel to carry seine skiff as survival craft, but skiff was not onboard. Vessel was escorted to Cordova.
3/20/02	ANACAPA	Starling	Longliner	Halibut	3A	Issued violation and voyage terminated for no liferaft. Issued fix-it ticket for no halibut log. Vessel was escorted to Cordova.

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

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### And Safety Alerts



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



# SAFETY ALERT 08-01

17th Coast Guard District  
United States Coast Guard  
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## FISHING VESSEL TAKES ON WATER AND SINKS IN THE BERING SEA, 4 RESCUED

**Background:** The Seventeenth Coast Guard District Safety Alert program provides “Lessons Learned” from marine casualties in support of the Coast Guard’s “Ready for Sea” safety program.

**Incident:** The weather reports didn't look good so the master decided to quit fishing a day early and head in with his catch. The master had just finished greasing the shaft and then checked all the spaces to be sure everything was as it should be. He then went to take over the helm so to crew could get some rest. About 20 minutes later he felt a thump and the boat shook. He thought he probably hit something so he checked out the lazarette and the hold but both were dry. Suddenly the high water alarm sounded and he ran back to the wheelhouse. He checked the alarm board, saw the engine room light and quickly ran to the engine room. When he opened the door he discovered water was pouring into the space from shaft alley. He woke his crew and then started his heavy-duty 6" dewatering pump. The water was coming in so fast the pump wasn't able to keep up. Although he couldn't see anything, he checked the valves under water but felt nothing wrong. The crew pulled out their immersion suits which were labeled with each crewmembers name. Several calls were made to the Coast Guard updating the situation. The Coast Guard quickly launched a C130 from Kodiak and alerted other mariners to the situation through an Urgent Marine Information Broadcast. The vessel was settling straight down and when water was coming in through the scuppers, the master made the decision to abandon the vessel. The crew manually launched the life raft, tying it off to the vessel and donned their survival suits in preparation for abandoning the vessel. They activated the EPIRB, then got into the life raft taking the EPIRB and a medical kit with them. The master made one final call to the Coast Guard alerting them they were abandoning ship and in what position. As the vessel took on a port list they cut the life raft painter line and waited while the vessel sank lower into the water and eventually sank bow down. Nearly two hours after the first mayday call was made, another fishing vessel located the life raft and all four crewmembers were safely transferred from the life raft.

**Lessons Learned:** Although the cause of the casualty remains under investigation, there are “Ready for Sea” safety factors that are relevant to this incident and several “lessons learned”.

1. Monitor the weather when you are out on the water. The master cut his fishing trip short because he didn't want to be caught in a major storm. Fortunately, when the incident occurred, the weather was fairly moderate allowing the crew to quickly and safely abandon ship and making the rescue operation safer as well.
2. Conduct drills as if they are an actual emergency and include all crewmembers. Don and work in immersion suits, mark the immersion suits with the name of the individual who will wear it, and simulate manually launching the life raft and the EPIRB. The crew on this vessel knew how to don their immersion suits. Their names were on the suits so they knew immediately which one fit. They knew how to manually launch the life raft. They launched it and safely tied off to the vessel so they wouldn't lose it. They knew how to activate the EPIRB and realized the importance of taking it with them in the life raft.
3. Install an alarm panel in the wheelhouse. When an alarm is activated it is readily apparent which alarm is sounding. The space can then be checked, and de-watering pumps started if necessary and repairs effected to contain the flooding. The alarm panel on this vessel had just been installed and it enabled the master to quickly determine the area that was flooding and alert his crew to the emergency.
4. Carry a hand held VHF radio and have it readily accessible if you need to abandon the vessel. Once the crew abandoned their vessel they had no way to communicate verbally with the rescue assets.
5. This vessel operator was conscientious and took safety seriously. Safety equipment had recently been replaced and the vessel was "Ready for Sea".



# SAFETY ALERT 07-01

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[www.uscg.mil/d17/m/CFVS.html](http://www.uscg.mil/d17/m/CFVS.html)

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## FISHING VESSEL SINKS, 1 PERSON SAVED, 1 DEAD WEST OF KETCHIKAN, ALASKA

**Background:** The Seventeenth Coast Guard District Safety Alert program provides timely safety-related “Lessons Learned” from marine casualties in support of the Coast Guard’s “Ready for Sea” safety program.

**Incident:** Shrimp season had closed. The husband and wife crew of the 35-foot vessel was headed home with a full deck of shrimp pots. The pots were secured to the deck by a gillnet and covered with a large tarp. Although no shrimp were on board, six 55-gallon drums full of home heating fuel oil were stowed in the fish hold. Weather was poor with gusts from 35 to 60 knots and seas up to 15 feet. The vessel had been dangerously heeled over by a strong gust prompting the operator to steer for a protected anchorage until the weather subsided. During the maneuver, another strong gust of wind heeled the vessel over. The stern dipped as it took on water, which caused the shrimp pots to shift. Several pots fell against the cabin door and blocked access to the cabin where the immersion suits were. It’s probable the oil drums also shifted, which moved additional weight to one side of the vessel. The operator was able to reach into the house and send a quick MAYDAY. As the vessel made circles, the couple crawled onto the bow where they waited for the engine to stall before going into the water. Wearing no flotation device, the operator’s wife tied buoy bags to her arms while the operator held on to another one. A resident on a nearby island heard the MAYDAY and launched his open skiff to assist in the search. Although he found no trace of the vessel, he was able to locate the operator floating face down in the water and then saw the wife struggling not far away. He quickly pulled her into the skiff and transferred her to a responding fishing vessel. He then re-located the operator and pulled him from the water, transferring him to the fishing vessel where CPR was begun immediately. Unfortunately, efforts to revive the operator were unsuccessful. The wife suffered severe hypothermia and is recovering.

**Lessons Learned:** There are “Ready for Sea” safety factors that are relevant to this incident and several lessons learned.

1. Operators should understand basic stability concepts. Learn what can happen when excess weight is placed on deck. The combined weight of the gillnet and shrimp pots was more than 3000 pounds.
2. Review the vessel’s stability letter prior to covering deck gear with tarps. Tarps increase a vessel’s sail area and most likely contributed to this vessel losing its stability.
3. Secure all cargo, whether on deck or in the hold, to prevent it from shifting when underway.
4. Carry a survival craft whether or not required by regulation. Even a skiff or dinghy might have allowed them to get out of the water.
5. Immersion suits should be kept where they can be easily accessed. If working on deck, stow them nearby so they can be grabbed before going into the water. Consider carrying multiple suits and stowing them in different locations.
6. Wear a PFD on deck at all times. Although they don’t have insulating capabilities, they do provide buoyancy and keep you afloat.
7. Make every attempt to activate and carry safety equipment with you if you have to enter the water. Had the EPIRB activated, rescue assets could have been immediately directed to their exact location.
8. The vessel did not have a recent CG dockside exam. These free exams, performed at the dock, help identify safety deficiencies that can lead to loss of crew and/or their vessel.



# SAFETY ALERT 06-01

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## FISHING VESSELS SINK NORTHWEST OF PRINCE OF WALES ISLAND, ALASKA

**Background:** The Seventeenth Coast Guard District Safety Alert program provides “Lessons Learned” from marine casualties in support of the Coast Guard’s “Ready for Sea” safety program.

**Incident:** The 58’ older wood seiner was transiting north in Warren Channel of Prince of Wales Island with visibility to 20 miles and 10 foot wave height with a ground swell out of the southwest. The vessel had no fish on board with all the holds empty as they were transiting to the fishing grounds to begin fishing for the day. The seine net and power skiff were stowed on deck and fuel tanks were approximately half full. The power block had been stowed horizontally fore to aft so that it couldn’t shift during the transit. At about 9:30 that morning the master reported he was at the helm when the vessel heeled to starboard and was very slow in righting itself. He was throttling back to reduce the vessel’s forward speed when the vessel rolled over, settling on the starboard side. The master quickly crawled out the port slider window and was able to stand on the hull. He immediately tried to locate the other three crewmen and found that one had escaped through the foc’sle skylight, another broke a galley window and the third quickly made his way to the master location.

The incident occurred so quickly they didn’t have time to get off a MAYDAY. However, the vessel’s 406 MHz EPIRB floated to the surface and immediately transmitted their position. They were able to quickly don their immersion suits. Their four-man liferaft floated to the surface and they were able to pull the painter line to inflate it and pull the inflated raft alongside the vessel. Within 50 minutes of the first EPIRB satellite hit a Coast Guard cutter was on scene and the four crewmen were quickly transferred to the cutter and transported to Craig for medical evaluation.

**Lessons Learned:** Although the cause of the casualty remains unknown there are “Ready for Sea” safety factors that are relevant to this incident and several “lessons learned”.

1. Check safety equipment every month to verify it will work in an emergency. The 406 MHz EPIRB on this vessel worked exactly as it was supposed to when the vessel sank. It deployed, activated and provided the Coast Guard with enough information to quickly locate the vessel and crew.
2. Crew training is essential to the success of any emergency situation. This crew knew how to don their immersion suits and launch their liferaft allowing them to remain fairly warm and out of the water until rescue units could arrive on scene.
3. Drydock or put your vessel on the grid every two years. Check the hull over carefully to be certain there is not rot or corrosion. Remove all through hull fittings, no matter how good they look. Clean them thoroughly and replace any that show signs of damage that might prevent a good seal. Carefully reseal the fittings and seal them with marine sealant.
4. A vessel’s stability can be affected by many things. It is possible the combination of empty holds, low fuel, and heavy loads on deck (the seine net and seine skiff) which shifts the center of gravity up high combined with the heavy swell might have been the contributing cause. Masters are encouraged to become familiar with the Coast Guard’s Best Practices booklet on stability and take a class on vessel stability in order to better understand how vessels react in different situations.
5. The vessel did not have a current CG dockside exam. These free exams, performed at the dock, help identify safety deficiencies that can lead to loss of vessels and/or crew.



# SAFETY ALERT 05-01

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## FISHING VESSELS SINK IN PRINCE WILLIAM SOUND

**Background:** The Seventeenth Coast Guard District Safety Alert program provides “Lessons Learned” from marine casualties in support of the Coast Guard’s “Ready for Sea” safety program.

**Incident:** It was midday and a good day to be out on the waters of Prince William Sound with no wind, calm seas and excellent visibility. The 68 foot wood purse seiner was about half a mile north of Campbell Bay near the Columbia Glacier, when they struck an iceberg. It took less than two minutes for the vessel to sink, leaving the vessel’s three crewmembers in the water. The three quickly got into their seine skiff and were soon picked up by another fishing vessel.

A week later in much the same conditions and about the same time of day, a 168 foot tender vessel ran into a charted reef. The steel hull hit the reef hard and was badly damaged. Those on board quickly got into immersion suits and called for assistance. Within 45 minutes a Coast Guard Boating Safety Detachment was on scene and three of the crewmen were taken off the stricken vessel. The master and the engineer remained with the vessel and when the tide began coming in, the vessel floated off the rocks and started sinking slowly, stern first. Three hours later the vessel was almost completely submerged, with only two feet still visible above the waterline.

Two days later a 34 bowpicker was gillnetting in Prince William Sound and the weather was the same as for the other two vessels. The only person on board was so intent on his fishing operation that he didn’t realize how close he was to the beach. The vessel hit a charted rock and began taking on water. A nearby fishing vessel had a diver on board and he tried to plug the leak. Unfortunately during the tow back to Cordova the plug gave way and the vessel sank in 80 fathoms.

**Lessons Learned:** Although the cause of the casualty remains unknown there are “Ready for Sea” safety factors that are relevant to this incident and several “lessons learned”.

1. Masters should maintain a constant lookout when transiting areas of known iceberg sightings, particularly near glaciers.
2. Charts should be reviewed before transiting areas of known hazards. This refreshes your memory about the location of those hazards so that you can position your vessel far enough away.
3. The bridge should be manned at all times and watchstanders should remain focused on operating the vessel in the same way a person drives a vehicle. If a break for coffee or a meal is necessary have a crewmember relieve the watchstander so that someone is always focused on running the ship.
4. Crew training in an emergency situation is critical. Conducting drills prepares everyone on board for emergency situations and increases their chance of survival.
5. The vessels did not have a current CG dockside exam. These free exams, performed at the dock, help identify safety deficiencies that can lead to loss of vessels and/or crew.



# SAFETY ALERT 04-01

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## FISHING VESSEL TAKES ON WATER AND SINKS IN THE BERING SEA, 3 RESCUED, 2 MISSING

**Background:** The Seventeenth Coast Guard District Safety Alert program provides “Lessons Learned” from marine casualties in support of the Coast Guard’s “Ready for Sea” safety program.

**Incident:** Weather was typical for this time of year in the Bering Sea with 45 knots winds, 30 foot seas and mixed rain and snow. The 91' trawler engaged in a joint venture for cod was enroute to the fishing grounds. Earlier in the day and prior to departing the sheltered waters of Nizzan Bay, the vessel's crew had conducted a routine fish hold cleaning after which they "tanked down" the number 1 hold in an effort to ease the ride due to the weather. Approximately 3 hours after leaving Nizzan Bay, one crewmember awakened for watch and immediately sensed the boat was reacting sluggishly to the seas. Once in the wheelhouse the crewman confirmed the vessel had a port list. The entire crew was alerted and efforts to correct the condition were made. A factory trawler, also part of the joint venture, noticed the trawler was listing heavily to port and immediately notified the Coast Guard. Within minutes the trawler's stern submerged and the vessel sank. The deck boss was last seen wearing an immersion suit on top of the wheelhouse trying to release the survival craft. The master was reportedly in the wheelhouse with his immersion on. The engineer exited the wheelhouse in time to jump into the ocean, but without an immersion suit on. The two other crewmen donned their immersion suits and were able to abandon the vessel prior to it sinking. Within 30 minutes of entering the frigid water, the accompanying factory trawler picked up the three crewmen. The engineer was suffering from hypothermia. The Coast Guard and numerous fishing vessels searched the area extensively for two days for the missing master and deck boss, neither have been located.

**Lessons Learned:** Although the cause of the casualty remains unknown there are “Ready for Sea” safety factors that are relevant to this incident and several “lessons learned”.

1. Masters must ensure watch standers are familiar with the vessel and its handling characteristics. A trained crew is critical to the safe operation of a vessel and reduces the risk of a casualty. An experienced crewman might have realized the vessel was becoming "sloppy" and "sluggish", indications the vessel's stability may have been compromised. He could then have alerted the crew and possibly taken action to prevent the sinking.
2. Crew training in emergency situations is critical. Conduct drills as if they are an actual emergency and include all crewmembers. Don and work in immersion suits during drills as immersion suits are bulky and the heavy neoprene can make simple tasks difficult. Drills should include practicing manual deployment of the liferaft canister, which should be accomplished in less than 30 seconds.
3. Secure all watertight hatches when not being used for entry or exit. It is possible that the trawler's lazarette hatch cover was not properly secured. In heavy seas the lazarette may quickly have filled with water causing the vessel's "sloppy" and "sluggish" response and resulting loss of stability.
4. Install visual and audible high water alarm indicators in the alarm panel in the wheelhouse. Test the high water alarms every month. There was an alarm in the trawler's lazarette but the alarm panel in the wheelhouse was only equipped with visual alarm indicators. Had there been an audible alarm it is possible that other crewmembers would have been alerted. Some vessels also employ short circuit TV systems to visually monitor spaces from the wheelhouse.





## ***SAFETY ALERT 03-01***

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Kenai	283-5263	Homer	235-2953
Eagle River	688-7378	Seward	224-3258
Whittier	561-2035	Matsu	376-6145
Fairbanks	451-8310		

### **SKIFF CAPSIZES NEAR KETCHIKAN: BOATER DIES OF HYPOTHERMIA**

**Background:** The Seventeenth Coast Guard District Boating Safety Alert program provides timely safety-related information of “Lessons Learned” from non-commercial boating casualties.

#### **Incident:**

On February 11<sup>th</sup> a couple departed Ketchikan, Alaska, under favorable weather conditions to obtain a load of sand from nearby Stack Island. Shortly after leaving the island, the loaded skiff capsized. The couple swam to shore, but had no survival gear or shelter. The husband died during the night, apparently of exposure. The next morning the wife was able to flag down a passing boater, who then placed an emergency call to the Coast Guard. The wife was transported to the hospital for treatment, and the Alaska State Troopers responded to transport the deceased victim back to Ketchikan.

#### **Lessons Learned:**

1. Properly loading skiffs is essential to survival on the water. Skiffs quickly capsize if overloaded, if the load is improperly balanced, or if the load is able to shift during transport.
2. Float plans are another essential component of safe boating. Always tell friends or family ashore who is onboard, where the boat is going, what safety gear is onboard, and what time you will return. This way, a search can be started if you experience unforeseen emergencies.
3. Carry a variety of signaling devices. At a minimum, boaters should carry flares and a VHF-FM radio. Cell phones are useful, but may have a limited range outside urban areas. It is also important to consider that cell phones cannot be heard by nearby boaters, and that short battery life means it may run out of power mid-way through an emergency.
4. Always carry survival equipment when boating. Minimum equipment includes shelter, water, food, matches/fire starter, space blanket, dry clothing, and first aid supplies. Carry these supplies in a waterproof bag that can be quickly detached from a capsized boat and taken ashore.
5. Always wear lifejackets when boating! Exposure coveralls, commonly known as “Mustang Suits”, should be worn during winter months to protect the boater from Alaska’s extremely cold water. These coveralls are an important means of hypothermia protection, and may assist in survival when ashore for an extended period of time.
6. Keep a careful eye on the weather when transiting with heavy loads in open skiffs. Even small waves or vessel movements can quickly capsize a heavily, or improperly, loaded vessel.
7. Boaters should carefully consider their plans when using their vessel for transportation of cargo. Use of a second skiff as a “barge,” or use of a “buddy system” with another skiff operator, may provide the extra measure of safety needed to save a life.



# SAFETY ALERT 02-01

17th Coast Guard District  
United States Coast Guard  
P. O. Box 25517  
Juneau, Alaska 99802  
907-463-2810 or 800-478-7369 In Alaska  
[www.uscg.mil/d17/m/CFVS.shtml](http://www.uscg.mil/d17/m/CFVS.shtml)

### CALL FOR A FREE DOCKSIDE EXAM

MSO Anchorage	271-6700	MSD Sitka	966-5454
MSO Valdez	835-7223	MSD Ketchikan	225-4496
MSO Juneau	463-2450	MSD Kodiak	486-5918
MSD Dutch Harbor	581-3466	MSD Kenai	283-3292

## FISHING VESSEL GROUNDS, 3 CREW SAVED, OFF KODIAK, ALASKA

**Background:** The Seventeenth Coast Guard District Safety Alert program provides "Lessons Learned" from marine casualties in support of the Coast Guard's "Ready for Sea" safety program.

**Incident:** A 44' longliner was underway in Ugak Bay near Kodiak Island in harsh weather conditions, snowing with 25-knot winds and 7-foot seas on an incoming tide. For the past several days a 44-foot longliner had been in and out of port fishing for cod. The crew fished hard and slept little. After fishing continually for 22 out of 24 hours the master fell asleep while at the helm. The vessel maintained its course until it abruptly grounded on a rocky beach near Pasagshak Bay. The vessel was holed and hard aground with waves pounding and damaging the shelter deck. The crew quickly called a MAYDAY but due to the vessel's location and poor communications in the area the Coast Guard was not able to hear the message. Fortunately, a vessel in the vicinity heard the MAYDAY and relayed the distress to the Coast Guard. A Coast Guard helicopter was launched from Kodiak and hoisted the three crew from the rapidly flooding vessel. Fortunately, no one was injured. Within an eight-hour period the vessel was driven onto the rocks rendering it a total loss. Oil spilled from the broken hull, which was properly handled at considerable cost to the vessel's insurer.

**Lessons Learned:** There are "Ready for Sea" safety factors that are relevant to this incident and several "lessons learned".

1. Sleep deprivation among commercial fishermen is common. Whenever possible, set anchor and catch up on sleep. If anchoring is not possible, consider a two person watch. It is easier to stay awake if you have someone to talk to.
2. Consider installing watch alarms and set them for short intervals. Since a very tired person sleeps heavily, be sure the watch alarm is audible to everyone on board. Test the watch alarm before getting underway and be sure it remains on for the duration of the voyage. Although an alarm can be annoying, it's better to be annoyed than lose the vessel or worse, lose a life.
3. Get up and move around; do jumping jacks; pace around the wheelhouse; stretch; drink a beverage with caffeine (coffee, tea, soda, etc.); open a window; turn on some lively music; anything so you don't just sit in the captain's chair and nod off. The Coast Guard has determined that fatigue is a major contributor to vessel casualties and initiated a new Crew Alertness Campaign, or CAC for short, to highlight the causes and effects of fatigue. Visit the Coast Guard web site at <http://uscg.mil/hq/g-m/cac> to learn more about the CAC. If you don't have access to the Internet, call the 800 number above for more information.
4. Ensure your vessel can communicate effectively. A VHF radio may not be adequate for communicating with the Coast Guard when operating in much of Alaska's waters. Carry HF equipment in addition to VHF and ensure you carry all FCC radio permits. Consider having your local radio shop conduct an exam on your equipment to ensure it is properly functioning. An EPIRB is your last resort should VHF or HF communications fail.



# SAFETY ALERT 01-01

17th Coast Guard District  
United States Coast Guard  
P. O. Box 25517  
Juneau, Alaska 99802  
[www.uscg.mil/d17/m/CFVS.shtml](http://www.uscg.mil/d17/m/CFVS.shtml)

## CALL FOR A FREE DOCKSIDE EXAM

MSO Anchorage	271-6700	MSD Sitka	966-5454
MSO Valdez	835-7223	MSD Ketchikan	225-4496
MSO Juneau	463-2450	MSD Kodiak	486-5918
MSD Dutch Harbor	581-3466	MSD Kenai	283-3292

## FISHING VESSEL SINKS, 4 CREW SAVED, OFF GORE POINT, ALASKA

**Background:** The Seventeenth Coast Guard District Safety Alert program provides “Lessons Learned” from marine casualties in support of the Coast Guard’s “Ready for Sea” safety program.

**Incident:** An 80 foot crabber was running south of Gore Point, Alaska in 50 knot winds and 30 foot seas when the crew noticed the stern was riding low in the water. They thought it might be water in the aft hold as they had experienced problems with the hatch in the past. The hatch was covered with crab pots so they couldn't tell if that was the problem. The dewatering pumps were quickly started but didn't appear to be gaining on the flooding. The crew contacted the Coast Guard and prepared to abandon the vessel by donning their immersion suits. By the time the Coast Guard helicopter arrived on scene, the operator determined the flooding was under control and the pumps were gaining. Although the Coast Guard helicopter offered to hoist the crew or drop dewatering pumps, the operator determined that neither was necessary. The vessel operator planned to head for shelter at Gore Point, ten miles away. Two crewmembers headed for their bunks, as they were so confident everything was okay. The Coast Guard helicopter pilot, concerned with the condition of the vessel laboring in the heavy seas, decided to land at Gore Point to await the vessel's safe arrival instead of returning to Kodiak.

Less than two hours later things changed dramatically as the vessel took on a 30 degree list and water started pouring into the galley. The operator quickly made the decision to abandon the vessel and contacted the Coast Guard by VHF radio. The crew put on their immersion suits and prepared to abandon the vessel. The helicopter was quickly airborne and arrived in time to hoist all four crewmembers from the sinking vessel.

**Lessons Learned:** Although the cause of the casualty remains unknown, there are “Ready for Sea” safety factors that are relevant to this incident and several “lessons learned”.

1. Activate high water alarms before leaving port or at least once a month. Verify the alarms work before getting underway. Place the high water alarm in a water-filled bucket to test the float as well as the alarm. There were high water alarms in the engine room and the lazarette, but they hadn't been checked before this trip.
2. The aft hold hatch had not sealed properly in the past and it was their practice to pump it dry before getting underway. Repair or replace hatches when they don't seal properly.
3. If possible stow gear so that there is clear, easy access to hatches. Gear stowed on top of hatches make it impossible to check for problems.
4. Consider installing a video camera in inaccessible locations, such as the lazarette. If the high water alarm fails, the video camera will be there as backup.
5. Continually monitor the weather, particularly in the winter when weather conditions can change rapidly. If weather conditions are extreme, find a safe refuge. No fish are worth a life or the vessel.
6. The crew knew what to do in an emergency as the operator had taken a safety course several years ago. They donned their immersion suits, they called the Coast Guard for assistance, and they were able to get off the vessel without any mishaps. The primary lifesaving equipment was ready for use. The survival craft had recently been serviced and was deployed, and a crewmember grabbed the EPIRB to take it with them.
7. The vessel did not have a current CG dockside exam. These free exams, performed at the dock, help identify safety deficiencies that can lead to loss of vessels and/or their crew.



**March 24, 2002**

**By Petty Officer Darrell Wilson (907) 463-2065**

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**After 4:30 p.m. call (907) 463-2000**

**Release: 071-02**

## **Coast Guard rescues 2 after fishing boat sinks near Sitka**

**JUNEAU, Alaska**-A Coast Guard helicopter crew rescued two Sitka fishermen whose fishing vessel sank 54 miles southwest of Sitka Saturday night.

The Coast Guard received one mayday call at 5:08 p.m. from David Emswiler, skipper of the Northern Dawn, reporting the 40-foot vessel was taking on water. Emswiler gave the Coast Guard his location and said he and his crewman, Tony Tucker, were donning survival suits and abandoning ship into their life raft.

A Sitka-based helicopter crew arrived on the scene at 5:59 p.m., hoisted the two fishermen aboard and transported them to Coast Guard Air Station Sitka at 6:43 p.m. Emswiler and Tucker, both uninjured, were released to awaiting family members.

"These guys were prepared and did everything right," said Lt. Chris Ahearn, a search and rescue coordinator in Juneau. "They had time for one mayday and gave us their position, told us how many people were on board and that they were donning their survival suits and abandoning ship into a life raft. When the helicopter crew arrived on scene, the Northern Dawn was gone."

A Coast Guard investigator from Marine Safety Detachment Sitka is investigating the sinking.

**[Return to News Release Index](#)**

**[Return to March News Release Index](#)**

---

**[\[USCG Home Page\]](#)**

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**March 28, 2002 02:28 PM**



**March 8, 2002**

**By Chief Petty Officer Marshalena Delaney Ph: (907) 487-5700**

**[mdelaney@cgalaska.uscg.mil](mailto:mdelaney@cgalaska.uscg.mil)**

**After 4:30 p.m. call (907) 463-2000**

**Release: 062-02**

## **Coast Guard reminds halibut fleet to be "Ready for Sea"**

**KODIAK, Alaska** - Is your boat and crew "Ready for Sea?" Now is the time to make sure your crew and your vessel are prepared for an at-sea emergency - before the halibut opening March 18.

Halibut fishermen are encouraged to review their safety equipment to avoid untimely delays at the dock. Coast Guard personnel will conduct vessel safety spot checks to examine primary lifesaving equipment on vessels in port in Kodiak and Homer during the week prior to the opening of the halibut fishery.

These spot checks of survival suits, Emergency Position Indicating Radio Beacons (EPIRBs), life rafts and other required items are meant to ensure that these critical safety items are ready for use should an at-sea emergency occur. Vessels found with missing or expired required equipment could be issued a Coast Guard Captain of the Port order, which will detain the vessel at the port until safety concerns are corrected. Owners and operators of fishing vessels are encouraged to check the expiration date and overall operating condition on all required safety items.

As always, Coast Guard personnel will also be available to conduct voluntary, more thorough dockside examinations for interested vessels and to answer any marine safety related questions. This outreach effort is part of the Coast Guard's "Ready for Sea" program, an initiative started in 1999 to reduce the number of fishermen's lives and vessels lost at sea. Any questions regarding "Ready for Sea," or to schedule a dockside safety examination contact the Marine Safety Detachment Kodiak at 907-486-5918 or the Marine Safety Detachment Kenai at 907-283-3292.

**Return to [News Release Index](#)**

**Return to [March News Release Index](#)**

---

**[\[USCG Home Page\]](#)**

**[U.S. Coast Guard \(Pacific Area\) Online](#)**

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**March 1, 2002**

**By Petty Officer Keith Alholm Ph: (907) 487-5700**

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**After 4:30 p.m. call (907) 463-2000**

**Release: 057-02**

## **Homer teen killed while fishing in Gulf of Alaska**

**KODIAK, Alaska** – A Homer teen was found dead after he was swept off the deck of a fishing boat operating in the Gulf of Alaska earlier today. Anthony Reutov, age 16, was carried off the deck of the fishing vessel Pilot, while the crew was setting fishing gear 10 miles south of Gore Point on the Kenai Peninsula about 1:38 p.m.

The fishing vessel Pilot's crew issued a mayday call for assistance at 1:42 p.m. Coast Guard Communications Station Kodiak received the call and broadcast a request for vessels in the area to assist. The fishing vessel Jenoa joined the fishing vessel Pilot in searching for the missing teen.

Coast Guard Air Station Kodiak launched a Jayhawk helicopter at 2:08 p.m. The helicopter arrived on scene at 2:58 p.m. and began searching for Reutov. Coast Guard cutter Alex Haley was conducting fishery's enforcement in the area and diverted to assist in the search. Alex Haley launched a small boat crew to assist in the search. The helicopter completed a 3-square mile search of the area then rendezvoused with the Coast Guard cutter Alex Haley for in flight refueling at 5:25 p.m. Once refueled, the helicopter commenced with a 6-square-mile search of the area. The small boat crew found Reutov's body entangled in partially submerged fishing gear at 6:15 p.m.

Reutov's body was brought aboard the Alex Haley for transport to a coroner in Seward. The fishing vessel Pilot is returning to Homer where Coast Guard Marine Safety Detachment Kenai and the Alaska State Troopers will conduct a cooperative investigation of the incident.

**Return to [News Release Index](#)**

**Return to [March News Release Index](#)**

---

**[\[USCG Home Page\]](#)**

**[U.S. Coast Guard \(Pacific Area\) Online](#)**

**[17th District Home](#)**

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**Feb. 14, 2002**

**By Petty Officer Darrell Wilson: (907) 463-2065**

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**After 4:30 p.m. call (907) 463-2000**

**Release: 036-02**

### **Coast Guard helicopter crew flies 1,080 miles to transport ill man**

**JUNEAU, Alaska** - A Coast Guard rescue helicopter, using two different flight crews, traveled more than 1,000 miles to transport an ill man from Dutch Harbor to Kodiak Wednesday night.

Heidi Lim, a physician's assistant at the Dutch Harbor clinic, contacted the Coast Guard at 3:37 a.m. Wednesday to request assistance. Olexander Usov, 47, sought treatment at the clinic Tuesday for severe internal bleeding. He received a blood transfusion from the doctor's spouse in Dutch Harbor. Usov needed more blood, but the clinic did not have his type.

Coast Guard search and rescue coordinators worked with commercial air ambulance services to evacuate Usov. Helicopter and C-130 airplane crews took off from Coast Guard Air Station Kodiak at 7:30 a.m. and transited to Cold Bay. The C-130 crew landed at Cold Bay where a new helicopter crew refueled the Jayhawk aircraft and flew to Dutch Harbor.

The helicopter crew carried blood units on board in case Usov required another blood transfusion. Upon landing in Dutch Harbor, Usov's condition became unstable and he required another blood transfusion to stabilize him for the flight back.

After the blood transfusion improved Usov's condition, the helicopter crew transported him to Cold Bay for a rendezvous with a commercial air ambulance team.

Inclement weather prevented the commercial aircraft from landing at Cold Bay. Weather there consisted of clouds at 400 feet, visibility less than one-quarter mile, blowing snow and 40-knot winds. The commercial air ambulance crew informed the Coast Guard they could not land and returned to Anchorage.

The helicopter crew refueled in Cold Bay again and took off for Kodiak where they landed at 9:45 p.m., 14 hours and 15 minutes after initially beginning the rescue mission. An ambulance crew transferred Usov to a Kodiak hospital.

Usov is the eighth person rescued by a Coast Guard helicopter crew in Alaska this month.



Feb. 12, 2002

By Chief Petty Officer Marshalena Delaney Ph: (907) 487-5700

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After 4:30 p.m. call (907) 463-2000

Release: 034-02

## Coast Guard, Russian Border Guard visit

**Juneau, Alaska** - The Commander of the 17th Coast Guard District signed an agreement with the Russian Federal Border Service to continue joint cooperative efforts this year to protect valuable fish stocks from illegal fishing operations in the Bering Sea and North Pacific Ocean.

The Russian delegation, led by Capt. First Rank Igor Rypalov, Chief of Naval Operations for the Northeast Regional Directorate of the Russian Federal Border Service (RFBS), was in Alaska last week to meet with the U.S. Coast Guard to review cooperative efforts to date, and establish a work plan for the 2002 fishing season. Those efforts will include joint fisheries patrols as well as visits by fisheries training personnel and legal officials to exchange information on respective regulations and enforcement procedures.

Rear Adm. Barrett and Capt. Rypalov briefed the North Pacific Fishery Management Council Thursday on the cooperative efforts between the two services this past year, including the joint apprehension of several fishing vessels operating illegally. As part of his presentation, Rypalov showed a video of a Border Service patrol plane firing rockets at a fleeing Russian fishing vessel that refused to stop for authorities. Rypalov reported the vessel eventually sank, after the crew had been removed, without injury.

"Having the Russians brief the Council on their fisheries law enforcement efforts is an important first for us, and dramatically shows the progress we have made these last few years to strengthen and build our cooperation with the Border Guards," said Capt. Vince O'Shea, Chief of Operations for the 17th Coast Guard District.

Friday, a Coast Guard C-130 from Kodiak flew the delegation to the port of Valdez, where they were briefed on the functions of the Coast Guard's Marine Safety Office, and Vessel Traffic System. They were also hosted aboard the Coast Guard Cutter Mustang for a patrol of Valdez harbor and the Aleyska Marine Terminal.

The Russian's visit to Alaska was a continuation of the practice initiated by Rear Adm. Barrett three years ago, calling for meetings between himself and senior Russian officials



twice a year to enhance communication and cooperation between the Coast Guard and Border Service. The Russians will host the next meeting later this year in Petropavlsk.

The Russian delegation departed Anchorage Saturday aboard a Russian AN-72 aircraft for their Regional Headquarters in Petropavlosk on the Kamchatka Peninsula, Russia.

**[Return to News Release Index](#)**

**[Return to February News Release Index](#)**

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**[USCG Home Page](#)**

**[U.S. Coast Guard \(Pacific Area\) Online](#)**

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**Tuesday, February 12, 2002 12:07:25 PM**



**Feb. 1, 2002**

**By Petty Officer Roger W. Wetherell Ph: (907) 463-2069**

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**Release: 026-02**

## **Coast Guard rescues 2<sup>nd</sup> injured Seattle fisherman in two days,**

**JUNEAU, Alaska** – For the second time in as many days, a Coast Guard rescue helicopter crew airlifted an injured man from a fishing vessel in the Bering Sea Thursday night.

The Coast Guard received a distress call from a crewmember aboard the 238-foot factory trawler Alaska Juris who reported that 37-year-old Patrick Lavlu amputated his right hand while using a saw.

Coast Guard search and rescue coordinators here immediately began planning the logistics to airlift Lavlu to Anchorage or Seattle in an attempt to save the man's hand.

The Coast Guard launched a rescue helicopter crew from its standby position on St. Paul Island to Adak Island where refueling would occur for the over-ocean, night flight to the Alaska Juris. The vessel was about 100 miles west of Adak. A Coast Guard C-130 Hercules aircraft crew deployed to escort the Jayhawk helicopter team during their 390 mile, open-ocean flight from St. Paul to Adak.

A second C-130 team arrived in Adak after departing Air Station Kodiak. The aircraft crew followed the rescue Jayhawk to the vessel and a return escort to Adak.

“This will go down in the books as just another medevac statistic, another life saved, but the fact is that it was a very difficult rescue case, was perfectly managed in a very tough and unforgiving environment by our crews at every level,” said Rear Adm. Tom Barrett, Commander 17<sup>th</sup> Coast Guard District.

Lavlu reportedly severed his hand at the wrist about 3 p.m. while cutting fish with a saw aboard the Alaska Juris. His fellow crewmembers quickly attended to him, applying a tourniquet to his right arm below the shoulder. The crew also used gauze dressing and administered morphine to Lavlu every 15 minutes as instructed by a Coast Guard flight surgeon.

After refueling in Adak, the helicopter crew departed and located the Alaska Juris where they hoisted Lavlu to safety and transported him back to Adak at 3 a.m. Rescue coordinators arraigned to place Lavlu aboard a Lifeflight air ambulance to Anchorage.

The Alaska Juris is based in Seattle.