

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 JUN - 30 SEP 05

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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

Coast Guard assets continued the joint efforts to control illegal, unregulated and unreported (IUU) fishing in the North Pacific Ocean. The primary monitoring platforms are long-range search aircraft including Air Station Kodiak HC-130s combined with Canadian Air Force CP140 Auroras. These fixed winged aircraft carried U.S. and Canadian enforcement officials who identify and report suspected illegal, unregulated, and unreported fishing vessels for subsequent interdiction by the U.S. Coast Guard's Pacific Area

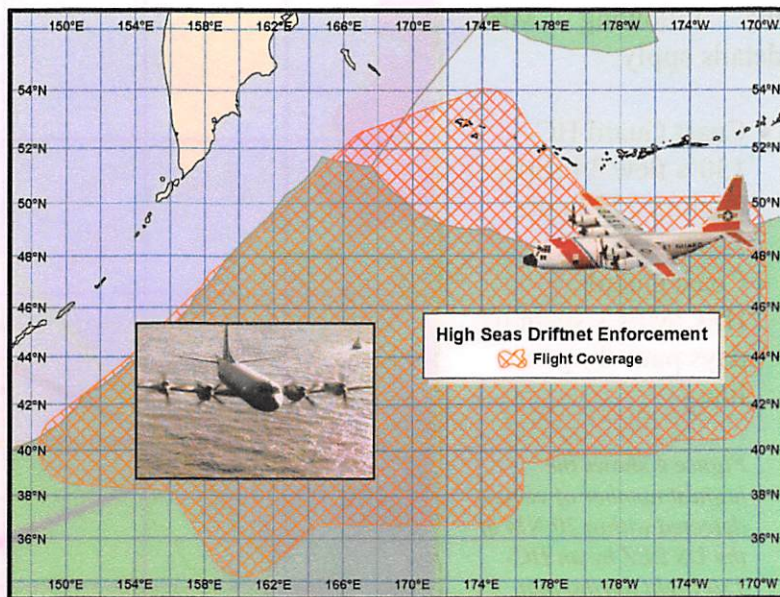


Figure 1. High Seas Drift Net Aircraft Search Area.

cutters. The U.S. Coast Guard HC-130's flew 214 hours for the reporting period, while Canadian aircraft flew earlier in the season. The USCGC Jarvis conducted a multinational enforcement patrol with port calls in South Korea and Japan. The Jarvis successfully conducted joint patrol operations with Russia, Japan, and China's Fisheries Law Enforcement Command.

So far during the 2005 operation, three vessels have been detected and identified as possibly fitting the profile of high seas driftnet operations. An additional vessel was reported by a U.S. fishing vessel. The U.S. fishing vessel observed the Tung Yang 88 on 20 May retrieving 12-14 miles of driftnet. The U.S. State Department is trying to determine nationality of the Tung Yang 88 and will request flag-state enforcement. Sea surface temperatures in the area suggest that the vessel was targeting squid or tuna.

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

The downward trend in foreign fishing intensity seen along the MBL since the late-1990s appears to be continuing. There have been three incursions to date for 2005. All of the 2005 incursions to date have been considered minor and immediately returned to the RS EEZ after being issued verbal warnings. The *average maximum* number of vessels detected (Figure 4) has dropped from 52 in 2001 to about 5 so far in 2005. Although overall numbers of fishing vessels have dropped, those vessels present have continued to skirt the edge of the MBL very closely making the MBL a continued high priority for enforcement resources.

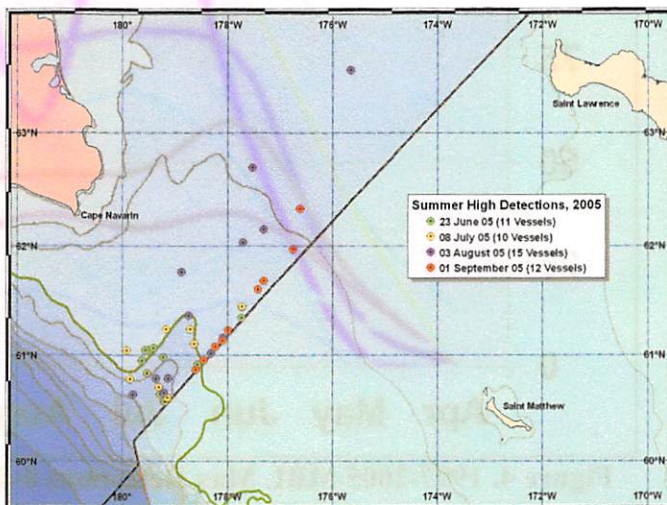


Figure 2. June–Sept MBL Maximum Monthly Detections.

For the reporting period, the following MBL details apply:

- Coast Guard HC-130's flew 34 sorties totaling 277 hours.
- Coast Guard HEC/MECs spent 62 days patrolling the line.

Figure 4 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

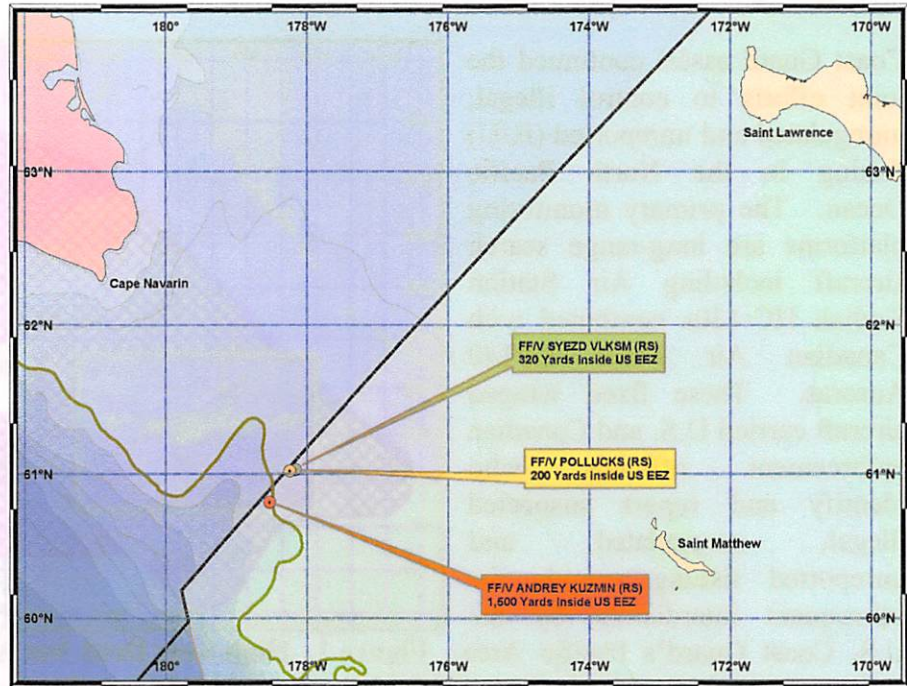


Figure 3. 2005 MBL Incursions.

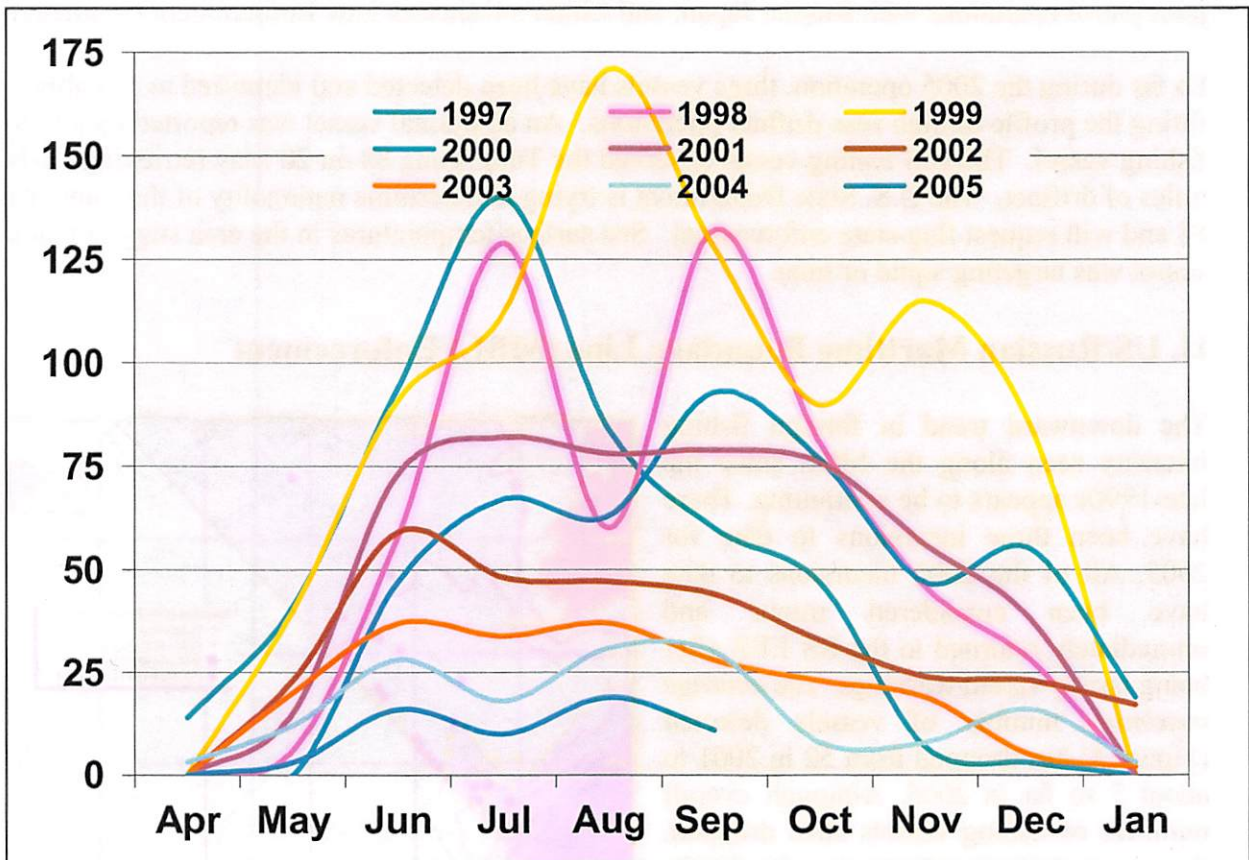


Figure 4. 1997-2005 MBL Max Detections 0-20 NM in RS EEZ.

III. Donut Hole Activity

There has been no trial fishing activity since 2003. The Seventeenth District uses VMS as the primary tracking tool with HC-130 verification for trial fishing vessels. The Coast Guard makes a concerted effort to board trial-fishing boats while they are in the Donut Hole (Figure 5) to verify catch reports and ensure compliance with the Convention.

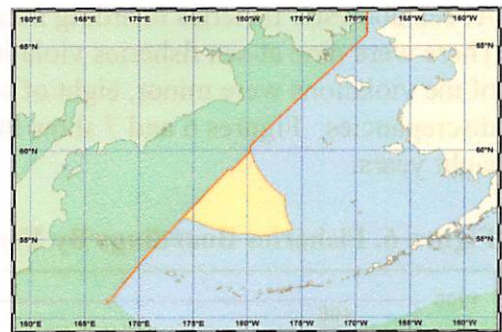


Figure 5. The Donut Hole

Seventeenth Coast Guard District representatives attended the *10th Annual Convention For The Conservation & Management Of Pollock Resources In The Central Bering Sea* (aka, Donut Hole Agreement) 06-09 September 2005 in Pusan, South Korea. Dr. Loh-Lee Low of the NMFS Alaska Science Center led the delegation along with representatives from the U.S. State Department, NMFS headquarters, NMFS Alaska Fishery Science Center, ADF&G, NPFMC, and senior fishing industry advisors. Representatives from Japan, Poland, Korea, Russia, and the PRC were in attendance. The Seventeenth District presented a year-in-review of monitoring/enforcement activities in Donut Hole, which were minimal due to the absence of any trial fishing in 2005.

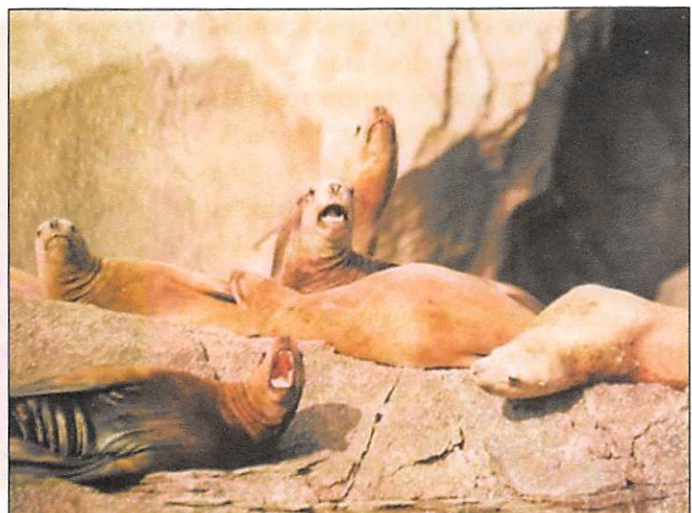
The parties agreed to a one-time deviation from trial fishing terms and will allow Korea to use four vessels (instead of the traditional two) in 2006. Korea's trial fishing will take place mid-summer, 2006. The U.S. delegation requested the Coast Guard closely monitor this activity. The Coast Guard intends to board the vessels in accordance with the Convention. Japan and China indicated they may also conduct trial fishing but provided no specific details.

IV. Dixon Entrance Enforcement

Coast Guard enforcement efforts consisted of HH-60 multi-mission helo sorties from Air Station Sitka totaling 16 hours patrolling Dixon Entrance. There were no significant fisheries violations detected during the reporting period.

V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to assist NMFS's in management activities to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The Coast Guard does this through continued patrols of Steller Sea Lion Critical Habitat Areas, monitoring the western population of rookeries and haulouts starting at Cape St Elias and extending out the Aleutian Chain and into the Bering Sea. Cutters committed 957 hours and aircraft flew 222 hours in support of this mission. There were no significant violations observed.



VI. CGD17 Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers were consistent with the same period from last year. There were nine at-sea fisheries violations (plus one significant dockside fisheries violation). All of the violations were minor, eight of which were administrative logbook compliance discrepancies. Figures 6 and 7 show the historic trend for boardings and violations over the last eight years.

Figure 6. Fisheries Boardings By Year

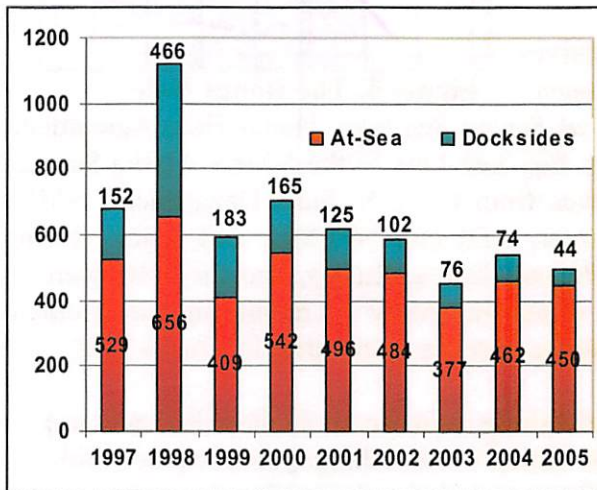
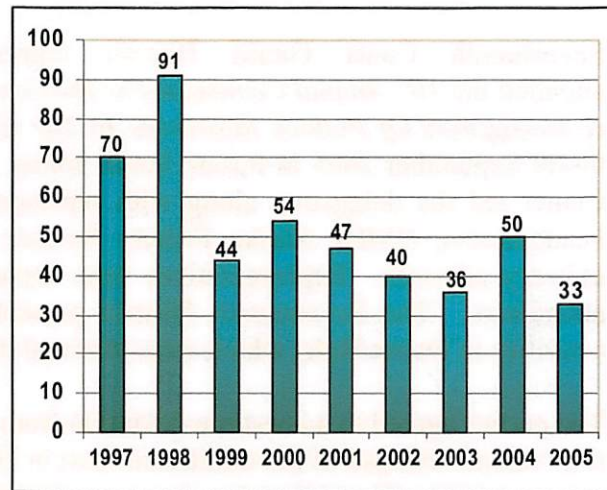


Figure 7. Fisheries Violations By Year



The fisheries violation rate was up by one percent from the same period last year (up from 4.8% to 5.8%). Appendices A and B contain a complete list of boardings and violations.

JUN 2004 - SEP 2004

F/V Boardings (at sea):..... 134
 IFQ Monitors (dockside): 13
 Boarding/monitor w/fisheries vio's: ... 7
 Violation Rate:.....4.8%

JUN 2005 – SEP 2005

F/V Boardings (at sea):..... 154
 IFQ Monitors (dockside): 19
 Boarding/monitor w/fisheries vio's: . 10
 Violation Rate:..... 5.8%

VII. IFQ At-Sea/Dockside Enforcement

There was one IFQ at-sea violation and only one dockside violation. The one at-sea violation resulted in a summary settlement for lack of adequate sea bird avoidance measures, and the only dockside violation was for off-loading early.

Coast Guard IFQ enforcement effort consisted of the following:

- 23 IFQ at-sea boardings (89 boardings year to date).
- 19 dockside offloads (44 dockside offloads year to date).
- 307 surveillance hours (601 hours year to date).



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

A mix of safety violations were found in the course of boardings. Five voyages were terminated as a result of safety violations (many had multiple violations). In two cases, terminations were for missing or expired survival craft and hydrostatic releases. Two of the three other terminations resulted from insufficient fire fighting equipment. The remaining termination was for insufficient survival suits.

The most common safety violations were expired or inadequate survival craft (5), unserviceable life ring buoys (3), inadequate fire fighting equipment (2), expired & inadequate visual distress signals (2), and insufficient sound producing device (2).

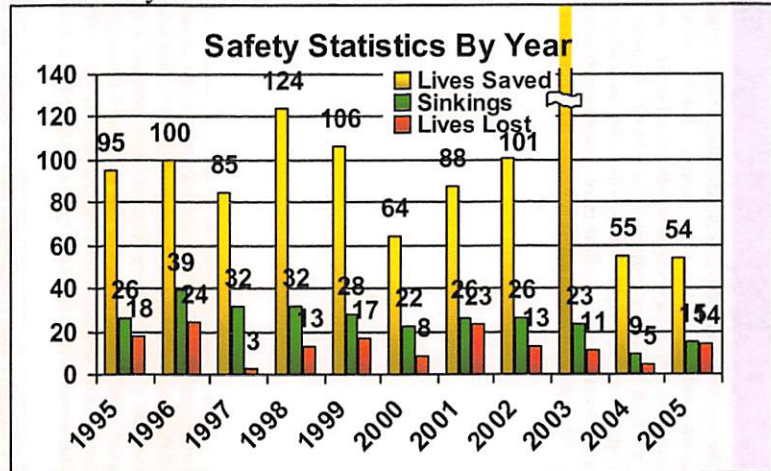


Figure 8. Historical Overview of CFVS Statistics

There were 47 search and rescue cases during the reporting period. The operational summary of the reporting period (01 June to 30 September) tallied 5 lives lost, 48 lives saved, and 7 vessels lost (Figure 8). There were five injuries and seven illness-related incidents resulting in twelve total MEDEVACs. Nine of the MEDEVAC patients were rescued and transported by helo hoist operations. Table 1 provides a summary of significant search and rescue cases.



HH-60 helo (Above) trains with 47ft motor lifeboat crew for hoist-rescue operations.

Table 1 CGD17 CFVS/Search and Rescue Case Summaries


Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
06/02/05	Buccaneer	80ft Trawler	3	N	N	 <p>The F/V Buccaneer radioed Air Station Kodiak reporting that the vessel had grounded in the vicinity of Geese Islands on the south end of Kodiak Island. The master initially reported that the vessel was on a soft bottom and not in distress. The F/V New Life responded to assist. Air Station Kodiak's Communications Center placed the Buccaneer on a 15-minute communications schedule. As the tide started to go out, the master reported that the vessel might roll over. The North Pacific SAR Coordinator diverted the USCGC Roanoke Island to assist. The F/V New Life secured a line to the mast of the Buccaneer to help keep the vessel upright. Two of the crewman walked ashore to camp on the beach. When Roanoke Island arrived on scene, they assessed the situation and then embarked the three crewmen onboard the cutter. F/V Buccaneer will wait for the next high tide to attempt to re-float the vessel. The Roanoke Island safely refloated the Buccaneer using more than 1800 ft of towline.</p>
06/05/05	Makani Kanalio	50ft Trawler	N/A	N	N	<p>North Pacific SAR Coordinator received a 406MHz EPIRB alert registered to the F/V Makani Kanalio in the vicinity of Sand Point on the Alaska Peninsula. The NPSC called the contacts listed on the EPIRB registration and determined that F/V Makani Kanalio was destroyed in a fire 8 years ago. The wife of the owner said that the EPIRB from this vessel may have been salvaged and placed on her husband's new fishing vessel, F/V East Wind. North Pacific SAR Coordinator contacted ADF&G and requested that they check the harbor for F/V East Wind. ADF&G found F/V East Wind at the dock at the Sand Point Harbor in no distress. NPSC determined that the EPIRB was removed from the vessel Makani Kanalio and transferred to the F/V Eastwind. The owner of the vessel was removing the EPIRB from the Eastwind to have it serviced when the EPIRB activated.</p>
06/06/05	Janet B	43ft Longliner	3	N	N	<p>The North Pacific SAR Coordinator received a 406MHz EPIRB SRSAT alert registered to the F/V Janet B. The NPSC called the contacts listed on the EPIRB registration and determined that the vessel was under way toward Kupreanof Point. Eight minutes later the Air Station Kodiak Communications Center contacted the NPSC reporting that they had received a MAYDAY broadcast from the F/V Janet B reporting that the vessel had lost steering on the rocks in Geese Channel. The vessel was taking on water at a fast rate. All persons on board had donned survival suits and had flares, a life raft and a handheld radio at the ready. The NPSC directed Air Station Kodiak Communications Center to issue a shotgun Urgent Marine Information Broadcast and an Air Station Kodiak HH-60 helo launched to assist. The NPSC diverted the USCGC Spar to assist and also requested that the USCGC Healy launch their HH-65 helo to respond, but Healy was too far away to be able to assist. The HH-60 helo arrived on scene to find that the Janet B was continuing to take on water, the life raft was tied off to the boat, but the crew had not abandoned the vessel yet as the engine was still running. The helo dropped two pumps to the Janet B to assist in dewatering the vessel. The Good Samaritan vessel Pacific Star arrived on scene to take the Janet B into tow. Pacific Star towed the Janet B into Lazy Bay where the vessel safely moored. The NPSC released the Spar from intercepting the Janet B.</p>
06/10/05	Grayling	46ft Seiner	2	N	N	<p>The F/V Grayling radioed Communications Station Kodiak reporting that the vessel was disabled and adrift in Unimak Pass. The master stated that the vessel was not in immediate distress and requested a Marine Assistance Request Broadcast. Communications Station Kodiak issued the MARB and placed the vessel on a half-hour communications schedule. Approximately one hour later, the master requested that the Coast Guard contact commercial assistance. The NPSC contacted Dunlap Towing, who was available to assist the Grayling. The Tug James Dunlap departed Dutch Harbor, arrived on scene, took the Grayling in tow, and towed the vessel safely into Dutch Harbor.</p>

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
06/14/05	Diane Carol	32ft Bowpicker	2	Y	N	The Alaska State Troopers in King Salmon contacted the North Pacific SAR Coordinator reporting that the F/V Diane Carol had a crewmember missing. The master anchored and went to bed the previous evening and awoke in the morning to find the crewmember missing. The NPSC directed the launch of an Air Station Kodiak HC-130 and an HH-60. A second HH-60 diverted from another mission to assist in the search. An Alaska State Trooper helo also launched to assist in the search. An Air Station Kodiak helo located the crewmember's body at the mouth of the Cinder River within the search area. The second Kodiak helicopter recovered the body and transported it to the possession of the Alaska State Troopers in King Salmon.
06/17/05	Ocean Phoenix	680ft Processor	209	N	N	A Seattle-based maritime medical service contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 49-year-old male crewmember suffering from severe abdominal pain, hypertension, and vomiting blood on board the F/V Ocean Phoenix approximately 60 NM northwest of Cold Bay. The Duty Flight Surgeon recommended a MEDEVAC. An Air Station Kodiak HH-60 helo launched to the scene, and the Ocean Phoenix altered her course toward Cold Bay to close the distance for the enroute helo. The helo safely hoisted the patient from the vessel and transported him to Cold Bay, where a commercial MEDEVAC company further transported the patient to Anchorage for medical attention.
06/22/05	Lindy	77ft Trawler	N/A	N	N	The F/V Lindy contacted North Pacific SAR Coordinator via satellite phone requesting a MEDEVAC for a 42-year-old male crewman who had crushed his hand in a block while operating south of Cordova. The Duty Flight Surgeon recommended a MEDEVAC of the patient due to the possibility of loss of limb. An Air Station Kodiak HH-60 helo predeployed to Cordova launched to the scene, hoisted the patient, and transported him to the Cordova Hospital for medical care.
06/23/05	Defiant	59ft Longliner	N/A	N	N	The F/V Defiant grounded in Dog Bay, near Kodiak, blocking the entrance to St. Herman Harbor. The vessel was refloated and suffered no significant damage.



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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
06/28/05	Diamond V	32ft Gilnetter	N/A	N	N	The North Pacific SAR Coordinator received a 406MHz EPIRB alert registered to the F/V Gyrafalcon in Norton Sound, approximately 500 NM from Kodiak.. Registration data indicated a homeport of King Salmon or Naknek. The NPSC issued an Urgent Marine Information Broadcast. Air Station Kodiak Communications Center, Communication Station Kodiak, and LORAN Station Port Clarence made call outs with negative results. An Air Station Kodiak HC-130 diverted from another mission to investigate the source of the signal. Unalakleet police department SAR, 11 NM away from the EPIRB signal, launched a vessel to investigate. The Gyrafalcon responded to the UMIB and reported the vessel safe in Bristol Bay. Further investigation revealed the EPIRB that had been registered to the Gyrafalcon had subsequently been installed aboard the F/V Diamond V operating in Norton Sound. The HC-130 arrived on scene in Norton Sound, located the F/V Diamond V in no distress, and verified the beacon ID number. The beacon had accidentally activated when the Diamond V encountered rough weather.
06/29/05	King Fisher	28ft Bowpicker	1	N	N	MSO Valdez Communications Center contacted the North Pacific SAR Coordinator reporting that the F/V King Fisher was disabled on the west side of Hawkins Island in Prince William Sound. F/V King Fisher was anchored and in no distress. MSO Valdez's Communications Center issued a MARB, but received no replies. F/V King Fisher remained overnight at anchor and a re-issued a MARB in the morning again received no replies. An USCG Auxiliary vessel in Whittier launched to assist, and the USCGC Sycamore diverted to assist. Upon arriving on scene, Sycamore's small boat took F/V King Fisher in tow for approximately one hour prior to Auxiliary vessel arriving. Sycamore's small boat transferred the tow to the Auxiliary vessel, which safely towed F/V King Fisher to Cordova.
06/29/05	Judi B	82ft Longliner	7	N	N	The North Pacific SAR Coordinator received a 406MHz EPIRB alert registered to the F/V Judi B. Contacts reported that the vessel was underway in Amchitka Pass, which correlated with the position information from the EPIRB alert. An Air Station Kodiak HC-130 launched to investigate. A few minutes later, the owner called to report that he had contacted the operator of the vessel and determined that it was an accidental activation; no distress. North Pacific SAR Coordinator confirmed the beacon ID and stood down the HC-130 from Air Station Kodiak.
07/02/05	Corrina Kay	46ft Seiner	4	N	N	The master of the F/V Corrina Kay radioed the North Pacific SAR Coordinator reporting that the vessel was taking on water, their pumps were not keeping up with the flooding, and they would be intentionally grounding in Tonsina Bay. The NPSC issued an urgent marine information broadcast with negative results. An Air Station Kodiak HH-60 helo launched to the scene, located the vessel, and dropped them a pump. The master decided to stay aboard over night, while the helo removed three teenage boys from the vessel and transported them to Homer. The vessel was refloated and returned to Homer under own power escorted by the F/V Jomel.
07/03/05	Moana	25ft Bowpicker	4	N	N	The Coast Guard Auxiliary SAFE boat responded to the F/V Moana which was taking on water. The Auxiliary vessel assisted the Moana by passing them a dewatering pump. The pump was successful in dewatering the vessel, allowing it to get back underway. The Auxiliary vessel escorted the Moana safely into Seward.
07/04/05	Leif	28ft Bowpicker	1	N	N	The master of the F/V Leif radioed the North Pacific SAR Coordinator reporting that the vessel was disabled and adrift off High Island due to the vessel's mast breaking and fouling the prop. The Station Ketchikan 47ft motor lifeboat (MLB) launched to assist. The Good Samaritan vessel Midnight Lady was on scene and stayed with the Leif until the MLB arrived. The MLB transferred two crewmembers to assist the master of Leif in untangling the mast and rigging. The entanglements were removed, and the Leif departed under their own power.



Station Ketchikan Coast Guard crew (Left) assists the master of the F/V Leif untangle broken rigging from the vessels prop.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
07/06/05	Howkan	78ft Tender	3	N	N	The master of the F/V Howkan radioed Communications Center Juneau reporting that the vessel had grounded in Olga Strait, but was not taking on water or leaking diesel fuel. The crew went ashore because the fishing vessel was heeling over. The crew had rain gear, food, and water on the shore with them. They were awaiting the arrival of the F/V Tracy C from Sitka Sound Seafoods to arrive on scene to assist in refloating the vessel. The Howkan declined Coast Guard assistance, but agreed to a one-hour communications schedule. F/V Tracy C assisted with re-floating the Howkan, which then anchored in Olga Bay to allow the crew to rest and check for damage. The vessel got underway and safely moored in Sitka.
07/06/05	Viekoda Bay & Artic Dawn	Gillnetters	N/A	N	N	F/V's Viekoda Bay and Artic Dawn collided while operating near Naknek. Artic Dawn's anchor tore a hole 3 ft. above the water line on the Viekoda Bay. Both vessels safely anchored in Naknek. The Viekoda Bay made temporary repairs in order to head to Seattle for permanent repairs.
07/06/05	Aleutian Falcon	N/A	N/A	Y	N	A 37-year-old female was found dead on the deck of the F/V Aleutian Falcon. The vessel was anchored in the vicinity of Clarks Pt. Near Dillingham. The individual was found beside her bunk. The State Troopers were investigating the cause of death.
07/06/05	Autumn Dawn & Jennifer A	128ft Crab Boat & 103ft Crab Boat	6 & 5	N	N	F/V Autumn Dawn radioed Communications Center Juneau reporting that they were struck on the starboard side by the F/V Jennifer A while operating in Chatham Strait. There were no injuries. F/V Autumn Dawn had a 20ft section caved in on the starboard side and a watertight door completely destroyed with damages estimated to exceed \$25,000. Jennifer A had a dented bow and a twisted anchor. Autumn Dawn transited to Tenakee. Jennifer A transited to Petersburg to offload fish.
07/14/05	Nerka	43ft Seiner	3	N	N	The master of the F/V Nerka radioed the North Pacific SAR Coordinator reporting that they were taking on water 5NM southwest of Graves Harbor. The NPSC issued an Urgent Marine Information Broadcast and an Air Station Sitka HH-60 helo diverted from another mission to assist. The Nerka was able to control the flooding, proceeded into Graves Harbor, and anchored safely. The helo arrived on scene and offered them a portable pump. The vessel declined the pump and stated that their intentions were to remain anchored in Graves Harbor overnight and then return to Sitka in the morning.
07/14/05	Cost Recovery	34ft Gillnetter	2	N	Y	The North Pacific SAR Coordinator received a report of a vessel aground on Egg Island Bar in the vicinity of the Copper River delta with two people in the water. The NPSC issued an Urgent Marine Information Broadcast. An Air Station Kodiak HH-60 helo predeployed to Cordova diverted from routine patrol after overhearing the radio call. The helo located the two individuals on the beach, landed, and transported them to Cordova.
07/14/05	Arctic Enterprise	323ft Processor	N/A	N	N	Health Force Partners in Seattle contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 31-year-old male crewmember suffering symptoms of meningitis on board the F/V Arctic Enterprise in Prince William Sound. The Duty Flight Surgeon recommended the individual be MEDEVAC'd. An Air Station Kodiak HH-60 helo predeployed to Cordova launched to the scene, hoisted the patient, and transported him to the Cordova Airport, where he was transferred to a commercial MEDEVAC provider.

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



Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
07/17/05	Kona Rose	49ft Seiner	N/A	N	N	<p>The F/V Kona Rose radioed the North Pacific SAR Coordinator requesting a MEDEVAC of a 35-year-old male crewmember suffering severe breathing difficulties. After conferencing the Duty Flight Surgeon and the vessel, the determination was made to MEDEVAC the individual. An Air Station Sitka HH-60 diverted to the scene, hoisted the patient, and transported him to Juneau EMS for transport to the hospital.</p> <div style="display: flex; justify-content: space-between;">   </div> <p>Crewmembers on board the F/V Kona Rose (Left) prepare a fellow crewmember for helo hoist MEDEVAC. The crewmember was lifted safely (Right) and transported to Juneau.</p>
07/25/05	Johnny A	58ft Seiner	5	N	Y	<p>The F/V Johnny A radioed Communications Center Juneau reporting that the vessel had run aground and was taking on water near Whitestone Harbor in Icy Strait. Communications Center Juneau immediately issued a Urgent Marine Information Broadcast and three Good Samaritan vessels responded to it. F/V Aleutian Mariner was five minutes from the F/V Johnny A and proceeded to their position. The North Pacific SAR Coordinator directed an Air Station Sitka HH-60 helo launch to assist and a Station Juneau 25ft SAFEBOAT also proceeded to the scene. F/V Johnny A reported that they were sinking rapidly. All five people on board donned their immersion suits, entered the water, and began swimming toward F/V Aleutian Mariner. The F/V Aleutian Mariner arrived on scene and recovered all five crewmembers from the Johnny A from the water in good condition. The NPSC stood down the helo responding from Air Station Sitka and the other two Good Samaritan vessels. Station Juneau arrived on scene 45 minutes later and transported the Johnny A crew to Juneau. The F/V Johnny A sank near the entrance of Whitestone Harbor. The owner of F/V Johnny A hired Southeast Alaska Lighterage (SEAL) to plug vents, boom vessel, and conduct initial salvage assessment. The salvage crew was able to refloat the vessel from 70 feet of water and towed it to Juneau.</p>
07/27/05	Courtney Noral	58ft Seiner	5	N	N	<p>The F/V Courtney Noral radioed the North Pacific SAR Coordinator reporting that the vessel was aground and taking on water near Unga Island. The Courtney Noral had pumps on board that were keeping up with the flooding and was not in immediate distress. The NPSC initiated a communications schedule with the Courtney Noral as she refloated and made her way toward Sand Point with the assistance of Good Samaritan vessels Dolphin and Sea King. Courtney Noral moored safely in Sand Point where the vessel offloaded fish and made plans for an emergency haul out.</p>
07/27/05	Ocean Cape	91ft Crab Boat	N/A	N	N	<p>The master of the F/V Ocean Cape contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a crewmember who was crushed between the power block and the boat's rail. The crewmember had lost consciousness and had stopped breathing before being revived with CPR. The Station Ketchikan 47ft motor life boat (MLB) and an Air Station Sitka HH-60 helo launched to MEDEVAC the crewmember. The MLB arrived on scene before the helo and was evaluated as being the most expeditious means by which to transport the patient to a medical facility. The MLB took the patient aboard and transported him to Knutson Cove Marina for further transfer to North Tongass Fire Department EMS.</p>

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


Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
07/27/05	Sylvia Star	58ft Longliner	N/A	N	Y	The F/V SYLVIA STAR took on water and sank in Uganik Bay in the vicinity of Village Islands.
 <p>The F/V Sylvia Star (LEFT) rests vertically stem-up on the bottom in about 60 feet of water during salvage and cleanup.</p>						
07/28/05	Westward I	126ft Trawler	5	N	N	The F/V Westward I radioed Communications Station Kodiak reporting that the vessel had experienced an explosion and fire in their engine room and were releasing HALON into the space. The North Pacific SAR Coordinator then issued an Urgent Marine Information Broadcast. The USCGC Boutwell and three Good Samaritan fishing vessels diverted to the vessel's position. The Boutwell's estimated time of arrival was one hour and forty minutes. The F/V Royal American and Gladiator arrived on scene. The Royal American took the NMFS observer off the vessel, leaving four crew to determine the vessel's status and affect fire fighting efforts. The Boutwell arrived on scene and delivered a four - person boarding team to the vessel to determine the vessel's status and assist with fire-fighting efforts. The fire was extinguished. F/V Viking, a sister ship of Westward I, took the Westward I in tow into Dutch Harbor. The NMFS observer was transported to Dutch Harbor aboard the F/V Chelsea K.
07/28/05	Beverlee J	42ft Seiner	N/A	N	N	The F/V Beverlee J notified the North Pacific SAR Coordinator that the vessel had intentionally grounded on Spruce Island due to flooding in the lazarette. The vessel had a faulty hatch combing on the lazarette of the vessel. Upon completion of fishing operations, the nets were placed on deck, and the water from the nets flooded the lazarette space. The operator of the vessel attempted to pump out the space with the vessel's bilge pumps, but the pumps were not operational. The vessel was then beached, the space was pumped out, and repairs were made to the bilge pumps and the hatch cover. Vessel returned to Kodiak under its own power.
07/30/05	Grayling	46ft Tender	2	Y	N	A crewmember on board the F/V Grayling fell overboard sometime during the night. The master conducted a search along the shoreline of Akutan Island then made his way to Trident Seafoods in Akutan to notify the Coast Guard. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast, and the USCGC Boutwell launched their HH-65 helo to search. The Alaska State Troopers and Akutan village police organized a local search effort. The helo arrived on scene and deployed a drift beacon. The helo searched throughout the day. All searches yielded negative results.
08/01/05	Bold Lady	36ft Gillnetter	N/A	N	N	The master of the F/V Bold Lady radioed MSO Valdez Cooomunications Center requesting a MEDEVAC for a crewman suffering from severe abdominal pain and possible appendicitis. An Air Station Kodiak HH-60 helo predeployed to Cordova diverted from routine patrol to the vessel's position in Eshamy Bay after overhearing the radio call. The helo landed onshore nearby the Bold Lady, which took the victim to the beach via small boat. The helo transported the patient to Valdez hospital, approximately 67 NM from scene.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
08/04/05	Great Pacific	144ft Trawler	5	N	N	The F/V Great Pacific radioed the North Pacific SAR Coordinator reporting that the vessel was disabled and adrift 30nm southwest of St. George Island. The vessel's fishing nets became fouled in her propeller and rudder. At the time of the report, the Great Pacific had already arranged for Tug Vessel Impala from Dutch Harbor to assist them. However, due to the forecasted weather in the Bering Sea, the NPSC recommended that the Great Pacific accept a tow to St. Paul from Tug Vessel Island Spirit. LORAN Station St. Paul assisted the NPSC with VHF communications with the tug vessel, and Communications Station Kodiak maintained a 4-hour communications schedule with the Great Pacific. Tug Island Spirit arrived on scene, took the Great Pacific in tow, and proceeded to St. Paul Island.
08/05/05	Defender	120ft Trawler	25	N	N	The F/V Defender radioed Communications Station Kodiak reporting that the vessel was disabled and adrift approximately 225nm north of Dutch Harbor. They were in no immediate danger, but felt that their engine casualty was such that they could not repair it at sea. The North Pacific SAR Coordinator placed them on a one-hour communication schedule and contacted the vessel's owner. The owner stated that the F/V Sea Freeze could assist the Defender by towing them back into Dutch Harbor. The Sea Freeze took the Defender in tow and proceeded to Dutch Harbor.
08/10/05	Cape Providence	38ft Seiner	N/A	N	N	The master of the F/V Cape Providence radioed Air Station Kodiak Communications Center requesting a MEDEVAC for an unconscious crewman, while operating 25nm northeast of Kodiak in Izhut Bay on Afognak Island. The 39-year-old male crewman was diabetic and was not responding to medications. An Air Station Kodiak HH-60 helo diverted to the scene, hoisted the crewman, and delivered him to awaiting EMS at Kodiak in stable condition.
08/11/05	Us Intrepid	173ft Trawler	N/A	N	N	Health Force Services contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a crewman aboard the F/V US Intrepid who sustained leg and back injuries from a fall down a ladder. The US Intrepid was located approximately 300nm from St Paul Island and heading toward St Paul. The Duty Flight Surgeon recommended a helicopter MEDEVAC vice small boat transport. North Pacific SAR Coordinator diverted the USCGC Boutwell, located approximately 120nm southeast of St. Paul Island, and rendezvous with US Intrepid 135nm northwest of St. Paul, where they would utilize their HH-65 helo to conduct the MEDEVAC. The Boutwell completed a rendezvous with F/V US Intrepid. The patient was successfully transported with Boutwell's helo to the St. Paul clinic for further treatment and eventual transport by commercial air ambulance.
08/13/05	Ocean Spirit	58ft Trawler	N/A	N	N	The master of the F/V Cape Caution radioed the North Pacific SAR Coordinator reporting that a crewmember on board the F/V Ocean Spirit was crushed by a boom and in need of a MEDEVAC. The F/V Ocean Spirit was located near St. Phillips Island. The NPSC diverted an Air Station Sitka HH-60 helo from a routine patrol to assist. The NPSC was subsequently notified of a second injured crew member on board F/V Ocean Spirit from the same boom accident. Both patients were hoisted and transported to Sitka for treatment.
08/15/05	North Beach	37ft Longliner	N/A	N	N	The master of the F/V North Beach radioed Communications Station Kodiak reporting that the vessel was taking on water approximately 76nm west of St. Paul. An Air Station Kodiak HH-60 helo and an HC-130 launched to assist. The North Pacific SAR Coordinator contacted USCGC BOUTWELL to discuss the possibility of launching their HH-65 helo to the scene. While working out the logistics of flying Boutwell's helo to St. Paul, Communications Station Kodiak received word from the North Beach that they were no longer in distress. The North Beach had stopped the flooding and dewatered their lazarette, but had burned up their dewatering pump in the process. The NPSC decided to stand down the helo, but have the HC-130 continue to the scene to drop a pump to the vessel. However, once the HC-130 got on scene, the North Beach declined the pump, and the HC-130 departed the scene. Communications Station Kodiak maintained a one-hour communications schedule with the vessel until it moored safely in St Paul.
08/24/05	Wild West	51ft Longliner	N/A	N	N	The master of the F/V Wild West radioed the North Pacific SAR Coordinator requesting a MEDEVAC for a 25-year-old male crewmember who had his fingers caught in a winch onboard the vessel. The duty flight surgeon recommended MEDEVAC of the patient. An Air Station Kodiak HH-65 launched to the scene, hoisted the patient, and transferred him to local EMS.
08/24/05	Secure	43ft Seiner	N/A	N	N	The master of the F/V Secure radioed the North Pacific SAR Coordinator reporting that one of the crewmembers fell down a ladder head first the previous night. He had a little bleeding at the time, but seemed alright. The following morning he was experiencing shoulder and back pain, lightheadedness, nausea, and collapsed. After conferring with the Duty Flight Surgeon, it was determined that Station Juneau was the best asset to MEDEVAC the patient and bring him back to Juneau. After arriving on scene Station Juneau determined that the best course of action was to transfer their EMT to the vessel to stabilize the patient and then escort the vessel into Auke Bay. The F/V SECURE moored in Auke Bay, and the individual was transferred to local EMS.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
08/25/05	Alliance	105ft Trawler	6	N	Y	The master of the F/V Alliance radioed Air Station Kodiak's Communications Center reporting that they had struck some rocks in the vicinity of Cape Resurrection, were rapidly taking on water, and were abandoning ship into their skiff. Four adults and two, twin 4-year-old children donned their immersion suits and safely escaped the sinking vessel in their skiff. A few minutes later, a Good Samaritan vessel, F/V Black Velvet, arrived on scene and recovered all six people from the skiff. A few minutes after the six people were recovered, the USCG Auxiliary SAFEBOAT arrived on scene and the 6 people were transferred to aboard and transported to Seward. There were no injuries and their skiff was towed to Seward by the Auxiliary vessel.
08/30/05	Home Fire	32ft Gillnetter	1	Y	N	A Good Samaritan fishing vessel radioed the North Pacific SAR Coordinator reporting that the master of the F/V Home Fire was not responding to radio or cell communications. An Alaska Department of Fish and Game vessel determined that the individual was not on board the vessel, the vessel was aground, and its engines had stopped, but were engaged astern. Based on this information, it was assumed that the individual had gone overboard possibly while anchoring. The NPSC issued an Urgent Marine Information Broadcast. An Air Station Sitka helo launched to the scene along with the Station Juneau 47ft motor lifeboat and the USCGC Anacapa. An Alaska State Trooper vessel and numerous good Samaritan vessels also responded to the Urgent Marine Information Broadcast. The helo, Station Juneau, and Anacapa all completed their search areas with negative results. Anacapa, Station Juneau, and the Civil Air Patrol completed first light search sorties. Water and shore areas were searched with negative results. The body of the fishermen was later located and recovered by divers.
08/31/05	Cory B	32ft Gillnetter	1	Y	Y	The Alaska State Troopers contacted the North Pacific SAR Coordinator reporting the discovery of vessel debris onshore near Coffee Point in Bristol Bay, approximately 30nm south of Naknek. The debris, consisting of a net reel and rack, survival suit, and 03 red flares were identified with the F/V Cory B. The debris was originally sighted on 28 Aug 05 and reported to local authorities on 30 Aug. The vessel, with the owner/operator onboard, was last seen near shore 22 Aug approximately 27 NM south of where the debris was found. The master's intentions on 22 Aug were reportedly to anchor out and get some sleep. Further investigation revealed the master's vehicle parked at the Naknek Bayrock Seafoods where his vessel is homeported. Calls to his phone numbers and checks at his residence in Naknek went unanswered. The NPSC issued an Urgent Marine Information Broadcast and directed the launch of an Air Station Kodiak HH-60 helo and HC-130. The aircraft conducted shoreline and inlet searches from Naknek to Ugashik Bay with negative results. The ASTs conducted a hasty search with a light fixed wing aircraft and ATVs along shore and at the nearby cabins with negative results. The debris field onshore was limited to approximately 1 nm long. The master reportedly had little experience with this vessel. A strong storm with severe westerly winds and seas was reported to have blown through the area on 28 Aug. The HC-130 conducted two parallel search patterns from Cinder River to Egegik Bay on 01 Sep and a third coastline search from Etolin Point west towards Lake Iliamna with negative results. The Alaska State Troopers conducted a search by air over several areas with negative results.
09/03/05	Ocean Hope 3	96ft Trawler	4	N	N	A crewmember of the F/V Ocean Hope 3 radioed the North Pacific SAR Coordinator requesting a MEDEVAC for the master of the vessel. The master had a history of diabetes, was suffering from severe indigestion, was sweating profusely, and had cold and clammy skin. The Duty Flight Surgeon recommended the MEDEVAC of the patient. The NPSC directed the launch of an Air Station Kodiak HH-60 helo and an HC-130. The Ocean Hope 3 made best possible speed towards St. Paul Island. The helo, with the HC-130 as cover, conducted the MEDEVAC, hoisting the patient and transporting him to St Paul. The patient was met by commercial MEDEVAC providers in St. Paul and transported to Anchorage.
09/05/05	Comstock	62ft Seiner	2	N	Y	RCC Victoria contacted the North Pacific SAR Coordinator requesting Coast Guard assistance for the F/V Comstock taking on water in Canadian waters. Damage to the vessel was caused by the mast falling and puncturing the hull. An Air Station Sitka HH-60 helo launched to assist. While the helo was enroute, the F/V Comstock continued to attempt dewatering and prepared to abandon ship. RCC Victoria coordinated radio communications with the vessel over VHF radio, and instructed the vessel to activate its EPIRB. Upon activating the EPIRB, RCC Alameda received an un-located 406MHZ first alert on a vessel named the Finstock which later resolved to the exact position of the Comstock. RCC Alameda was able to contact the owner listed on the EPIRB registration to confirm the vessel was registered as the Finstock due to a recent name change. The Canadian Coast Guard was able to dispatch one non-hoist capable Messerschmitt helo from Sandspit and two additional aircraft from Comox which included a fixed wing Buffalo and a Cormorant rescue helo. The A/S Sitka HH-60 arrived on-scene shortly after the Canadian Messerschmitt was forced to depart the scene for fuel and found the 2 POB preparing to abandon the slowly sinking vessel and enter a life raft in heavy seas. The HH-60 deployed its rescue swimmer and conducted two basket recoveries from the water as the Canadian Buffalo provided cover. Both survivors were taken to Sandspit, Canada for treatment of possible broken ribs and back injuries.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
09/08/05	Chelesa K	135ft Trawler	N/A	N	N	The master of the F/V Chelsea K radioed the North Pacific SAR Coordinator requesting a MEDEVAC for a 46-year-old male crewmember suffering from a possible heart attack. The vessel was operating in the central Bering Sea. The NPSC and Air Station Kodiak began making preparations for a long range MEDEVAC. The Duty Flight Surgeon requested that the vessel administer medication and oxygen and monitor the patient's progress. After the vessel completed this procedure, the Duty Flight Surgeon again spoke with the vessel and determined that the patient could be safely MEDEVAC'd from St Paul. The NPSC placed the vessel on a one-hour communications schedule and arranged for commercial MEDEVAC services to meet the vessel upon their arrival in St Paul. The NPSC then stood down Air Station Kodiak. The vessel arrived safely in St. Paul. Low visibility and low ceilings prevented both Aeromed air ambulance service and a Coast Guard Air Station Kodiak HC-130 from getting into St Paul. The patient was given treatment at the St. Paul medical clinic. Aeromed and Air Station Kodiak stood by until a weather window opened and the Aeromed aircraft was able to reach St. Paul and transport the patient.
09/09/05	Three Daughters	46ft Trawler	N/A	N	N	The F/V Three Daughters grounded in the vicinity of Sisters Island with 1800 gallons of fuel onboard. The vessel incurred minor damage. The crew plugged vents and evacuated the vessel through the low tide cycle due to safety concerns. The owner hired Southeast Alaska Lighterage to refloat the vessel upon incoming tide. Vessel safely refloated and was able to make way.
09/10/05	Perseverance	76ft Trawler	N/A	N	Y	The master of the F/V Perseverance radioed the North Pacific SAR Coordinator reporting that the vessel had hit a rock and was taking on water in Icy Strait near Spasski Island. The NPSC issued an Urgent Marine Information Broadcast. The Station Juneau 25ft SAFEBOAT launched to the scene, and an Air Station Sitka HH-60 helo responded. All four persons onboard Perseverance abandoned the vessel for the life raft. The Good Samaritan vessel Whittle Wall diverted to the scene to assist, and a float plane landed in the water near the Perseverance on hearing the UMIB. The float plane towed the Perseverance's life raft to the Whittle Wall where the persons on board were transferred to the Whittle Wall and transported safely to Hoonah. Station Juneau was stood down before arriving on scene as the Good Samaritans had already assisted the crew of the Perseverance.



The USCG Auxiliary monitors the Southeast Alaska Lighterage (Above) as they perform salvage operations on the partially-submerged F/V Perseverance.

The F/V Perseverance (Left and Above) lies partially submerged after hitting a rock near Spasski Island.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
09/21/05	Unimak	82ft Tender	2	N	N	A crewmember of the F/V Unimak radioed Communications Center Juneau reporting that the master of the vessel had suffered a heart attack while operating in the vicinity of Petersburg, and the crewmember was unable to pilot the vessel. Communications Center Juneau had extremely poor communications with the vessel, so Wrangell SAR acted as a communications relay. After passing the information to the duty flight surgeon, USCGC Anacapa's smallboat launched to respond. Anacapa transported the master to local EMS via their smallboat and left a boarding team on board to ensure the vessel stayed in safe water until another fishing vessel arrived on scene. The other fishing vessel's owner then moored the Unimak in Petersburg.
09/23/05	Royal American	105ft Trawler	4	N	N	The master of the F/V Royal American radioed Communications Station Kodiak that the vessel had run aground and was taking on water approximately 35nm east of Dutch Harbor. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast. An Air Station Kodiak HC-130 and HH-60 helo launched to respond. Two Good Samaritan vessels responded to the UMIB and arrived on scene to assist in de-watering and relaying communications to Communications Station Kodiak. The HC-130 arrived on-scene and dropped two pumps to the vessel and found 5 Good Samaritan vessels on scene assisting. The F/V Royal American was able to refloat and ease off the rocks. F/V Arcturus towed the vessel to Akutan, where it moored safely. Soft Patches were installed, and the vessel will be towed to Dutch Harbor by Magone Marine Services.

N/A indicates data not available.

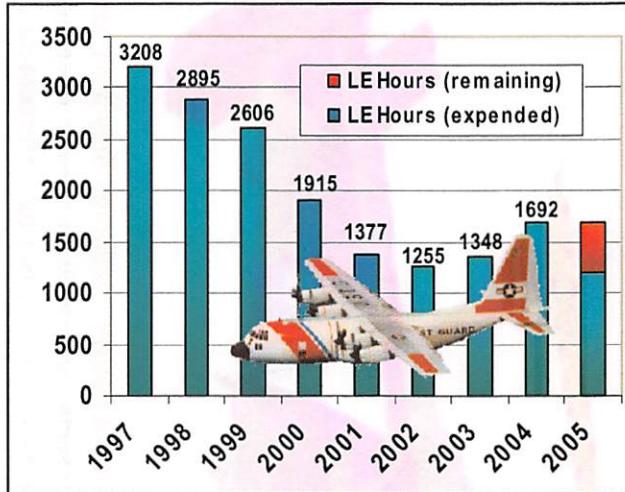


HH-65 helos, also known as “Dolphins” (Above) can be deployed on larger Coast Guard cutters. Although they have far less range than the larger HH-60s, they can sortie from the cutter’s deck, often making them the first assets on scene for search and rescue operations. The function in this role is by hoisting injured mariners and rescuing those in distress. The Dolphins also serve as a primary asset for enforcement of laws and treaties.

IX. CGD17 Resource Summary

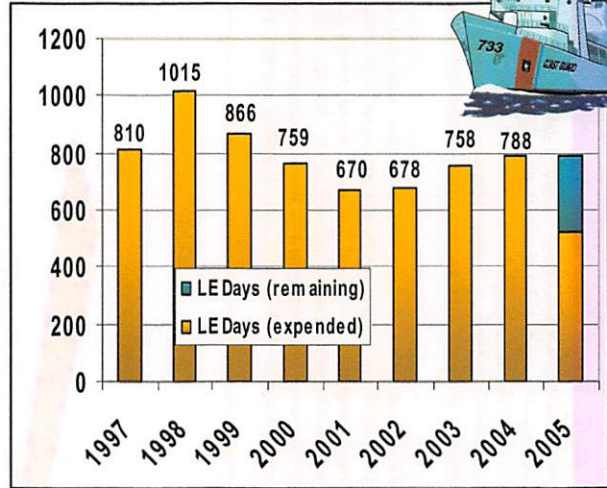
Figures 9 and 10 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 11 and 12 show the same information over the last three years for the *reporting period only*.

Figure 9. Annual HC-130 Hours



*2005 includes projection through December.

Figure 10. Annual Cutter Days



*2005 includes projection through December.

JUN 2004 - SEP 2004

2 WHEC's patrolled79 days
 3 WMEC's patrolled.....122 days
 1 WLB's patrolled11 days
 6 WPB's patrolled161 days
Total Cutter patrol373 days

HC130's flew 85 sorties for 586 hours
 HH-60/65's flew 205 sorties for 446 hours

JUN 2005 - SEP 2005

2 WHEC's patrolled 41 days
 3 WMEC patrolled 113 days
 3 WLB's patrolled 6 days
 6 WPB's patrolled 73 days
Total Cutter patrol 233 days

HC130's flew 55 sorties for 384 hours
 HH-60/65's flew 160 sorties for 341 hours

Figure 11. JUN - SEP HC-130 Hours

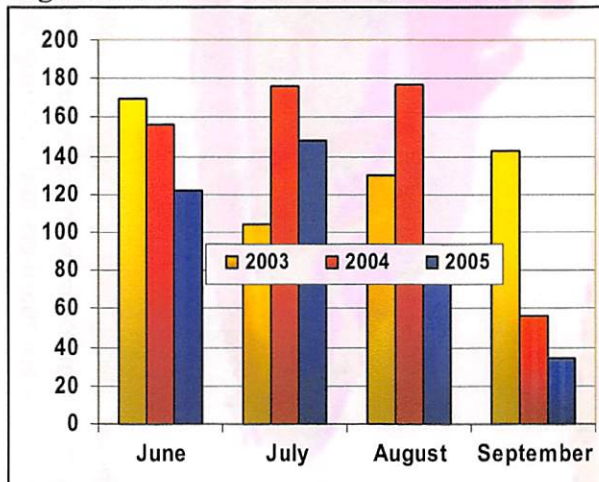
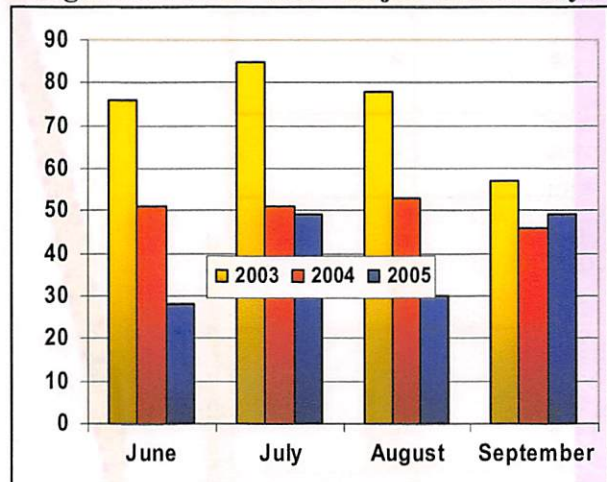


Figure 12. JUN - SEP Major Cutter Days



X. Maritime Security

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



The Marine Safety and Security Team (MSST) stationed in Anchorage is in the midst of their first deployment since reporting to Alaska last year. The team has been performing shoreside harbor patrols and underway cruise ship escorts in Ketchikan and Juneau. The MSST has conducted 126 cruise ship escorts and dedicated 235 hours of small boat underway time during the reporting period.

X. International Enforcement Meetings

Representatives of the Seventeenth District along with NOAA General Council and NMFS enforcement agents attended the *Global Fisheries Enforcement Training Workshop* in Kuala Lumpur, Malaysia, 18-22 July 2005. The Seventeenth Coast Guard District made formal presentations on fishing vessel seizures and MCS networks in the North Pacific. Topics included LE tactics, forensics, VMS, remote sensing, port measures, crime syndicates, case studies, and legislation. Remote sensing tactics employing radar satellite imagery and automated vessel detection were presented by members of the EU at the meeting. These same tools are now being actively tested by the Seventeenth District in cooperation with NOAA, NASA, the Canadian Space Agency, and the Alaska Satellite Facility at UAF.

Ambassador David Balton (U.S. State Department, Deputy Assistant Secretary for Oceans) led the U.S. delegation at the *16th Session of the US-Russian Intergovernmental Consultative Committee (ICC) of Fisheries* in Seattle, WA, 19-21 September. Representatives from the Seventeenth Coast Guard District, NOAA, NMFS, NPFMC, State of Alaska, and industry rounded out the U.S. delegation. Ratification of the MBL and negotiations toward joint pollock management, enforcement, and science were discussed. A U.S. counter-proposal to Russia's most recent proposal was presented. The Russian delegation agreed to give it serious consideration. The Russian FSS agreed to provide "observers" on USCG cutters next summer.

Senior Coast Guard representatives attended a *North Pacific Heads of Coast Guards* meeting in Kobe, Japan last week, and will also attend the *North Pacific Anadromous Fisheries Commission* meeting in Korea later this month. The results will be presented in the December report.

Appendix A

01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
6/1/05	Cape Horn	Trawler	Pacific Cod	510
6/1/05	Constellation	Trawler	Pacific Cod	510
6/1/05	Rebecca Irene	Trawler	Pacific Cod	510
6/1/05	Tonka	Longliner	Halibut	2C
6/2/05	Defender	Trawler	Pacific Cod	510
6/2/05	Defiant	Longliner	Halibut	3A
6/3/05	St Loretta	Longliner	Halibut	3B
6/4/05	Cape Decision	Gillnetter	Salmon	ST
6/4/05	Rastlos	Gillnetter	Salmon	ST
6/4/05	Sea Valley Ii	Longliner	Halibut/Sablefish	3B/WG
6/4/05	Sword	Gillnetter	Salmon	ST
6/6/05	Cinnamon Girl	Longliner	Halibut	2C
6/6/05	Decision	Gillnetter	Salmon	ST
6/6/05	Sarah E	Gillnetter	No Product	ST
6/6/05	Zeus	Longliner	Halibut	2C
6/14/05	Kristi Lynn	Gillnetter	No Product	ST
6/14/05	New Dawn	Gillnetter	No Product	ST
6/14/05	Sunse	Gillnetter	No Product	ST
6/24/05	Déjà Vu	Longliner	Halibut	2C
6/29/05	Arica	Trawler	Pacific Cod	521
6/29/05	Morning Thunder	Seiner	Salmon	ST
6/29/05	Ruff&Reddy	Seiner	Salmon	ST
6/30/05	Clipper Epic	Longliner	Greenland Turbot	521
6/30/05	Clipper Express	Longliner	Greenland Turbot	521
7/4/05	Glacier Bay	Longliner	Halibut	4D
7/5/05	Aurora	Trawler	Pollock	509
7/5/05	Fierce Allegiance	Trawler	Pollock	509
7/5/05	Half Moon Bay	Trawler	Pollock	509
7/5/05	Royal Atlantic	Trawler	Pollock	509
7/5/05	Starfish	Trawler	Pollock	509
7/6/05	Caravelle	Trawler	Pacific Ocean Perch	630
7/6/05	Corsair	Gillnetter	Salmon	ST
7/6/05	Michelle Rene	Trawler	Pacific Ocean Perch	630
7/6/05	Pacific Star	Trawler	Pacific Ocean Perch	630
7/7/05	Hazel Loraine	Trawler	Pacific Ocean Perch	630
7/7/05	Kimberly	Gillnetter	Salmon	ST
7/7/05	Pacific Reefer	Gillnetter	Salmon	ST
7/8/05	Gota	Gillnetter	Salmon	ST
7/8/05	Lucky Strike	Gillnetter	Salmon	ST
7/10/05	Defiant	Trawler	Pacific Ocean Perch	630
7/10/05	Mongoose	Longliner	Halibut/Sablefish	2C/SE
7/10/05	Ocean Hope 3	Trawler	Pacific Ocean Perch	630

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
7/10/05	Swift	Gillnetter	Salmon	ST
7/10/05	Vanguard	Trawler	Pacific Ocean Perch	630
7/11/05	Arctic Dawn	Gillnetter	Salmon	ST
7/11/05	North Boy	Gillnetter	Salmon	ST
7/11/05	Wooly Bear	Gillnetter	Salmon	ST
7/12/05	Kay Lynn	Pot Boat	Crab	ST
7/12/05	Miss Tori	Gillnetter	Salmon	ST
7/12/05	Mollie Lidell	Gillnetter	Salmon	ST
7/12/05	Nasha	Gillnetter	Salmon	ST
7/12/05	Restless	Gillnetter	Salmon	ST
7/12/05	Superfly	Gillnetter	Salmon	ST
7/14/05	Alaskan Spirit	Seiner	No Product	ST
7/16/05	Valorous	Longliner	Halibut/Sablefish	3A/WY
7/19/05	Tremont	Trawler	Pacific Cod	521
7/20/05	Peregrine	Longliner	Halibut/Sablefish	3B/WG
7/21/05	Margaret Lynne	Trawler	Pollock	521
7/21/05	Traveler	Trawler	Pollock	521
7/21/05	Vesterallan	Trawler	Pollock	521
7/23/05	Bristol Leader	Trawler	Pollock	521
7/29/05	Alaska Command	Trawler	Pollock	517
8/1/05	American Beauty	Trawler	Pollock	513
8/2/05	Sovereignty	Trawler	Pollock	517
8/5/05	Unimak	Trawler	Sole	517
8/14/05	Sebrika	Longliner	Halibut	3A
8/16/05	Ocean Ripple	Seiner	Salmon	ST
8/16/05	Ocean Summer	Seiner	Salmon	ST
8/18/05	Dominator	Trawler	Pollock	517
8/19/05	Golden Dawn	Trawler	Pollock	517
8/20/05	Blue Ace	Longliner	Pacific Cod	517
8/21/05	Alea	Trawler	Pollock	517
8/21/05	Anita J	Trawler	Pollock	517
8/22/05	Bimini	Gillnetter	Salmon	ST
8/22/05	Shelter	Gillnetter	Salmon	ST
8/23/05	Olympic	Longliner	Halibut	3A
8/24/05	Jessie Marie	Gillnetter	Salmon	ST
8/24/05	Jewel	Gillnetter	Salmon	ST
8/24/05	Kyra Dawn	Gillnetter	Salmon	ST
8/24/05	Sg Lazaria	Longliner	Sablefish	SE
8/25/05	Auriga	Trawler	Pollock	517
8/25/05	No-Seeum	Gillnetter	Salmon	ST
8/25/05	Radio	Gillnetter	Salmon	ST
8/25/05	Sultan	Gillnetter	Salmon	ST

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
8/26/05	Aleutian Lady	Longliner	Pacific Cod	517
8/26/05	Dumdas	Gillnetter	Salmon	ST
8/26/05	Dutch Master	Gillnetter	Salmon	ST
8/26/05	Imperial	Gillnetter	Salmon	ST
8/26/05	Invictus	Gillnetter	Salmon	ST
8/26/05	Kamilar	Longliner	Halibut	3C
8/26/05	Keta	Gillnetter	Salmon	ST
8/26/05	Opal	Gillnetter	Salmon	ST
8/26/05	Restless Wind	Gillnetter	Salmon	ST
9/2/05	Bailey J	Gillnetter	Salmon	ST
9/2/05	Shelo	Gillnetter	Salmon	ST
9/2/05	Sika	Gillnetter	Salmon	ST
9/2/05	Tacoma	Gillnetter	Salmon	ST
9/3/05	Bavaria	Gillnetter	Salmon	ST
9/3/05	Coronation	Gillnetter	Salmon	ST
9/3/05	Julia Breeze	Tender	No Product	ST
9/3/05	Karo Lee	Gillnetter	Salmon	ST
9/3/05	Orca Song	Seiner	Salmon	ST
9/3/05	Pacific Sun	Gillnetter	Salmon	ST
9/3/05	Pioneer	Gillnetter	Salmon	ST
9/3/05	Shearwater	Gillnetter	Salmon	ST
9/3/05	Summer Place	Gillnetter	Salmon	ST
9/7/05	Cape Fanshaw	Gillnetter	Salmon	ST
9/7/05	First Edition	Gillnetter	Salmon	ST
9/7/05	Mindalina	Gillnetter	Salmon	ST
9/7/05	Nina	Gillnetter	Salmon	ST
9/7/05	Towego	Longliner	Halibut	2C
9/7/05	Vego	Gillnetter	Salmon	ST
9/7/05	Vixen	Longliner	Halibut	3A
9/8/05	Deception	Mothership	Salmon	ST
9/8/05	Dream Maid	Longliner	Halibut	2C
9/8/05	Long Shot	Gillnetter	Salmon	ST
9/8/05	Northern Explorer	Mothership	Salmon	ST
9/13/05	Point Omega	Longliner	Halibut	2C
9/15/05	Guardian	Seiner	No Product	ST
9/15/05	Janis M	Seiner	No Product	ST
9/16/05	Grebe	Gillnetter	Salmon	ST
9/16/05	Sea Witch	Gillnetter	Salmon	ST
9/16/05	Tuckahoe	Gillnetter	Salmon	ST
9/21/05	Salmon Bay	Longliner	Halibut	3A

Appendix B

01 JUN – 30 SEP Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
6/4/05	Naushon	Hy Boy	Tender	Salmon	ST	Safety violation issued for expired visual distress signals.
6/7/05	Naushon	Elizabeth Ann	Pot Boat	Crab	ST	Safety violation issued for no sound producing device and expired documentation.
6/16/05	Valdez	Penny li	Gillnetter	Salmon	ST	Boating warning issued for security zone incursion.
7/6/05	Long Island	Gold Rush	Trawler	Pacific Ocean Perch	630	Fisheries violation issued for improperly maintained logbooks.
7/6/05	Naushon	Jeannie Rose	Gillnetter	Salmon	ST	Boating violation issued for insufficient no oil pollution and garbage placards and no registration onboard.
7/7/05	Long Island	Mar Pacifico	Trawler	Pacific Ocean Perch	630	Safety violation issued for expired liferaft hydrostatic release.
7/7/05	Long Island	Laura	Trawler	Pacific Ocean Perch	630	Voyage terminated and vessel escorted to Kodiak for expired EPIRB and expired fire fighting equipment.
7/8/05	Maple	Morning Mist	Gillnetter	Salmon	ST	Voyage terminated for expired liferaft.
7/11/05	Naushon	Eager	Gillnetter	Salmon	ST	Safety violation issued for no sound producing device or documentation.
7/12/05	Naushon	Suduction Point	Gillnetter	Salmon	ST	Safety violation issued for unserviceable life ring buoy.
7/14/05	Long Island	Ocean Bay	Longliner	Halibut	3B	Fisheries summary settlement issued for lack of sea bird avoidance plan.
7/14/05	Long Island	Angelique	Longliner	Halibut	3B	Safety written warning issued for lack of stability letter on board.
7/22/05	Boutwell	Alaska Rose	Trawler	Pollock	509	Fisheries summary settlement issued for improperly maintained logbooks.
7/23/05	Alex Haley	Alaska Mist	Longliner	Greenland Turbot	521	Fisheries violation issued for failure submit logbooks in a timely manner.
7/25/05	Alex Haley	Poseidon	Trawler	Pollock	517	Fisheries violation issued for improperly maintained logbooks and safety violation issued for no boarding ladder.
8/1/05	Ketchikan	Izzy B	Gillnetter	Salmon	ST	Safety violation issued for exceeding 7 knot speed zone in Ketchikan.
8/3/05	Ketchikan	Seven Sea	Tender	No Product	ST	Boating violation issued for no document on board.
8/17/05	Boutwell	Cape Kiwanda	Trawler	Pollock	517	Fisheries written warning issued for improperly maintained logbooks.
8/18/05	Boutwell	Royal American	Trawler	Pollock	517	Fisheries summary settlement issued for failure submit logbooks in a timely manner.
8/18/05	Ketchikan	Godfather	Gillnetter	No Product	ST	Voyage terminated for expired liferaft.
8/18/05	Naushon	Hula Girl	Longliner	Halibut	2C	Voyage terminated for insufficient survival suits.

Appendix B (Continued)

01 JUN – 30 SEP Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
8/19/05	Boutwell	Viking Explorer	Trawler	Pollock	517	Fisheries violation issued for improperly maintained logbooks.
8/19/05	Boutwell	Hickory Wind	Trawler	Pollock	517	Fisheries written warning issued for improperly maintained logbooks.
8/19/05	Boutwell	Excalibur li	Trawler	Pollock	517	Safety violation issued for unseviceable life ring buoy.
8/19/05	Naushon	Quetzal	Seiner	Salmon	ST	Voyage terminated for insufficient fire fighting equipment.
8/24/05	Anacapa	Hank	Gillnetter	Salmon	ST	Safety violation issued for expired liferaft.
8/26/05	Anacapa	Fire Weed	Gillnetter	Salmon	ST	Safety violation issued for unseviceable life ring buoy.
9/2/05	Anacapa	Lara Lee	Gillnetter	Salmon	ST	Boating violation issued for no document on board.
9/15/05	Maple	Jay Louise	Seiner	No Product	ST	Safety violation issued for expired liferaft.
9/16/05	Naushon	Lady Joyce	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals.