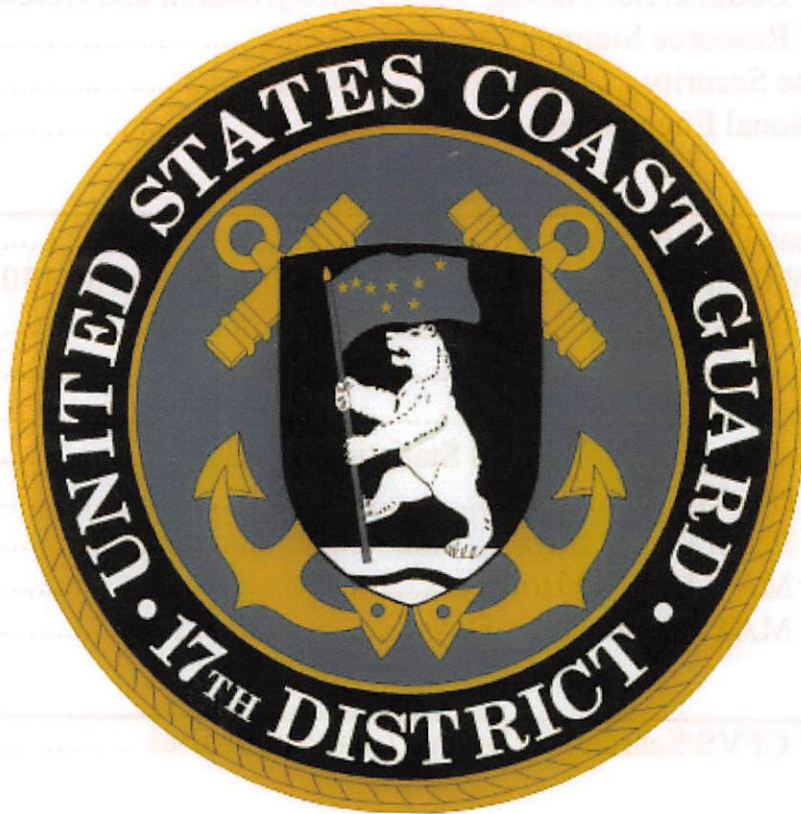


17th COAST GUARD DISTRICT ENFORCEMENT REPORT



15 MAR 05 - 31 MAY 05

Prepared By:
Operational Planning and Policy Division
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK 99802-5517

Table of Contents	Page
I. High Seas Drift Net Enforcement.....	1
II. US/Russian Maritime Boundary Line (MBL) Enforcement.....	2
III. Donut Hole	3
IV. Dixon Entrance.....	3
V. Steller Sea Lions and Critical Habitat Enforcement	3
VI. CGD17 Commercial Fishing Vessel Boarding Statistics.....	4
VII. IFQ At-Sea/Dockside Enforcement.....	4
VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases...	5–8
IX. CGD17 Resource Summary.....	9
X. Maritime Security.....	10
XI. International Engagement	10

Figures

1. High Seas Drift Net Aircraft Search Area	1
2. 13 MAY 05 MBL Scatter Plot of Vessels Sighted by HC-130's.....	2
3. 2000-2005 MBL Max Detections 0-20 NM in RS EEZ	2
4. Fisheries Boardings.....	4
5. Fisheries Violations.....	4
6. Historical Overview of CFVS Statistics.....	5
7. Annual HC-130 Flight Hours.....	9
8. Annual Major Cutter Days.....	9
9. MAR – MAY HC-130 Hours	9
10. MAR – MAY Major Cutter Days	9

Tables

1. CGD17 CFVS/Search and Rescue Case Summaries	5–8
--	-----

Appendices

A. Boardings Without Violations 24 MAR 2005 – 31 MAY 2005	11–12
B. Boardings With Violations 24 MAR 2005– 31 MAY 2005	13–14

List of Abbreviations

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

I. High Seas Drift Net Enforcement

The U.S. Coast Guard, the Canadian Air Force, and Fisheries and Oceans Canada joined forces, resuming dedicated HSDN patrol flights in the North Pacific in April. The joint efforts control illegal, unregulated and unreported (IUU) fishing in the North Pacific Ocean and will continue through the summer. The primary monitoring platforms are long-range search aircraft including Air Station Kodiak HC-130s and Canadian Air Force CP140 Auroras. These fixed winged aircraft carry U.S. and Canadian enforcement officials

who identify and report suspected illegal, unregulated, and unreported (IUU) fishing vessels for subsequent interdiction by the U.S. Coast Guard's Pacific Area cutters. Russia's Federal Border Service and Japan's Maritime Safety Agency also assist in the interdiction efforts.

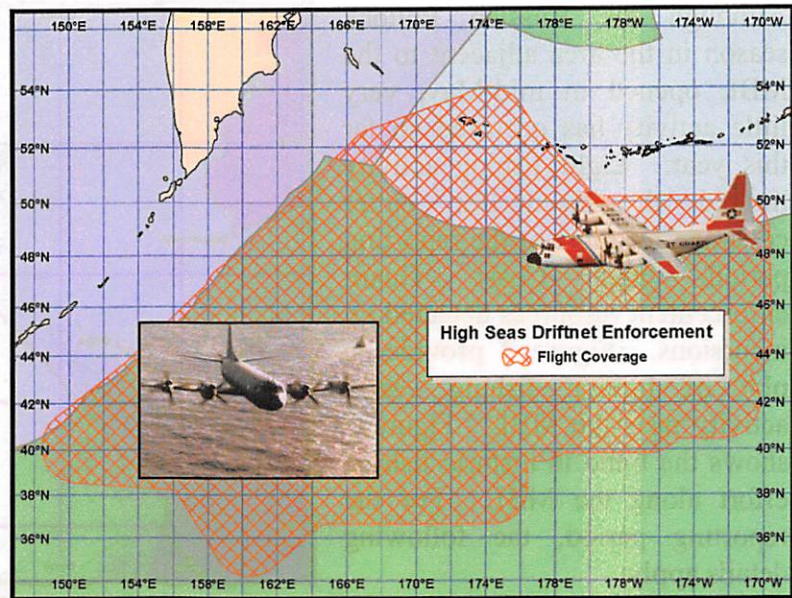
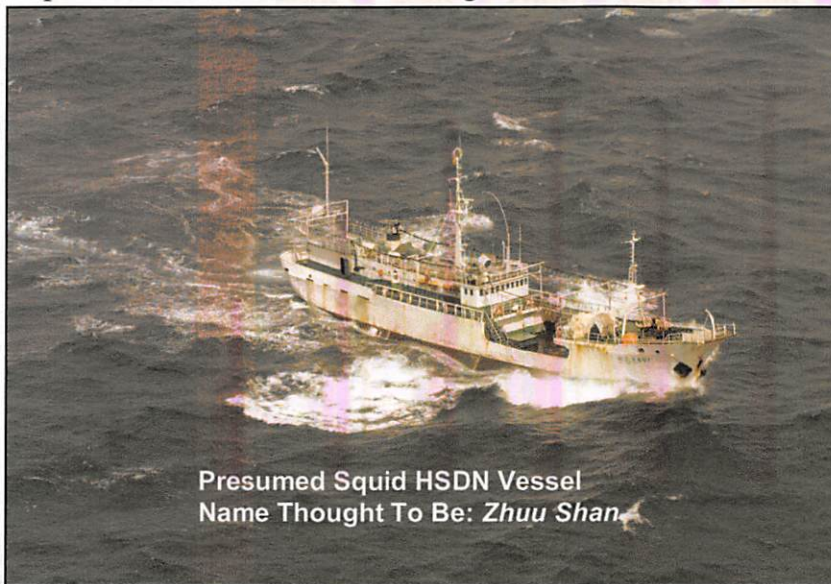


Figure 1. High Seas Drift Net Aircraft Search Area

This multinational enforcement operation has served as a model of international cooperation for protecting fish stocks in the North Pacific. The annual detection and enforcement operation has helped to reduce IUU fish harvesting in international waters of the North Pacific significantly



since the mid-1990s. So far during the 2005 operation, three vessels have been detected and identified fitting the profile of high seas driftnet operations, but not were not observed actively engaged in fishing.

Fishing with a high seas drift net is just one form of IUU fishing. Vessels suspected of participating in IUU fishing were identified and reported for subsequent interdiction by appropriate agencies. For

example, the patrols detected several vessels loitering just outside the Russian EEZ that are now suspected of laundering fish taken illegally from Russian waters.

For the reporting period, the following details apply:

- Canadian Coast Guard flew 17 sorties totaling 180 hours.
- U.S. Coast Guard HC-130's flew 3 sorties totaling 18 hours.
- 2 Suspect Vessels Detected

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

Although the Russian Pollock season in the area adjacent to the MBL opened in mid-May, very little activity has occurred so far this year. Light fishing activity limited the need for cutter coverage for most of the reporting period, and Coast Guard enforcement resources detected no incursions. Figure 2 provides a plot of foreign fishing vessel activity near the MBL. Figure 3 shows the trend in historic fishing effort along the MBL. For the reporting period, the following details apply:

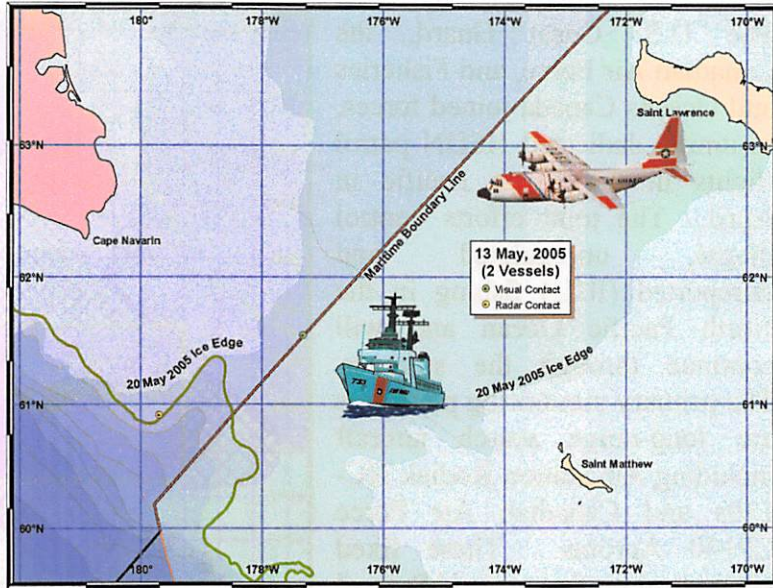
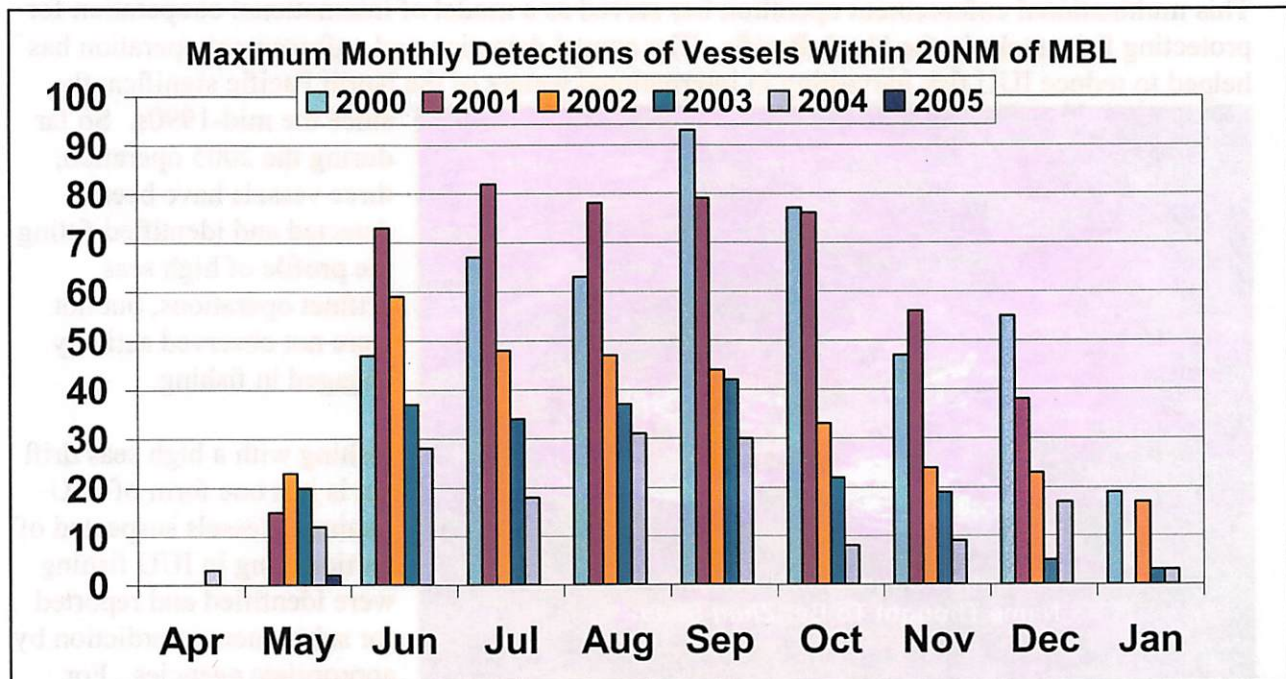


Figure 2. 13 MAY 05 MBL Scatter Plot of Vessels Sighted by HC-130's

- Coast Guard HC-130's flew 3 sorties totaling 22 hours.
- Coast Guard WHEC/WMECs spent 9 days patrolling the MBL.

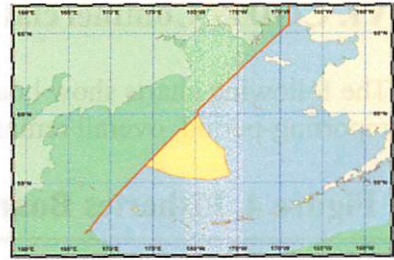
Figure 3. 2000-2005 MBL Max Detections 0-20 NM in RS EEZ



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

III. Donut Hole

No fishing vessel activity was detected in the Donut Hole during the reporting period. The Seventeenth District has received no notices for proposed trial fishing for the remainder of 2005.



IV. Dixon Entrance

The Seventeenth Coast Guard District participated in a U.S.-Canada border enforcement meeting last month in Prince Rupert, British Columbia. This meeting is held annually as part of the 1990 US-CA fisheries enforcement agreement to address enforcement issues along the disputed boundary area in Dixon Entrance. Discussions at this working level meeting included: review of 2004 season, projected fisheries openings and closures, expected patrol effort, customs issues, counter drug enforcement issues, and maritime transportation security. Salmon fishing in this area by Canadian fishermen is expected to be limited again this year with some minor effort expected from mid-July through early August.

V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to assist NMFS's in management activities to insure that 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 logged 478 monitoring hours, and aircraft patrolled 28 hours in support of this mission. The USCGC Mustang detected the S/V Endurance in the Marmot Island No-Transit area. The Mustang subsequently boarded the vessel and issued a violation.

VI. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends. Violations during the reporting-period, overall remained relatively low with most being minor.

Figure 4. Fisheries Boardings

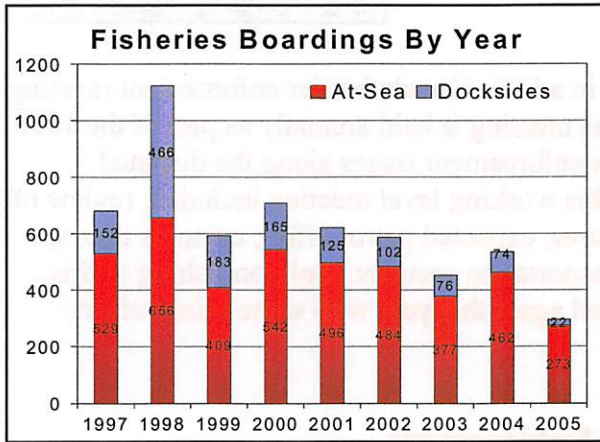
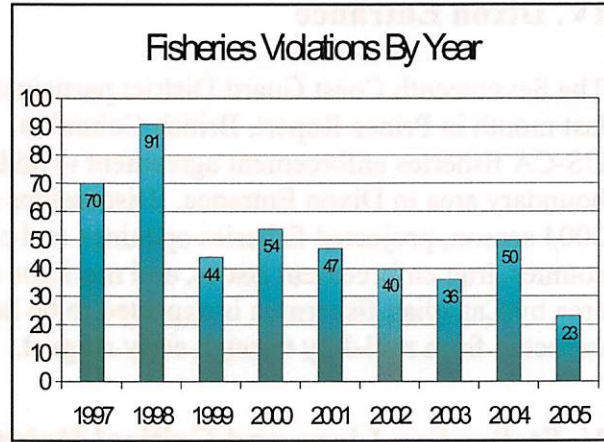


Figure 5. Fisheries Violations



15 MAR 2004 – MAY 2004

All F/V Boardings (at sea):..... 172
 IFQ Monitors (dockside): 41
 Boarding/monitor w/fisheries vio's: 21
 Violation Rate:..... 9.9%

15 MAR 2005 – MAY 2005

All F/V Boardings (at sea): 112
 IFQ Monitors (dockside): 14
 Boarding/monitor w/fisheries vio's: 9
 Violation Rate: 7.1%

During the reporting period, there were nine violations. All nine of the fisheries violations were IFQ related and are discussed in the next section.

There were seven *voyage terminations* for safety violations. Five of the voyage terminations involved insufficient survival craft on-board. One termination was for failure to carry sufficient fire extinguishers and one was for insufficient survival suits. Several vessels were also issued violation notices and warnings for minor safety discrepancies. Appendices A and B contain a complete list of boardings and violations for the reporting period.

VII. IFQ At-Sea/Dockside Enforcement

The 2005 IFQ season continued without significant incidents. All nine of the fisheries violations this period were IFQ-related (six at-sea and three dockside). There were two summary settlements for failure to use adequate seabird avoidance, one summary settlement undersized halibut, and one summary settlement for logbook omissions. The remaining violations were for a mixture of minor record keeping and administrative oversights.



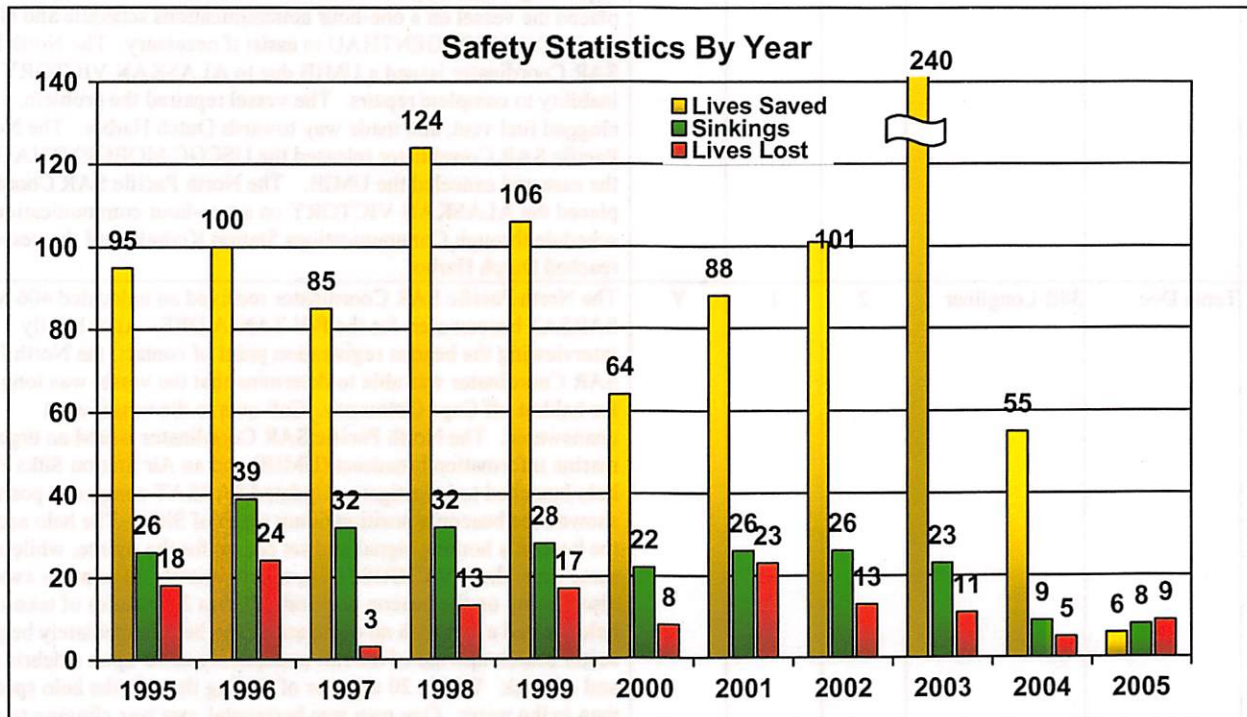
Coast Guard effort consisted of the following:

- 49 IFQ at-sea boardings (66 IFQ boardings year to date).
- 14 dockside offloads monitored (22 IFQ docksides year to date).
- 105 surveillance hours (236 hours year to date).

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

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

Figure 6. Historical Overview of CFVS Statistics



*There was 1 life lost, 3 vessels lost, and 5 lives saved from 15 March to 31 May.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
04/16/05	Karen Jean	58ft Seiner	4	N	N	F/V NORTHERN LIGHTS radioed Communications Center Juneau reporting that the F/V KAREN JEAN had grounded on the northwestern side of Deer Island approximately 27nm south of Wrangell. The North Pacific SAR Coordinator simultaneously received a cellular phone call from a barge operator in Anita Bay reporting the same situation. The North Pacific SAR Coordinator issued an urgent marine information broadcast (UMIB). The F/V NORTHERN LIGHTS and F/V FIGHTING ROYAL responded and proceeded to the scene. The KAREN JEAN was transiting from Wrangell to Ketchikan when the grounding occurred, and the crew sustained no injuries. The vessel did not take on water, and the operator did not observe any significant damage to his vessel. The crewmembers of the F/ KAREN JEAN rigged lines from the stern of the vessel to the shore to hold the vessel in place and transferred personal belongings to their sister ship, the F/V LITTLE LADY. The crew of the KAREN JEAN remained on board the LITTLE LADY overnight and refloated the vessel with high tide the following morning and safely transited to Ketchikan.



Left: Karen Jean aground

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
04/21/05	Alaskan Victory	227ft Processor	48	N	N	The master radioed Communications Station Kodiak reporting that the vessel had lost propulsion near St. George Island, but were not requesting Coast Guard assistance. The North Pacific SAR Coordinator placed the vessel on a one-hour communications schedule and diverted the USCGC MORGENTHAU to assist if necessary. The North Pacific SAR Coordinator issued a UMIB due to ALASKAN VICTORY's inability to complete repairs. The vessel repaired the problem, a clogged fuel vent, and made way towards Dutch Harbor. The North Pacific SAR Coordinator released the USCGC MORGENTHAU from the case and canceled the UMIB. The North Pacific SAR Coordinator placed the ALASKAN VICTORY on a two-hour communications schedule through Communications Station Kodiak until the vessel reached Dutch Harbor.
04/22/05	Tania Dee	38ft Longliner	2	1	Y	The North Pacific SAR Coordinator received an unlocated 406 MHz SARSAT beacon alert for the F/V TANIA DEE. After briefly interviewing the beacon registration point of contact, the North Pacific SAR Coordinator was able to determine that the vessel was long-lining for halibut off Cape Ommaney. Call outs to the vessel went unanswered. The North Pacific SAR Coordinator issued an urgent marine information broadcast (UMIB) and an Air Station Sitka HH-60 helo launched to investigate. Updated SARSAT composite position showed the beacon's position 60nm south of Sitka. The helo acquired the beacon's homing signal and set course for the source, while at the same time, the F/V CHRISTINA, approximately 30 minutes away, was also closing on the beacon position. Within 25 minutes of take-off, the helo located a raft with no occupants. The helo immediately began a sector search upwind of the raft and quickly came upon a debris field and oil slick. Within 20 minutes of finding the raft, the helo spotted two men in the water. One man was horizontal, one was clinging to a small orange buoy, and both were wearing survival suits. As the helo was about to deploy the rescue swimmer, the F/V CHRISTINA maneuvered into position and was able to get the man clinging to the buoy aboard. The helo deployed the rescue swimmer to recover the other man who was unresponsive and lying horizontally in the water. After the hoist of the victim, the helo immediately departed the scene for Sitka with the rescue swimmer and flight mechanic performing CPR on the victim during the 30 minute flight. The victim was delivered to awaiting EMS personnel in Sitka, but was later pronounced dead at Mt Edgcombe hospital. The survivor rescued by the F/V CHRISTINA was in good condition and was transported by the CHRISTINA back to Sitka.
04/25/05	Kibitzer	35ft Troller	N/A	N	N	MSO Juneau received a phone call reporting that the F/V KIBITZER had grounded on Coghlan Island in Auke Bay. The reporting source was en route in a skiff to assist. Communications Center Juneau made call outs on VHF CH16 to the F/V KIBITZER and found that the vessel was taking on water, listing, and had all pumps operating while transiting en route to Auke Bay. The North Pacific SAR Coordinator issued a UMIB and a Station Juneau small boat launched to assist. Station Juneau arrived on scene and escorted the vessel into Auke Bay, where it was safely moored. After mooring, MSO Juneau determined that the operator had fallen asleep while transiting with a disabled 30ft cabin cruiser in side tow.

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



Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
04/26/05	Ocean Pearl	32ft Gillnetter	N/A	N	N	The North Pacific SAR Coordinator received a 121.5 MHz composite alert in the vicinity of Moth Point near Ketchikan. The North Pacific SAR Coordinator diverted USCGC NAUSHON to investigate. An Air Station Sitka HH-60 helo and Station Ketchikan 47ft motor lifeboat both launched to assist. The North Pacific SAR Coordinator directed Station Ketchikan to search Bar Harbor, Tongass Narrows and to continue out to Moth Point. NAUSHON patrolled Nichols Passage and got a good signal near Pennock Island. NAUSHON followed the signal northwest towards Ketchikan, isolating the signal in Bar Harbor, where the Ketchikan Volunteer Rescue Service (KVRS) was already searching every boat in the harbor. At North Pacific SAR Coordinator received the word that the KVRS had found the beacon on the fishing vessel OCEAN PEARL and secured it. The vessel was moored in Bar Harbor and in no distress.
04/26/05	Lowboy	30ft Troller	N/A	N	N	The North Pacific SAR Coordinator received an unlocated 406 MHz SARSAT beacon alert for the F/V LOWBOY. The North Pacific SAR Coordinator called the contact numbers listed on the SARSAT report and learned that the vessel was fishing in King Cove. North Pacific SAR Coordinator got no answer when calling the vessel's phone. The North Pacific SAR Coordinator directed the launch of an Air Station Kodiak HC-130 and an HH-60 helo. While making call outs, Communications Center Kodiak received a call from the F/V ISLAND TRADER stating that the lowboy was moored in King Cove and has been there for several days. The North Pacific SAR Coordinator was unable to contact the harbor master, but called in the local police to look for the vessel and get the beacon identification. North Pacific SAR Coordinator confirmed that the LOWBOY was moored in the harbor and in no distress. The beacon identification matched.
04/29/05	Lovey Joann	49ft Seiner	4	N	N	The North Pacific SAR Coordinator received a call from the Kake Police reporting that the LOVEY JOANN had struck a rock at Hound Island in Keku Strait. The police were receiving information via CB and did not know how many people were on the vessel, but the initial report was that the vessel was taking on water. Kake SAR launched vessels to the scene. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and an Air Station Sitka HH-60 helo launched to assist. Prior to the helicopter arriving on scene, the Kake Police reported that the vessel had suffered only minor damage to its keel and was not taking on water. All four crewmembers of the LOVEY JOANN were off the vessel and in two skiffs. The crew refloated the vessel at the next high tide with no problems and resumed its transit to Ketchikan.
	Right: Lovey Joann aground					
05/15/05	Heather Kay	48ft Longliner	4	N	Y	The North Pacific SAR Coordinator received an unlocated 406 MHz SARSAT beacon alert registered to the F/V HEATHER KAY. The vessel did not respond to call-outs. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB). Multiple vessel registration contacts stated that the vessel was fishing in area 3B. One vessel responding to the UMIB thought the vessel was fishing off of Adak. The North Pacific SAR Coordinator directed the launch of an Air Station Kodiak HC-130 to conduct a search of area 3B. The HC-130 over-flew area 3B trying to detect an EPIRB and broadcasting the UMIB on VHF and HF. Approximately three hours after the initial unlocated alert, the North Pacific SAR Coordinator received an alert with a position that plotted approximately 51.5nm southwest of Kodiak. North Pacific SAR Coordinator diverted the HC-130 to the position and launched an Air Station Kodiak HH-60 helo to assist. The HC-130 located a vessel on fire, spotted a liferaft, and saw flares coming from the position of the liferaft. The helo arrived on scene, hoisted all four survivors from the raft, verified that they were from the HEATHER KAY, and that there was no one else on board. All four personnel were in good condition and were transported back to Kodiak by helo.
			Heather Kay crew home safe			

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
05/16/05	Return	32ft Gillnetter	3	N	Y	The North Pacific SAR Coordinator received notification from the King Cove Police Department that there was smoke in the vicinity of Indian Head in Belkofski Bay. The King Cove Police Department was unable to determine the source of the smoke, but they were aware of F/V return had planned to be in the vicinity. The North Pacific SAR Coordinator requested the National Weather Service in Cold Bay make callouts on VHF Channel 16 and directed Communications Station Kodiak to make callouts on HF. Callouts yielded negative results. The North Pacific SAR Coordinator then issued an Urgent Marine Information Broadcast (UMIB) and directed an Air Station Kodiak HC-130 launch to investigate. The GOOD SAMARITAN VESSELS M/V REDOUBT and M/V GRETTA responded to the UMIB and began searching. When the GOOD SAMARITAN VESSELS arrived on scene, they discovered a fiberglass vessel at anchor and burned to the waterline. The North Pacific SAR Coordinator then directed USCGC SPAR to get underway from False Pass and an Air Station Kodiak HH-60 helo launched to assist. After arriving on scene the HC-130 located a skiff on the beach with something orange inside of it. The King Cove Police Department then located three individuals hiking from Belkofski Bay to King Cove. The three individuals verified that they were from the F/V RETURN, which had burned. They did not have a radio they could not notify anyone of their status.
05/21/05	Alicia	32ft Gillnetter	N/A	N	N	The North Pacific SAR Coordinator received an overdue report for the F/V ALICIA on a voyage from Egegik to Goodnews Bay. The North Pacific SAR Coordinator made call-outs for the vessel and issued an Urgent Marine Information Broadcast (UMIB). The North Pacific SAR Coordinator also made calls to harbor masters/local police in King Salmon/Naknek, Dillingham, Togiak, and Dillingham. All callouts yielded negative results and the North Pacific SAR Coordinator directed an Air Station Kodiak HC-130 launch to conduct a trackline search from Egegik to Hagemester Island to Goodnews Bay and then a shoreline search from Goodnews Bay back to Egegik. The HC-130 located the F/V ALICIA in the vicinity of Chaguan Bay. The vessel was not in distress and had a 6-hour ETA to Goodnews Bay. The F/V ALICIA had been delayed due to weather.

“N/A” indicates that the information is not available.



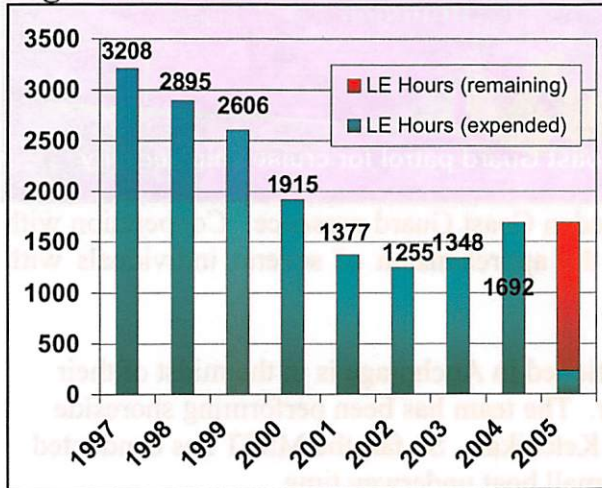
Right: Air Station Kodiak HH-60 fisheries patrol

IX. CGD17 Resource Summary



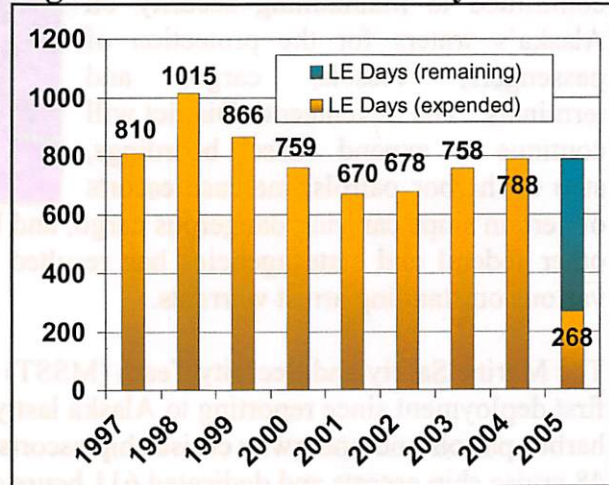
Figures 7 and 8 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only*.

Figure 7. Annual HC-130 Hours



*Flight hour data by calendar year.

Figure 8. Annual Cutter Days



*Patrol day data by calendar year.

MAR 2004 – MAY 2004

2 WHEC's patrolled for 57 days
 2 WMEC's patrolled for 39 days
 3 WLB's patrolled for 28 days (fisheries)
 5 WPB's patrolled for 37 days (fisheries)
Total Cutter days – 161

HC130's flew 33 sorties for 175 hours
 HH-60/65's flew 48 sorties for 194 hours

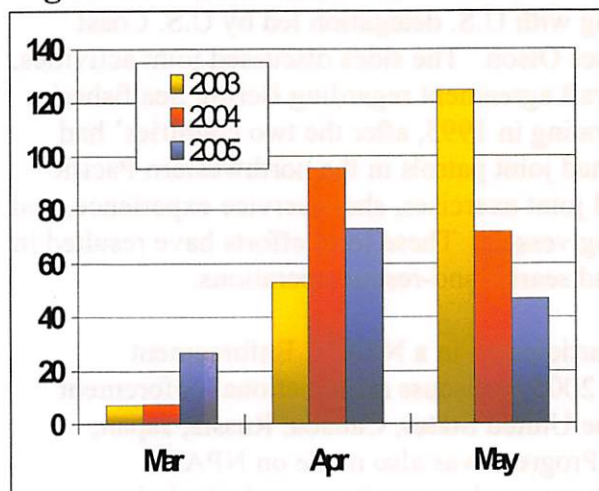
MAR 2005 – MAY 2005

3 WHEC's patrolled for 86 days
 2 WMEC patrolled for 20 days
 WLB's patrolled for 0 days (fisheries)
 6 WPB's patrolled for 77 days (fisheries)
Total Cutter days – 183

HC130's flew 19 sorties for 147 hours
 HH-60/65's flew 55 sorties for 151 hours

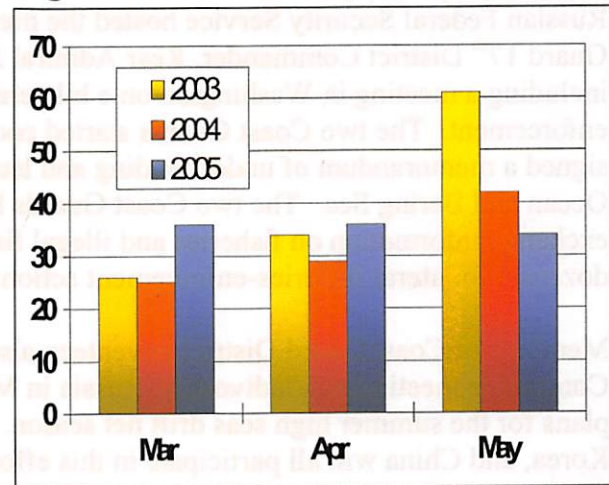


Figure 9. MAR - MAY HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 10. MAR - MAY 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. 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. Cooperation with other federal and state agencies has resulted in the apprehension of several individuals with various outstanding arrest warrants.



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. So far, the MSST has conducted 48 cruise ship escorts and dedicated 611 hours of small boat underway time.

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.

XI. International Engagement

A US Coast Guard delegation visited the Kamchatka Peninsula of the Russian Far East in April via Air Station Kodiak HC-130 aircraft and met with Russian officials regarding joint fisheries enforcement. The meeting resulted in signing an agreement on further cooperation and approving a plan of joint actions and 2005 patrols. The Northeast Border Directorate of the Russian Federal Security Service hosted the meeting with U.S. delegation led by U.S. Coast Guard 17th District Commander, Rear Admiral James Olson. The sides discussed joint activities, including a meeting in Washington on a bilateral draft agreement regarding Bering Sea fisheries enforcement. The two Coast Guards started cooperating in 1995, after the two countries' had signed a memorandum of understanding and launched joint patrols in the northwestern Pacific Ocean and Bering Sea. The two Coast Guards hold joint exercises, share service experience, and exchange information on fisheries and illegal fishing vessels. These joint efforts have resulted in dozens of bilateral fisheries-enforcement actions and search-and-rescue operations.

Members of Coast Guard District Seventeen also participated in a NPAFC Enforcement Committee meeting in Vladivostok, Russia in May 2005 to discuss multi national enforcement plans for the summer high seas drift net season. The United States, Canada, Russia, Japan, Korea, and China will all participate in this effort. Progress was also made on NPAFC Enforcement Guidelines for non-member and stateless vessels, as well as a web site being developed to share HSDN information and actively coordinate patrol operations.

Appendix A

Boardings Without Violations 24 MAR 2005 – 31 MAY 2005

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
03/24/05	Risky Business	Longliner	Pacific Cod	519
03/24/05	Champion	Pot Boat	Pacific Cod	610
03/24/05	Storm Chief	Seiner	Salmon	ST
03/25/05	Christi Rob	Longliner	Halibut	2C
03/25/05	Viking Spirit	Longliner	Halibut	2C
03/25/05	Cobra	Longliner	Sablefish	SE
03/25/05	Expatriate	Longliner	Sablefish	SE
03/26/05	Alpine Cove	Pot Boat	Pacific Cod	519
03/29/05	Zenith	Longliner	Halibut	3B
03/29/05	Gene S	Seiner	Herring	ST
03/29/05	North Cape	Seiner	Herring	ST
03/29/05	In Seine	Seiner	Salmon	ST
03/29/05	Dorothy H II	Seiner	Salmon	ST
03/29/05	Intrepid Explorer	Trawler	Pacific Cod	509
03/29/05	Pacific Viking	Trawler	Pacific Cod	509
03/31/05	Pacific Dawn	Longliner	Halibut	2C
04/01/05	Tiffany Lee	Longliner	Halibut	2C
04/01/05	Spectrum	Longliner	Pacific Cod	630
04/02/05	Sundee Lynn	Longliner	Halibut	2C
04/02/05	Rogue	Longliner	Halibut	2C
04/02/05	Arctic Explorer	Trawler	Flatfish	509
04/02/05	Gladiator	Trawler	Flatfish	509
04/05/05	Nip N Tuck	Longliner	Halibut	3A
04/05/05	Miss Emily	Longliner	Halibut	3A
04/05/05	Quest	Longliner	Halibut	3A
04/05/05	Irene H	Longliner	Halibut/Sablefish	4A/BS
04/13/05	Discovery	Longliner	Halibut	3A
04/13/05	Sea Dream	Longliner	Halibut	3A
04/13/05	Evening Star	Longliner	Halibut	3A
04/14/05	Iceberg	Longliner	Halibut	2C
04/14/05	Jan-D	Seiner	Salmon	ST
04/14/05	AK-9651-J	Seiner	Salmon	ST
04/14/05	Dona Lina	Trawler	Pollock	630
04/14/05	Pacific Star	Trawler	Pollock	630
04/15/05	Major	Longliner	Pacific Cod	517
04/15/05	Sarah M	Seiner	Salmon	ST
04/15/05	Susan Kay	Seiner	Salmon	ST
04/15/05	Low Cape	Seiner	Salmon	ST
04/15/05	Hail Mary	Seiner	Salmon	ST
04/15/05	Legacy	Trawler	Flatfish	517
04/15/05	Vaerdal	Trawler	Flatfish	517
04/19/05	Nomad II	Longliner	No Product	630

04/19/05	Summer Girl	Seiner	Salmon	ST
04/19/05	Royal Salute	Seiner	Salmon	ST
04/19/05	Maggie B	Seiner	Salmon	ST
04/20/05	Ocean Alaska	Trawler	Flatfish	519
04/20/05	Alaska Spirit	Trawler	Flatfish	519
04/24/05	Zima	Seiner	Salmon	ST
04/25/05	Cheryll	Longliner	Halibut	2C
04/25/05	Gulf Winds	Seiner	Herring	ST
04/27/05	Confidence	Longliner	Halibut	3A
04/27/05	Slava II	Longliner	Halibut	3A
04/27/05	Seymore	Longliner	Halibut	3A
04/27/05	Sara Dawn	Longliner	Halibut	2C
04/28/05	Sierra Mare	Longliner	Halibut	3A
04/28/05	Kilkenny	Longliner	Halibut	3A
04/28/05	Vigorous	Longliner	Halibut	3A
04/28/05	Konrad 1	Longliner	Sablefish	BS
04/28/05	Alaska Ranger	Trawler	Sablefish	518
04/29/05	Pacific Sea	Longliner	Halibut	3A
04/29/05	Agile	Longliner	Halibut	2C
04/29/05	Aleution Spirit	Longliner	Halibut	2C
04/29/05	Island Pride	Longliner	Halibut	2C
04/29/05	Cascade Mariner	Longliner	Sablefish	BS
04/30/05	Dusk	Trawler	Pollock	630
05/06/05	American 1	Trawler	Flatfish	513
05/06/05	Us Intrepid	Trawler	Flatfish	513
05/08/05	Flower Garden	Processor	No Product	ST
05/09/05	Sea Star	Gillnetter	Salmon	ST
05/09/05	Lady Mae	Seiner	Salmon	ST
05/09/05	Kelcey Michell	Seiner	Salmon	ST
05/10/05	Masonic	Longliner	Halibut	2C
05/10/05	Katie J	Longliner	Halibut	2C
05/10/05	Kelly Marie	Longliner	Halibut	2C
05/10/05	Kesia Dawn	Longliner	Sablefish	SE
05/10/05	Neptune	Tender	No Product	ST
05/11/05	Kelcey Michell	Seiner	Salmon	ST
05/11/05	Neptune	Tender	No Product	ST
05/13/05	Day Spring	Longliner	Halibut	2C
05/13/05	Chomley	Longliner	No Product	ST
05/15/05	Adventure	Seiner	Salmon	ST

Appendix B

Boardings With Violations 24 MAR 2005 – 31 MAY 2005

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
03/24/05	Morgenthau	Temptation	Pot Boat	Pacific Cod	610	Safety verbal warnings issued for expired visual distress signals and life rings with improper reflective tape.
03/25/05	Storis	Castaway	Longliner	Halibut/ Sablefish	2C/SE	Safety violation issued for expired visual distress signals.
03/26/05	Rush	Lucky Lady	Pot Boat	Pacific Cod	519	Safety violation issued for expired fire extinguishers.
03/26/05	Rush	Advantage	Pot Boat	Pacific Cod	518	Safety violation issued for expired survival craft hydrostatic release, expired liferaft, and expired fire extinguishers.
03/31/05	Anacapa	Ak Assassin	Longliner	Halibut	2C	Fisheries summary settlement for failure to use seabird avoidance gear.
04/06/05	Mustang	Thunder Bay	Longliner	Pacific Cod/ Halibut	630/3A	Safety violation issued for unserviceable ring life buoy.
04/06/05	Liberty	Neli Bly	Seiner	Salmon	ST	Voyage terminated for no liferaft onboard, insufficient immersion suits, insufficient visual distress signals, and no current documentation on board.
04/07/05	Long Island	Morning Thunder	Longliner	Sablefish	CG	Boating violation issued for marine sanitation device not properly secured.
04/07/05	Mustang	Harvest	Seiner	Salmon	ST	Safety written warning for expired visual distress signals.
04/10/05	Liberty	Marauder	Seiner	Salmon	ST	Safety violation issued for expired liferaft and expired liferaft hydrostatic release.
04/10/05	Liberty	Rusty Rose	Seiner	Salmon	ST	Voyage terminated and vessel escorted to Wrangell for no liferaft on board and no current documentation on board.
04/11/05	Liberty	Willow	Longliner	Halibut	2C	Voyage terminated for insufficient immersion suits on board, unserviceable life ring buoy, and no current documentation on board.
04/14/05	Mustang	Mason 'N Eli	Seiner	Salmon	ST	Boating written warning issued for inoperative y-valve on marine sanitation device.
04/14/05	Mustang	Sarah Jean	Trawler	Pollock	630	Voyage terminated for insufficient fire extinguishers.
04/24/05	Mustang	Beverlee J	Seiner	Salmon	ST	Safety violation issued for expired life raft, expired life raft hydrostatic release, expired EPIRB hydrostatic release, and expired visual distress signals.
04/26/05	Naushon	Skipjack	Dive Boat	Urchins	ST	Voyage terminated for expired liferaft.
04/27/05	Roanoke	Miss Roxanne	Longliner	Halibut	3A	Fisheries violation issued for failure to carry federal fisheries permit on board.
04/27/05	Roanoke	Milky Way	Longliner	Halibut	3A	Fisheries violation issued for failure to carry federal fisheries permit on board.
04/27/05	Roanoke	Shemya	Longliner	Halibut	3A	Safety violation issued for expired visual distress signals.
04/27/05	Naushon	Zonta	Seiner	Salmon	ST	Voyage terminated for expired liferaft.
04/28/05	Naushon	Lone Fisherman	Longliner	Halibut	3A	Fisheries violation issued for IFQ holder not on board.
05/08/05	Mellon	Lisa Marie	Longliner	Sablefish	BS	Fisheries summary settlement issued for logbook omissions and no federal fisheries permit on board.

05/09/05	Liberty	Orion	Longliner	Halibut/ Sablefish	3A/CG	Safety violation issued for expired personal marker lights on survival suits
05/09/05	Ketchikan	Alaska Gem	Seiner	Herring	ST	Safety violation issued for insufficient personal floatation devices and insufficient signaling devices.
05/10/05	Naushon	Kraken	Longliner	Sablefish	SE	Fisheries violation issued for no sea bird avoidance plan onboard and safety violation issued for expired visual distress signals and no waste management plan onboard.
05/11/05	Liberty	Orion	Longliner	Sablefish/ Halibut	SE/2C	Safety violation issued for expired personal marker lights on survival suits.
05/11/05	Liberty	Jon K	Gillnetter	Salmon	ST	Safety violation issued for improperly rigged life ring buoy.
05/11/05	Liberty	Homefire	Gillnetter	Salmon	ST	Safety violation issued for no life ring buoy on board and insufficient visual distress signals.
05/11/05	Liberty	Silverland	Gillnetter	Salmon	ST	Safety violation issued for no personal marker light on survival suit, corrected on the spot.
05/11/05	Liberty	Marco	Gillnetter	Salmon	ST	Voyage terminated for no liferaft on board.
05/14/05	Naushon	Ladorra	Seiner	Salmon	ST	Boating written warning issued for no garbage placard onboard.