

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 JUN - 30 SEP 04

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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

Operation North Pacific Watch continued through the reporting period, with 17 sorties and 128 hours flown by HC-130s. There were no vessels detected actively driftnet fishing. However, six vessels were identified (eleven so far for 2004), which were carrying gear on board capable of being used for large-scale driftnet fishing. U.S. Albacore tuna fishing vessels reported seeing active driftnet fishing. Sea water temperature in the area was 16-20 degrees Celsius, and the vessels

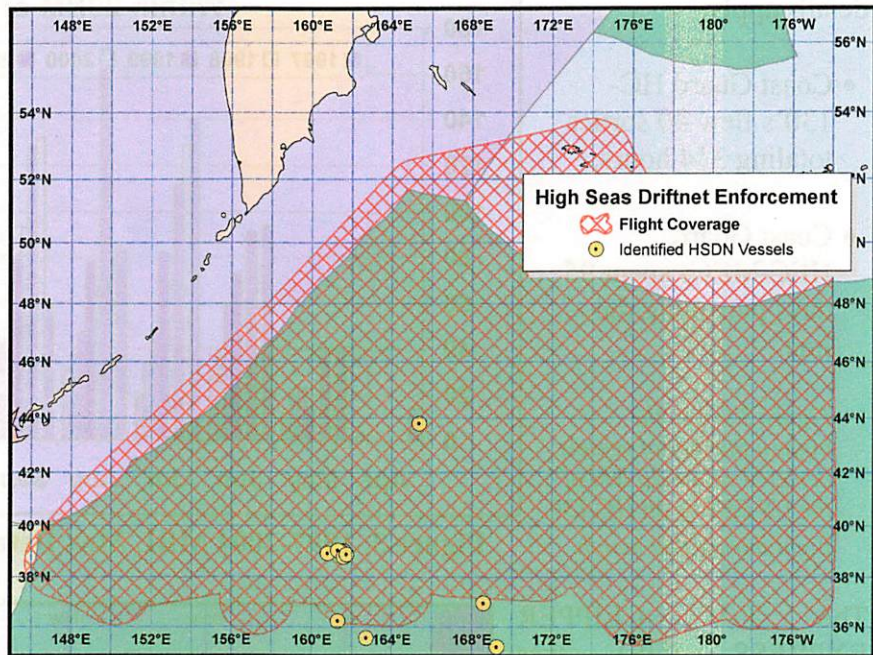


Figure 1. HSDN Sightings and HC-130 Search Patterns

were presumed to have been targeting squid. The type and activity of most of the vessels detected by HC-130 flights could not be determined due to low ceilings and limited fuel availability. No cutters were available to investigate.

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 four minor incursions to date for 2004. All of the 2004 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 3) has dropped from 52 in 2001 to below 10 so far in 2004. Although overall numbers of fishing vessels

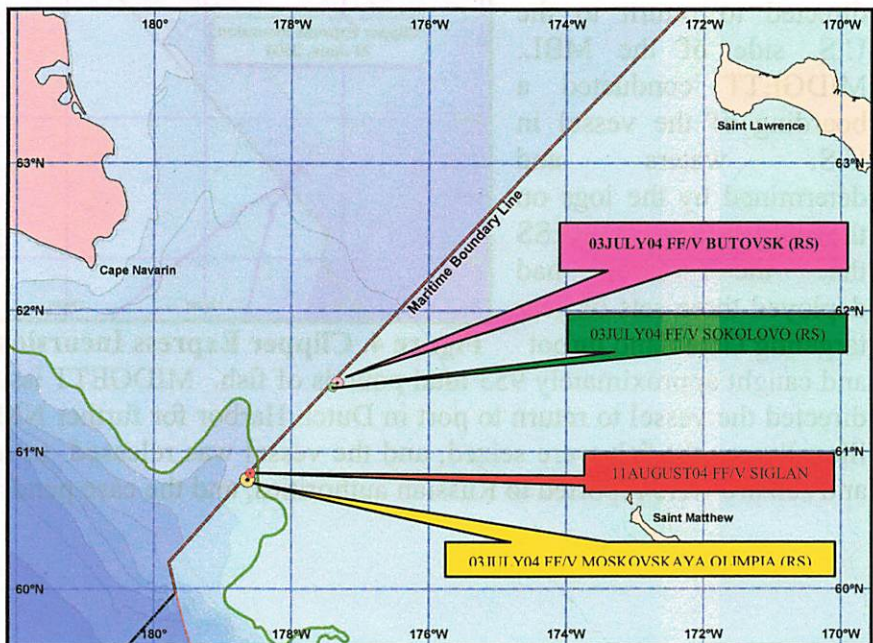


Figure 2. 2004 MBL Incursions

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.

For the reporting period, the following MBL details apply:

- Coast Guard HC-130's flew 40 sorties totaling 314 hours.
- Coast Guard HEC/MECs spent 95 days patrolling the line.

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

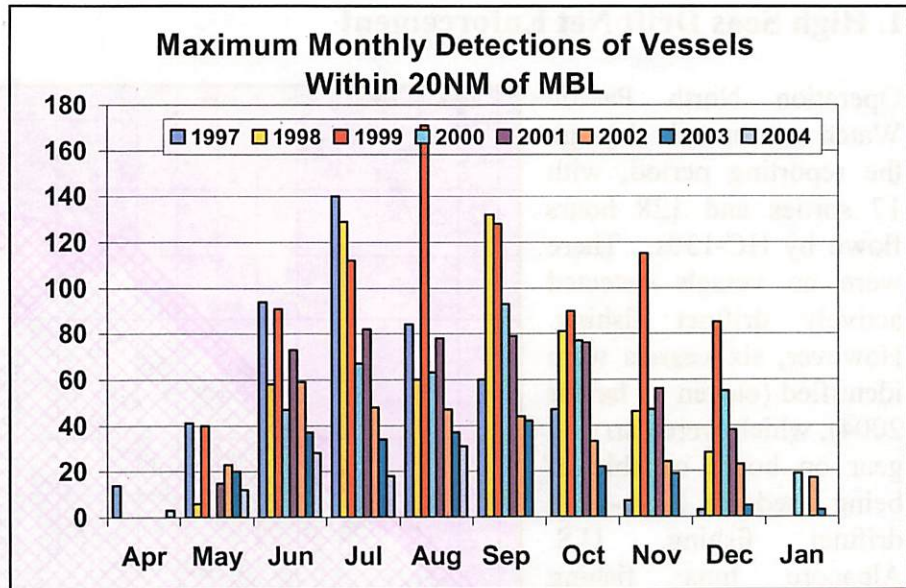


Figure 3. 1997-2004 MBL Max Detections 0-20 NM in RS EEZ

The F/V CLIPPER EXPRESS (US) was observed approximately 10nm inside the Russian EEZ (Figure 4). The USCGC MIDGETT HH-65 helo observed the vessel actively pulling gear. The CLIPPER EXPRESS was directed to return to the U.S. side of the MBL. MIDGETT conducted a boarding of the vessel in U.S. waters and determined by the logs on the CLIPPER EXPRESS that the vessel had deployed three sets of gear targeting Greenland turbot and caught approximately 953 total pounds of fish. MIDGETT issued a Lacey Act violation and directed the vessel to return to port in Dutch Harbor for further NMFS action. All 953 pounds of illegally-caught fish were seized, and the vessel was released to resume fishing. The violation and seizure were reported to Russian authorities, and the case pends further action by NMFS.

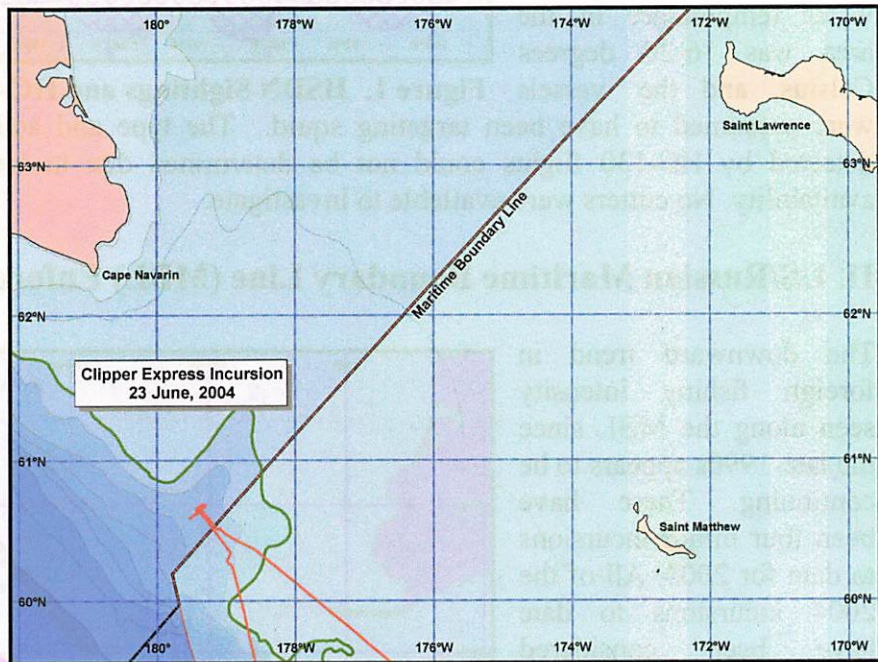


Figure 4. Clipper Express Incursion Trackline into RS EEZ

The violation and seizure were reported to Russian authorities, and the case pends further action by NMFS.

III. Donut Hole Activity

There has been no trial fishing activity since the Pioneer Nikolaeva and the Oryang No. 2 fished in October and November, 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.

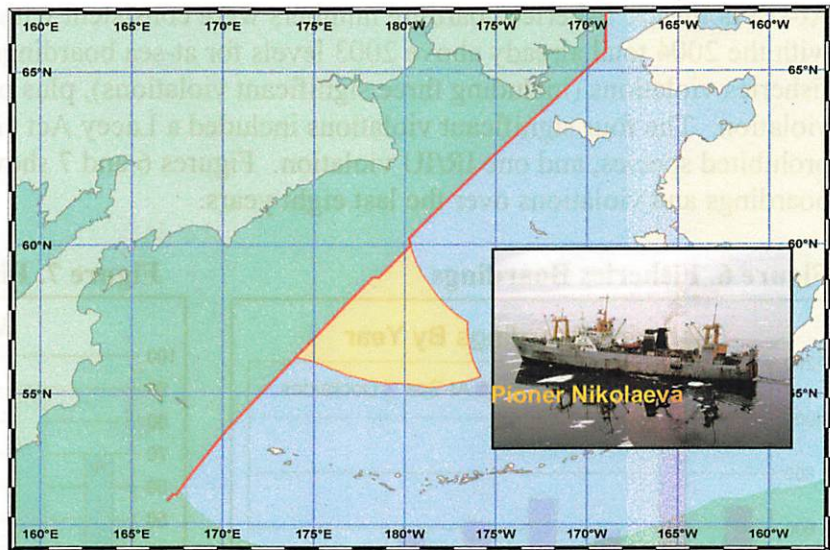


Figure 5. The Donut Hole

Seventeenth Coast Guard District representatives attended the 9th Annual Convention For The Conservation & Management Of Pollock Resources In The Central Bering Sea (aka, Donut Hole Agreement) 07-10 September 2004 in Kushiro, Japan. Dr. Jim Balsiger, NMFS Alaska regional director, led the delegation along with representatives from the U.S. State Department, NOAA General Council, NMFS headquarters, NMFS Alaska Fishery Science Center, ADF&G, NPFMC, and senior fishing industry advisors. Representatives from Japan, Poland, Korea, Russia attend with PRC representation unexpectedly absent. Poland notified the parties they must withdraw from the treaty and be represented by the EU in the future. The Seventeenth District presented a review of 2003-2004 Donut Hole monitoring and enforcement activities including VMS plots exactly matching the trial fishing reports from the various countries. The Seventeenth District has received no formal notification of proposed trial fishing for the remainder of 2004. Both Japan and South Korea stated their intentions to trial fish in 2005, but indicated no specific dates.

IV. Dixon Entrance Enforcement

Coast Guard enforcement efforts consisted of HH-60 multi-mission helo sorties from Air Station Sitka totaling 17 hours and 192 cutter 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 continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 753 hours and aircraft flew 217 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, with the 2004 total already above 2003 levels for at-sea boardings. There were six at-sea fisheries violations (including three significant violations), plus one significant dockside fisheries violation. The four significant violations included a Lacey Act citation, two cases of retaining prohibited species, and one IR/IU violation. Figures 6 and 7 show the historic trend for boardings and violations over the last eight years.

Figure 6. Fisheries Boardings

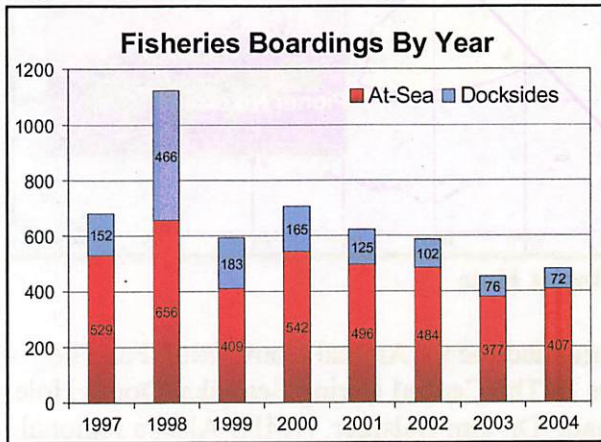
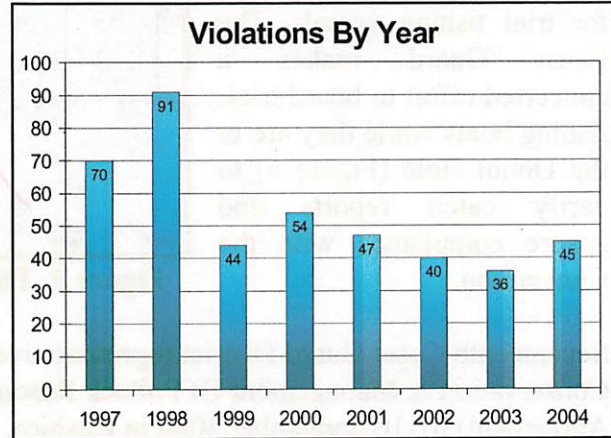


Figure 7. Fisheries Violations



The fisheries violation rate was down by 60 percent from the same period last year (down from 11.5% to 4.8%). Appendices A and B contain a complete list of boardings and violations.

JUN 2003 - SEP 2003

F/V Boardings (at sea):..... 131
 IFQ Monitors (dockside): 26
 Boarding/monitor w/fisheries vio's: ... 18
 Violation Rate:..... 11.5%

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%

VII. IFQ At-Sea/Dockside Enforcement

There were no IFQ at-sea violations and only one dockside violation. The only dockside violation was a summary settlement issued for retention of prohibited species (salmon).

Coast Guard IFQ enforcement effort consisted of the following:

- 46 IFQ at-sea boardings (111 boardings year to date).
- 13 dockside offloads (72 dockside offloads year to date).
- 165 surveillance hours (461 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. Fourteen voyages were terminated as a result of safety violations (many had multiple violations). In six cases, terminations were for missing or expired survival craft and hydrostatic releases. Six of the eight other terminations resulted from insufficient survival suits. The remaining two were for insufficient fire fighting equipment.

The most common safety violations were expired & inadequate visual distress signals (14), expired or inadequate survival craft (8), inadequate survival suits (8), expired EPIRB or hydrostatic release (6), and inadequate fire fighting equipment (4). Figure 8 shows the historic safety trends. Table 1 provides a summary of significant search and rescue cases.

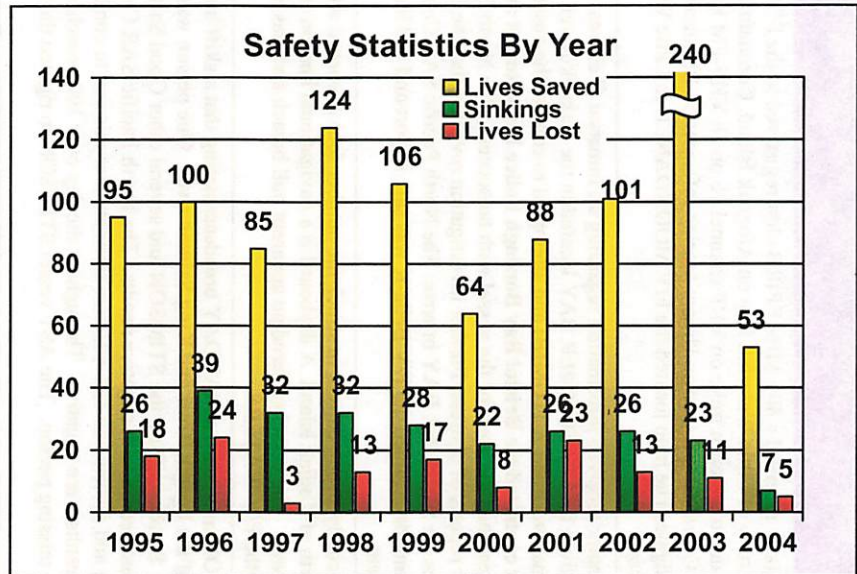


Figure 8. Historical Overview of CFVS Statistics

There were 4 lives lost operationally, 43 lives saved, and 6 vessel losses from 01 June to 30 September.



F/V Waters Aground on Top of a Dayboard in Ouzinke Narrows North of Kodiak 18 June.

Table 1 CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
06/06/04	Moondance	38ft Seiner	2	N	N	The North Pacific SAR Coordinator received a 406 MHz EPIRB alert registered to the F/V MOONDANCE. Callouts revealed the vessel was fishing in the vicinity of Little Waterfall Bay on Afognak Island. Communications Center Kodiak made callouts for the vessel with no response due to an open mike on VHF channel 16 on all VHF-FM high sites in the vicinity of Afognak Island. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and an Air Station Kodiak HH-60J helo launched to investigate. The helo located the F/V MOONDANCE in Little Waterfall Bay in no distress having inadvertently activated the beacon.
06/12/04	Bella K	111ft Tender	N/A	N	N	The North Pacific SAR Coordinator received information regarding an Inmarsat C distress alert from RCC Australia . The unspecified distress originated from the F/V SUMMER BAY located in the Naknek River. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and attempted to contact the vessel and owner with no success. The North Pacific SAR Coordinator contacted the Bristol Bay Borough Police Department and the Alaska Department of Fish & Game for assistance. They searched the area for the vessel with no success. The North Pacific SAR Coordinator received no other correlating information or reports of distress. Further investigation revealed that the Inmarsat C belonged to the F/V BELLA-K and was registered as the SUMMER BAY in error. The North Pacific SAR Coordinator contacted the F/V BELLA-K operating office in Naknek and determined the F/V Bella-K was safe in port and had inadvertently activated the Inmarsat C alarm during testing of equipment.
06/18/04	Waters	70ft Tender	3	N	N	The vessel encountered unexpectedly strong current in struck the number four dayboard when it grounded on a rock in Ouzinke Narrows near Narrow Strait north of Kodiak Island. A dayboard is a navigational beacon that clearly marks the channel when navigating in a restricted waterway. The vessel suffered no apparent hull breach and was later refloated. The C/V VALLAM removed the three people from the F/V WATERS.
06/18/04	Unnamed	16ft Setnet Skiff	2	1	N	The AST Patrol Vessel STIMSON overheard a MAYDAY broadcast stating that a skiff had overturned and two people were in the water near the confluence of the Egegik River and King Salmon river. One person was recovered and transported to the clinic in Naknek for treatment. Searchers from the STIMSON and several other Good Samaritan vessels and aircraft searched throughout the day for the second person with negative results. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and diverted an HH-60J helo from another mission to conduct a shoreline search while returning to base in Kodiak. Results were negative. Throughout the day over 100 vessels were in the area fishing in the salmon opener with no sightings of the missing person. The AST vessel STIMSON to righted the skiff and continued searching for the victim.
06/23/04	Lilli	124ft Longliner	N/A	N	N	F/V LILLI ANN had refrigeration equipment failure, while operating in the Bering Sea near Dutch Harbor, that caused the release of 100 pounds of anhydrous ammonia. Two crewmembers were injured (not life threatening). The release was secured and the vessel headed to Dutch Harbor for further medical evaluation of affected crewmembers.
06/27/04	Steelhead	60ft Tender	3	1	N	Valdez Police Department notified MSO Valdez that the F/V STEELHEAD had a freon leak while pier side. Four persons were onboard the vessel at the time of the leak; three were crewmembers and one was a company representative. There were three injuries and one death. One person was kept in the Valdez hospital overnight for observation and the other two people were released the same evening. The area around the vessel was secured, and the vessel was ventilated. The freon leak emptied a 20 pound bottle. Later the same night, the vessel began taking on water through its shaft seals and settling to stern. It took on approximately 750 gallons before it was dewatered and repaired by commercial salvors.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
06/29/04	Outcast	29ft Bowpicker	2	N	N	The F/V OUTCAST contacted the North Pacific SAR Coordinator via 911 call reporting that the vessel had suffered a fire four miles north of Point Retreat. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and a Station Juneau 25-foot SAFE boat launched from Auke Bay to assist. The Canadian Warship, Whitehorse , answered the UMIB and also responded. The Station Juneau SAFE boat arrived on scene and determined that the vessel had suffered an engine fire, which was extinguished, and as a result had lost all electrical components and communications. The Station Juneau SAFE boat assisted the vessel in arranging a tow. The vessel was safely towed to Juneau.
07/09/04	U.S. Intrepid	185ft Trawler	N/A	N	N	Communications Station Kodiak relayed a call to the North Pacific SAR Coordinator reporting a generator fire aboard the 185ft factory trawler U.S. INTREPID in the vicinity of Chirikof Island. An Air Station Kodiak HC-130 and an HH-60J helo launched to the scene and the near-by USCGC MIDGETT diverted to assist. Prior to CG assets arriving on scene, the master of the fishing vessel reported that the fire had been extinguished then re-flashed and extinguished a second time. The HC-130 stood by and evaluated the situation until the master reported that he was not in need of CG assistance and the generators were both fully operational. All CG assets stood-down and the U.S. INTREPID's sister ship AMERICA I arrived on scene.
07/14/04	Chatham	36ft Trawler	2	N	N	The F/V CHATHAM radioed Communications Center Juneau stating that they were hard aground near Halibut Point near Sitka. The vessel was not taking on water and there were no injuries, however the vessel was in danger of keeling over as the tide receded. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and contacted several commercial salvage companies with negative results. The North Pacific SAR Coordinator then directed the USCGC MAPLE to launch their small boat and assist the personnel off the vessel if necessary. MAPLE 1 arrived on scene and transferred two Coast Guard personnel and a dewatering pump to the vessel. After an assessment of the vessel's stability, MAPLE 1 advised the master and crewman to abandon the vessel. The two persons on board were transferred to MAPLE 1 and transported to Sitka. The owner refloated the vessel the following day.
07/15/04	Northwind	32ft Sternpicker	N/A	N	N	The F/V ALIEN contacted the North Pacific SAR Coordinator reporting that the F/V NORTHWIND was overdue. The two vessels were operating together in lower Cook Inlet but became separated and lost contact with each other. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB), and an Air Station Kodiak HC-130 diverted from another mission to conduct a search. Prior to the HC-130 arriving on scene, the ALIEN and NORTHWIND rendezvoused. The NORTHWIND lost all power on board around noon and had been drifting with no means to communicate.
07/16/04	Helen T	42ft Tender	N/A	N	N	The F/V HELEN T suffered a stack fire while underway in Mud Bay near Icy Strait. Onboard extinguishers were used to extinguish the fire. A Good Samaritan vessel towed the Helen T to Hoonah.
07/19/04	Sherry	343ft Sternpicker	N/A	N	N	Air Station Kodiak notified the North Pacific SAR Coordinator that the Air Station Kodiak Communications Center had received a MEDEVAC request for a 55 year-old male onboard the F/V SHERRY in Chinitna Bay, 36NM west of Homer. The patient had been found unconscious in the engine compartment. His head was in an open hatch where exhaust fumes were entering the compartment and it appeared that blood was flowing from his mouth. The North Pacific SAR Coordinator diverted the ready HH-60J helo, which was on a training mission, back to Kodiak, to pick up a Corpsman. Prior to the helicopter getting airborne again, the patient regained consciousness and the other person onboard the SHERRY realized that the blood was coming from a cut on his head, not his mouth. An ALASKA STATE TROOPER PATROL VESSEL AUGUSTINE overheard the radio traffic and diverted to the scene to assist. The patient was transferred to the AUGUSTINE . The AUGUSTINE reported that the patient was being transported to Ninilchik and had arranged for EMS to meet them. No further Coast Guard assistance was required, and the HH-60J was stood down.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
07/19/04	Erika Ann	58ft Seiner	5	N	N	The F/V ERIKA ANN radioed Communications Center Juneau reporting that the vessel was taking on water in the vicinity of Dead Tree Point on Heceta Island 75nm northwest of Ketchikan. The ERIKA ANN had two pumps on board, but was unable to keep up with the flooding. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and an Air Station Sitka HH-60J helo on a different mission diverted to the scene to assist. Several Good Samaritan vessels responded to the UMIB and headed towards the F/V ERIKA ANN, including the M/V SEA OTTER . The helo arrived on scene and dropped a pump to the vessel. Shortly afterwards, the Craig Harbormaster arrived on scene and gave the crew of the ERIKA ANN another pump. The ERIKA ANN was able to bring the flooding under control and make way. Once the flooding was under control, the HH-60J departed the scene. The ERIKA ANN's tender, the SOUTHEAST TRADER , arrived on scene and escorted the ERIKA ANN back to Craig. The ERIKA ANN safely moored in Craig.
07/21/04	Thalassa	52ft Longliner	N/A	N	N	Air Station Kodiak Communications Center contacted the North Pacific SAR Coordinator relaying a report from the that a 52-year-old male crewmember aboard the F/V THALASSA was experiencing nausea and chest pains. The flight surgeon was consulted and recommended a MEDEVAC. An Air Station Kodiak HH-60 helo launched and quickly arrived on scene. Upon arrival, the patient stated that he was feeling 100% better and declined the transport. The helo was directed to return to base.
07/24/04	Deep Pacific	125ft Longliner	N/A	N	N	The North Pacific SAR Coordinator received a report that a 38-year-old male crewmember aboard the F/V DEEP PACIFIC may have fallen overboard during the vessel's transit from St. Paul to the fishing grounds. Prior to departure the crewmember was observed working in a hold. The DEEP PACIFIC conducted a roll call and all crewmembers were accounted. The vessel got underway and six hours later realized that the crewmember was not onboard. The crewmember's working clothes had been found on his rack, no other personal effects were found. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and instructed the DEEP PACIFIC to conduct a track line search on its reciprocal course back to St. Paul. The St. Paul police were notified and conducted a local search for the missing crewmember with no success. The master of the DEEP PACIFIC stated that earlier in the day the crewmember was despondent and told them that he did not want to get underway with them. According to the master, there was an opportunity for him to depart the vessel after the roll call and prior to getting underway. A Pen Air flight departed St Paul Island, however the North Pacific SAR Coordinator was unable to determine whether crewmember was on that flight off the island. Pacific Longline corporate office in Seattle called the North Pacific SAR Coordinator to report that they had located the missing crewman in a local hotel. Approximately 2 hours later, the home office called back to advise that the crewman was not the correct person. A search of the local establishments and fish plant in St. Paul was conducted with negative results. The commercial airliners confirmed that no passenger matching the description provided departed St. Paul by air. The crewmembers' personal effects were removed from DEEP PACIFIC, his work clothes were placed on his bed. The Alaska State Troopers and corporate office reported that at least two other crewmembers departed the vessel and found work on another vessel just prior to the ship's departure. It is believed that the missing crewmember departed the DEEP PACIFIC in St. Paul or found other work. Based on this information, the Coast Guard suspended the search pending further developments.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
07/25/04	Sharon W	52ft Longliner	4	N	Y	The North Pacific SAR Coordinator received a 406 MHz EPIRB alert from the F/V SHARON W approximately 12 NM north of Kodiak in Marmot Bay. An Air Station Kodiak HH-60 helo returning from the cruise ship grounding in Resurrection Bay had touched down in Kodiak, but was diverted to the last reported position of the SHARON W. Numerous contacts in Kodiak, including the Kodiak Harbormaster and a fish processor , reported seeing the vessel in Kodiak no more than three hours prior to receipt of the distress alert. Within minutes of receiving the signal, the helo arrived on scene and discovered a large sheen and debris field. No signs of a vessel or survivors were observed. The helicopter commenced a sector and trackline search of the area with negative results. A short time later, the North Pacific SAR Coordinator received a call from the F/V KATHLEEN K reporting that they picked up four people in a skiff from the F/V SHARON W. According to the master of the Sharon W, the vessel was transiting in the trough of 6-8ft seas when she suddenly heeled over and could not recover. Within 5-10 minutes the crew donned survival suits (except for the master) and climbed into a skiff as the vessel sank beneath them. The KATHLEEN K had anchored for the evening when the skiff came upon them and asked for assistance. The KATHLEEN K transported all four individuals to Kodiak. The only reported injury was a laceration and possible broken finger to one member of the crew.
07/26/04	Ocean Ranger	32ft Longliner	N/A	N	N	The North Pacific SAR Coordinator received a 406MHz EPIRB alert for the F/V OCEAN RANGER. Preliminary communication attempts with the vessel were unsuccessful and subsequent 406MHz alerts with position information for the vessel were received placing the vessel in Makushin Bay near Dutch Harbor. An Urgent Marine Information Broadcast was issued and an Air Station Kodiak HC-130 and HH-60 helo launched to the scene. The HC-130 arrived on scene and established communications with the vessel determining that the vessel had accidentally activated their EPIRB and were not in distress.
07/27/04	Neza	35ft Seiner	4	N	N	Air Station Kodiak contacted the North Pacific SAR Coordinator reporting that they were launching the ready HH-60J helo to deliver pumps to the F/V NEZA, which was taking on water and had intentionally grounded itself on Spruce Island, 10nm north of Kodiak. The helo landed on the beach near the vessel and the rescue swimmer delivered two pumps to the NEZA and started the first pump for the four crewmembers. The helo remained on scene until the flooding was under control. The NEZA refloated at the next high tide and transited to Kodiak. The Air Station Kodiak Communications Center put the vessel on a 30 minute communications schedule and monitored the vessel's progress. The NEZA moored safely in Kodiak harbor.
07/27/04	Siber	38ft Troller	1	N	N	The North Pacific SAR Coordinator received a telephone reporting the F/V SIBER overdue on a voyage from Ketchikan to Mary Island and Duke Island and return. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and the Station Ketchikan 47ft motor lifeboat (MLB) and an Air Station Sitka HH-60J helo launched to investigate. The MLB and helo searched in poor weather conditions with negative results. The North Pacific SAR Coordinator recalled the crew of the USCGC Naushon. A short time later, the operator of the SIBER responded to the UMIB and reported that the vessel was not in distress but was disabled, due to a fuel problem. The master could not fix the vessel's position, because the GPS was not functional. The helo was able to radio direction find on the SIBER's VHF radio and located the vessel in Cordova Bay on the western side of Prince of Wales Island. Station Ketchikan attempted to get the vessel commercial or local assistance. The CGC NAUSHON was directed to get underway to assist the vessel in returning to Ketchikan. The SIBER had requested navigational information from the Coast Guard. This request was denied, and the vessel was ordered to remain in position until the Naushon arrived to escort the vessel to Ketchikan. NAUSHON arrived on scene with the SIBER and conducted a vessel safety boarding and terminated their voyage. NAUSHON escorted the SIBER until the weather cleared near Cape Chacon on Prince of Wales Island. NAUSHON's boarding team conducted an additional boarding to ensure the master could navigate safely back to Ketchikan. After conducting the boarding, the NAUSHON felt that the master was confident in his position. Chartlets and a hand-held GPS were left with the master so he could navigate safely back to Ketchikan. The vessel moored safely in Ketchikan.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
07/31/04	Midnite Sun	68ft Longliner	N/A	N	N	MSO Valdez Communications Center relayed a MEDEVAC request to the North Pacific SAR Coordinator from the master of the F/V MIDNITE SUN, who had been recently diagnosed with diabetes and was suffering from the symptoms of diabetic seizure. The duty Flight Surgeon was consulted and concurred with the MEDEVAC request. An Air Station Kodiak HH-60J helo stationed in Cordova was diverted from a training mission to assist. The helo landed on shore near the vessel and transported the patient to the Cordova Hospital in stable condition.
08/04/04	Provision	92ft Tender	2	N	Y	The master radioed Air Station Kodiak Communications Center reporting that the vessel was hard aground on Long Island near Kodiak with 10 feet of water in the engine room. The master did not feel that pumps would do him any good and felt that the vessel was currently sitting stable on the rock. Air Station Kodiak launched an HH-60J helo, which tried to make 3 approaches, but due to fog and low ceilings was unable to visually locate the vessel and ascertain its condition. The master and one crewmember subsequently boarded another fishing vessel that is inbound Kodiak. The vessel reportedly grounded after a crewman fell asleep at the helm. The owner hired a contractor to surround the vessel with 300ft of boom and to transfer 8,000 gallons of remaining diesel fuel to a tank truck aboard the landing craft LAZY BAY.
08/05/04	Tarrissa Jean C	46ft Seiner	5	N	N	The North Pacific SAR Coordinator received a MAYDAY call from the F/V TARRISSA JEAN C reporting that the vessel struck a rock and was taking on water in Uyak Bay on Kodiak Island. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and an Air Station Kodiak HH-60J helo launched to the scene. Three Good Samaritan vessels responded to the MAYDAY broadcast and upon arrival provided the vessel with dewatering equipment. The vessel intentionally grounded and commenced dewatering efforts. Once on scene the helo provided an additional dewatering pump and remained with the vessel as the tide receded. The helo returned to Kodiak once the situation stabilized. The TARRISSA JEAN C re-floated for a short time and then intentionally grounded again to continue repairs.
08/05/04	Mitkof	75ft Tender	4	N	Y	The master radioed the North Pacific SAR Coordinator reporting the vessel aground near the Sukoi Islets and taking on a substantial amount of water. The North Pacific SAR Coordinator issued a Urgent Marine Information Broadcast (UMIB) and an Air Station Sitka HH-60J helo launched to assist. USCGC ANACAPA launched their small boat (ANA-1). ANA-1 arrived on scene and learned that the vessel sank with 2500 gallons of diesel fuel onboard and the F/V ANGJENL safely recovered the four people on board. ANA-1 returned to the cutter. The North Pacific SAR Coordinator stood down the helo. The vessel had approximately 2500 gallons of diesel fuel onboard. No pollution was sighted by ANA-1.
08/06/04	Golithon	N/A	N/A	N/A	N/A	The North Pacific SAR Coordinator received a 406 MHZ EPIRB alert registered to the F/V GOLITHON. The alert signal did not provide a position. An Urgent Marine Information Broadcast was issued and an extensive search for the owners of the vessel were made. The North Pacific SAR Coordinator was able to contact one of the 406 registration contacts provided on the alert and learned that the vessel was sold to a buyer in Seattle over five months ago, but was unable to provide the name of the buyer. Extensive efforts were made to determine the location of the vessel without success. The North Pacific SAR Coordinator received a second distress report, which plotted the position of the vessel off the Washington Coast. The case was passed to the Thirteenth Coast Guard District which assumed responsibility for the case.
08/08/04	Java	39ft Seiner	4	N	Y	The North Pacific SAR Coordinator received a report that the F/V JAVA capsized in position Uyak Bay on Kodiak Island. The vessel was hauling in a catch of salmon in 25kt winds and 3ft seas and lost stability. One person was thrown into the water and three others were able to evacuate the vessel using a skiff. The man overboard was quickly recovered and all four persons were transferred to a Good Samaritan vessel in the area. The JAVA had approximately 300 gallons of diesel fuel on board and a full hold of salmon. The North Pacific SAR Coordinator notified MSD Kodiak and issued a Notice to Mariners broadcast. The vessel was last reported adrift in Shelikof Strait, with only the propeller and a small section of hull above water.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
08/09/04	Sea Comber	50ft Longliner	N/A	N	N	Communications Center Juneau received a MEDEVAC request for a 35 year-old male crewmember onboard the F/V SEA COMBER 20nm southwest of Craig. The patient was having a prolonged seizure and did not have a history of having seizures. The Flight Surgeon was contacted and concurred with the MEDEVAC request. An Air Station Sitka HH-60J helo, in Juneau for a different mission, launched to assist. The helo hoisted the patient from the F/V SEA COMBER and transported him to the hospital in Ketchikan.
08/20/04	Alaska Mist	174ft Longliner	22	N	N	Communications Station Kodiak relayed a report to the North Pacific SAR Coordinator that the F/V ALASKA MIST had experienced a catastrophic engineering casualty with 22 persons on board and was disabled and adrift in the Bering Sea approximately 120nm northwest of St. Paul Island. Weather conditions were light with a 3ft seas and 15kt winds. The vessel's home office in Seattle was unable to procure commercial salvage due to the unavailability of resources. The USCGC MORGENTHAU was operating in the Bering Sea approximately 40NM away from the ALASKA MIST. The MORGENTHAU diverted to the position, safely rigged a tow, and towed the vessel to St. Paul Island.
08/20/04	Samoke	45ft Tender	2	N	Y	The F/V ALLURE contacted the North Pacific SAR Coordinator reporting that the F/V SAMOKE was engulfed in flames near Legma Island, approximately 20NM South of Sitka. An Urgent Marine Information Broadcast was issued and an Air Station Sitka HH-60 helo launched to investigate. Once on scene, the helo discovered the SAMOKE completely engulfed in fire. A search of the area resulted in the discovery of two people on a nearby beach. The F/V ALLURE identified the two persons as the operators of the SAMOKE. Both were safe and had minor scratches and bruises. The ALLURE transported the two back to Sitka where they were met by EMS.
08/21/04	Husky	72ft Power Scow	4	N	N	The North Pacific SAR Coordinator received a 406 MHz unlocated EPIRB alert registered to the F/V THOR. Preliminary communication attempts were unsuccessful in establishing whether the vessel was in distress. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) with negative results. The EPIRB alert provided a position update and an Air Station Kodiak HC-130 launched to investigate. The HC-130 arrived on scene and located the F/V HUSKY disabled and adrift. The HC-130 confirmed that the HUSKY was the vessel that activated its 406 EPIRB and dropped a dewatering pump to the vessel as a precautionary measure. The HC-130 then arranged for the F/V ZONE 5 to transit to the HUSKY and take them in tow. The HC-130 requested that the HUSKY de-energize its EPIRB and reactivate it if they experienced further trouble. The HC-130 then returned to base. Communications Station Kodiak initiated a one-hour communications schedule with the F/V ZONE 5 when they were unable to contact the HUSKY. The ZONE 5 arrived on scene with the HUSKY and indicated that the HUSKY was taking on water from an unknown source, however the pumps onboard the vessel were keeping up. The ZONE 5 intends to take the HUSKY in tow at sunrise and estimates a 12-hour transit to Port Moller. The ZONE 5 safely towed the HUSKY to Port Moller.
08/21/04	Independence	360ft Factory Processor	N/A	N	N	Health Force Partners contacted the North Pacific SAR Coordinator requesting a MEDEVAC a 36-year-old male crewmember on the F/V INDEPENDENCE suffering from a grand mal seizure. The North Pacific SAR Coordinator consulted with the Duty Flight Surgeon who recommended the MEDEVAC. The North Pacific SAR Coordinator directed Air Station Sitka launch the ready HH60J helo. An Air Station Sitka risk assessment determined that it would be safer to conduct the MEDEVAC from Craig rather than attempt a nighttime patient hoist. The F/V INDEPENDENCE transported the patient to Craig via the vessel's 98ft fish tender. Once in Craig the patient was transported to the helo for further transport to Sitka Community Hospital.
08/22/04	Northern Eagle	310ft Factory Processor	N/A	N	N	USCGC MORGENTHAU received a double MEDEVAC request from the F/V NORTHERN EAGLE for two 35-year-old male crewmembers, one with an injured ankle and another who had a 50 pound television fall on his knee. The NORTH PACIFIC SAR Coordinator consulted the Flight Surgeon, who concurred with the MEDEVAC request. Once the NORTHERN EAGLE transited closer to St. Paul, and the USCGC MORGENTHAU launched its small boat, embarked the injured crewmembers, and transported them to EMS on the St. Paul pier.

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



Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
08/25/04	Duwamish	32ft Troller	2	N	N	 <p>The master radioed Station Juneau reporting that the vessel was disable and adrift in the vicinity of Vallenar Point approximately 20nm west of Ketchikan. The master thought fuel filter was fouled and was attempting repairs. Attempts to repair the engine and regain propulsion failed and the Station Ketchikan 47ft Motor Life Boat (MLB) launched to assist. The MLB arrived on scene and took the vessel in tow. The MLB towed the vessel safely to Ketchikan.</p> <p>LEFT: Station Ketchikan 47ft MLB crewmember checks tow lines with F/V Duwamish under tow to Ketchikan.</p>
08/27/04	Hunter	41ft Seiner	2	1	N	<p>The master of the F/V HUNTER contacted the North Pacific SAR Coordinator reporting that a crewmember apparently fell overboard. The master stated that the crewmember was thought to be inebriated and made frequent trips to the outer decks to smoke. When the crewmember failed to return inside the cabin, the master searched the vessel and discovered the crewmember was missing. The master logged the position on the vessel's GPS system and searched for the crewmember on a reciprocal trackline with negative results. The master reported that he searched for a total of approximately 5-hours before continuing his transit to Sand Point. The master contacted a friend who made the man overboard report to North Pacific SAR Coordinator, approximately 12-hours after the person entered the water. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and launched an Air Station Kodiak HC-130 to conduct a search of the area based on drift calculations. The HC-130 arrived onscene and dropped a Self-Locating Data Marker Buoy (SLDMB). The HC-130 then searched a 184 square mile search area with negative results. The North Pacific SAR Coordinator contacted the Alaska State Trooper dispatch in Dillingham and the Sand Point Police Department and notified them of the man overboard. The North Pacific SAR Coordinator interviewed the master to determine why a broadcast for assistance was not transmitted. The master originally stated that he made a transmission to the Coast Guard, however on further questioning stated that his VHF-FM radio and radar were inoperative, resulting in the delayed notification.</p>
09/02/04	Emily Ann	40ft Seiner	1	N	N	 <p>The master of the F/V EMILY ANN contacted the North Pacific SAR Coordinator reporting that the vessel was taking on water near Cape Ommaney. The F/V SANDRA JOE responded to the call and an Air Station Sitka HH-60 helo launched to the scene and delivered a pump to the EMILY ANN. The F/V SANDRA JOE took the EMILY ANN in tow and the F/V MOONTRAPPER provided additional dewatering pumps. The vessel was successfully dewatered and moored safely in Port Alexander.</p> <p>LEFT: F/V SANDRA JO with F/V EMILY ANN under tow.</p>

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



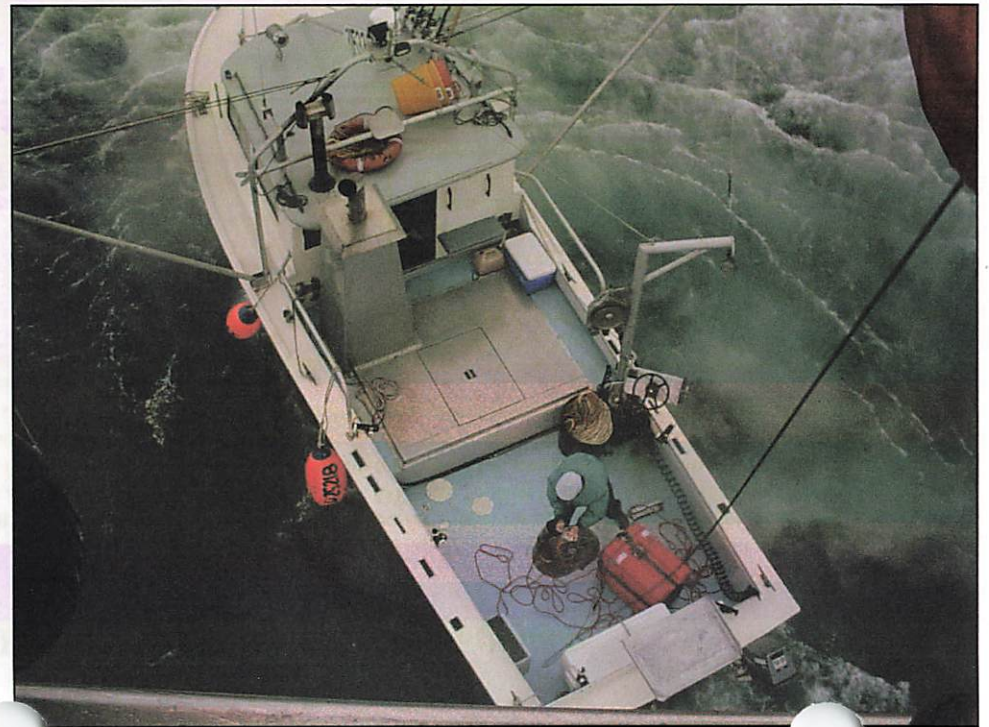
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
09/04/04	Saint Anthony	37ft Longliner	N/A	N	N	The Thirteenth Coast Guard District Command Center contacted the North Pacific SAR Coordinator in regards to a 406MHZ unlocated distress alert for the F/V SAINT ANTHONY. D13 had spoken to of the owner who said that the vessel sometimes fished in Bristol Bay. The North Pacific SAR Coordinator directed Communications Station Kodiak to do call-outs for the vessel. The harbormaster in Port Moller overheard the call-outs and contacted North Pacific SAR Coordinator. The SAINT ANTHONY was in dry dock in Port Moller, and its EPIRB had been serviced on 03 September, the date that D13 first received the 406MHZ distress alert.
09/13/04	Royal Flush	36ft Gillnetter	I	N	Y	 <p style="text-align: center;">RIGHT & ABOVE: Royal Flush on the Rocks</p>  <p>ROYAL FLUSH made arrangements for salvage and was transported to shore aboard a Good Samaritan vessel.</p>
9/16/04	Bobbi Dee	46ft Longliner	N/A	N	N	The North Pacific SAR Coordinator received a report that the F/V BOBBI DEE was overdue on a voyage from Sand Point, AK to St. Paul Island via False Pass. The vessel was due in to St. Paul and had reported that they needed to take on fresh water in St. George, the island south of St. Paul Island in the Pribilofs. The person who was to meet the vessel in St. George reported that the vessel did not arrive. NPSC requested additional harbor checks of both St. Paul and St. George harbors with negative results. Loran Station St. Paul and Communications Station Kodiak broadcast an Urgent Marine Information Broadcast and made call outs for the vessel. With no sightings of the vessel, NPSC directed the launch of an Air Station Kodiak HC-130 and diverted the USCGC ALEX HALEY to investigate. Prior to search assets arriving on scene, Communications Station Kodiak raised the vessel on an HF frequency. The vessel reported that it was moored safely in St. George.
9/17/04	Sea Eagle	88ft Longliner	2	N	N	The North Pacific SAR Coordinator received notification that the F/V SEA EAGLE was disabled and adrift 30NM south of Amchitka Island. The vessel suffered a casualty to its main diesel engine raw water pump. NPSC contacted the vessel's agent who attempted to contact commercial resources in the area. Magone Marine in Dutch Harbor was available to assist; however their expected transit time was three days from time of notification. The USCGC SPAR was moored in Adak and could be underway in three hours and on scene within twenty hours. Reported weather conditions were sustained 25-knot winds and 12-foot seas, and the Sea Eagle's northeast direction of drift could endanger the vessel within twenty hours as it drifts toward Amchitka Island. NPSC directed the SPAR to get underway and assist the vessel. NPSC directed Communications Station Kodiak to place the vessel on a one-hour communications schedule. SPAR transited to the scene and took the SEA EAGLE in tow. SPAR safely towed the vessel to Adak.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
9/21/04	Jeanoah	67ft Longliner	5	1	N	The North Pacific SAR Coordinator received a report of a man overboard from the F/V JEANOAH approximately 70NM south of Kodiak. The crewmember's rain gear had fouled in the longline gear as it was being deployed and was swept over the side of the vessel. JEANOAH immediately deployed a rescue swimmer however the rescue swimmer was unable to retrieve the overboard crewmember who was witnessed going beneath the surface of the water. Air Station Kodiak HH-60 and HH-65 helos as well as an HC-130 aircraft searched the area extensively with negative results. All searches assigned were completed with negative sightings.
9/22/04	Excellence	630ft Processor	N/A	1	N	The master contacted the North Pacific SAR Coordinator reporting that a crewmember had passed away earlier in the morning, while the vessel was operating 210NM northwest of St. Paul. The crewmember had shown signs of sea sickness and the vessel had consulted their maritime medical service at George Washington Hospital. No request for assistance was recommended. The Alaska State Troopers are investigating the cause of the incident.
9/23/04	Antionette Renae	38ft Seiner	N/A	N	N	The vessel's lost steering when the rudder became inoperative, and the crew intentionally grounded the vessel in Devil's Inlet on Afognak Island to prevent drifting and unintentionally grounding in a sensitive area.
9/30/04	Mercury	32ft	5	N	N	The TUG NAVIGATOR radioed Air Station Kodiak Communications Center received reporting that the F/V MERCURY was disabled and adrift south of the Kenai Peninsula in the Gulf of Alaska with 5 people on board. The North Pacific SAR Coordinator diverted the USCGC ROANOKE ISLAND to assist and issued an Urgent Marine Information Broadcast. The TUG CHEVEL ROUGE , approximately 3.5 hours away contacted the vessel and arranged to take it in tow. The ROANOKE ISLAND continued enroute in case the tug was unable to assist. The TUG CHEVEL ROUGE arrived on scene and safely towed the stricken vessel into Kodiak.

N/A indicates data not available.

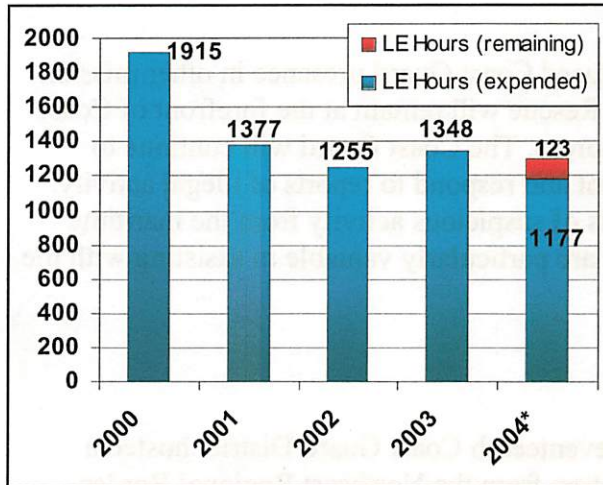
RIGHT: A Coast Guard Air Station Sitka HH-60J helo lowers a dewatering pump to the Good Samaritan F/V Moontrapper at the southern tip of Baranof Island. The Moontrapper's crew delivered the pump to the distressed F/V Emily Ann.



IX. CGD17 Resource Summary

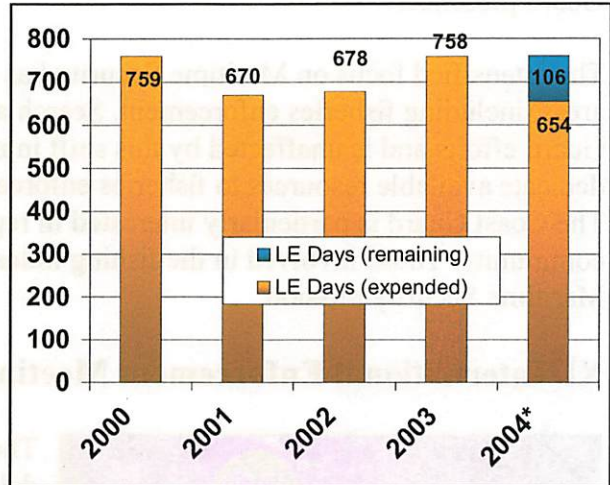
Figures 9 and 10 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 11 and 12 show the same information over the last three years for the *reporting period only*.

Figure 9. Annual HC-130 Hours



*2004 includes projection through December.

Figure 10. Annual Cutter Days



*2004 includes projection through December.

JUN 2003 - SEP 2003

4 WHEC's patrolled 139 days
 3 WMEC's patrolled 157 days
 4 WLB's patrolled 24 days
 6 WPB's patrolled 161 days
Total Cutter patrol 481 days

HC130's flew 73 sorties for 472 hours
 HH-60/65's flew 152 sorties for 356 hours

JUN 2004 - SEP 2004

2 WHEC's patrolled 79 days
 3 WMEC patrolled 122 days
 1 WLB's patrolled 11 days
 6 WPB's patrolled 161 days
Total Cutter patrol 279 days
373

HC130's flew 85 sorties for 565 hours
 HH-60/65's flew 205 sorties for 446 hours

Figure 11. JUN - SEP HC-130 Hours

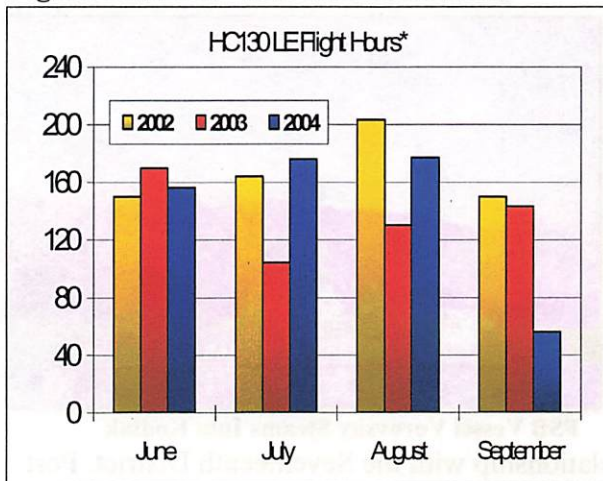
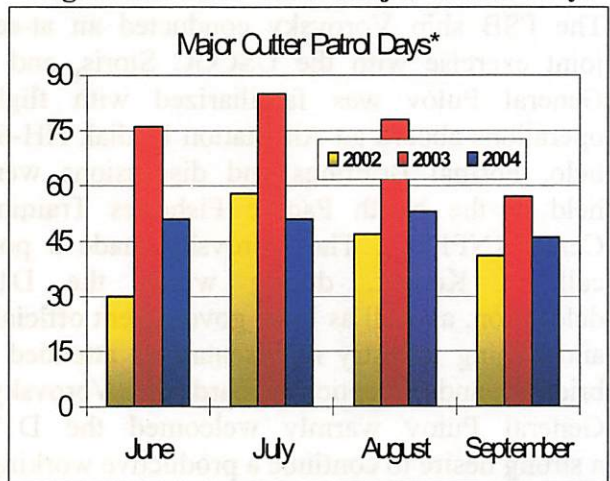


Figure 12. JUN - SEP Major Cutter Days



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 intensified focus on Maritime Security has reduced Coast Guard presence in other mission areas, including fisheries enforcement. Search and Rescue will remain at the forefront of Coast Guard efforts and is unaffected by this shift in resources. The Coast Guard will continue to dedicate available resources to fisheries enforcement and respond to reports of illegal activity. The Coast Guard is particularly interested in reports of suspicious activity from the maritime community. Those involved in the fishing industry are particularly valuable in assisting with the Maritime Security mission.

XI. International Enforcement Meetings



The Seventeenth Coast Guard District hosted a delegation from the Northeast Regional Border Directorate (NRBD) of the Russian Federal Security Service (FSB) in Kodiak from 06-11 September 2004. General Putov of NRBD met with Rear Admiral Olson, who led the D17 delegation. Official meetings between Admiral Olson and General Putov included a review of coordinated enforcement efforts since 2003, confirmation of the 2005 plan for combined operations in the North Pacific Anadromous Fisheries Convention area, central

Bering Sea, and the US-Russia Maritime Boundary Line (MBL). Review of plans for additional meetings included possible agendas for biannual meetings between the commanders with concurrent ship visits and a meeting between adjudicators.

The FSB ship Vorovsky conducted an at-sea joint exercise with the USCGC Storis, and a General Putov was familiarized with flight operations aboard an Air Station Kodiak HH-60 helo. Formal Briefings and discussions were held at the North Pacific Fisheries Training Center (NPFTC). The Vorovsky made a port call in Kodiak, during which the D17 delegation, as well as local government officials and fishing industry representatives attended a briefing and reception aboard the Vorovsky. General Putov warmly welcomed the D17 a strong desire to continue a productive working relationship with the Seventeenth District. Port security issues were discussed during a tour and exercise in Valdez.



FSB Vessel Vorovsky Steams Into Kodiak

Illegal fishing activity within the RS EEZ and adjacent international waters continues despite NRBD enforcement efforts. The NRBD recognizes and fully appreciates that their unique bi-lateral relationship with the USCG and aggressive US Lacey Act enforcement has excluded US "ports of opportunity" for sale of illegal products. NRBD wishes to strengthen protocols to combat illegal transshipment of fish product from other countries.

The most significant outcome was the renewal and enhancement of personal relationships between key NRBD and D17 staff elements. D17's relationship with NRBD continues to be the cornerstone for effective deterrence on the MBL. Personal relationships between NRBD and USCG D17 staff continue to be the critical facilitator. The next meeting is planned for spring, 2004 in Petropavlovsk-Kamchatsky, Russia.



USCGC Storis and FSB Vessel Vorovsky in joint operations exercise.

Appendix A

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Vessel Type	Fishery	Area
06/02/04	Northern Jaeger	Longliner	Halibut/Sablefish	3A/CG
06/04/04	Roley	Longliner	Halibut	3A
06/04/04	Sumner Straight	Longliner	Halibut	3A
06/05/04	China B	Longliner	Halibut	2B
06/05/04	Dream Maid	Longliner	Halibut	3A
06/06/04	New Wave	Longliner	Pacific Cod	650
06/11/04	Seattle Enterprise	Trawler	Pollock	521
06/13/04	Humboldt	Seiner	Salmon	ST
06/15/04	Rosie M	Longliner	Halibut	2C
06/18/04	Lucrative	Trawler	Pollock	620
06/19/04	Sand Dollar	Seiner	Salmon	ST
06/22/04	Carrie	Longliner	Sablefish	SE
06/23/04	Mar-Jo	Longliner	Halibut	2C
06/25/04	Polaris	Longliner	Halibut/Sablefish	3B/WG
06/29/04	Outcast	Longliner	Pacific Cod	650
07/01/04	Champion	Trawler	Pollock	517
07/01/04	Hecate Star	Trawler	Pollock	517
07/01/04	Renegade	Trawler	Pollock	517
07/02/04	Cricket	Trawler	Pollock	630
07/02/04	Temptation	Trawler	Pollock	630
07/03/04	Anna B	Trawler	Pollock	630
07/03/04	Confidence	Trawler	Pollock	630
07/03/04	Equimoa	Trawler	Pollock	630
07/03/04	Jonathan S	Trawler	Pollock	630
07/03/04	Lucky Lady	Trawler	Pollock	630
07/05/04	Glacier Bay	Longliner	Pacific Cod	521
07/07/04	American Triumph	Longliner	Pacific Cod	630
07/07/04	Northern Glacier	Trawler	Pollock	517
07/08/04	Bravado	Longliner	Pacific Cod	610
07/09/04	Ballad	Longliner	Sablefish	CG
07/13/04	Provision	Trawler	Pollock	630
07/13/04	Shelikov	Longliner	Halibut	2C
07/13/04	Taasinge	Trawler	Pollock	630
07/14/04	El Nido	Seiner	Salmon	ST
07/16/04	Princess Christine	Seiner	Salmon	ST
07/28/04	Quadra	Gillnetter	Salmon	ST
07/31/04	Halberd	Seiner	Salmon	ST
07/31/04	New St Joseph	Seiner	Salmon	ST
08/01/04	Chadron	Gillnetter	Salmon	ST
08/01/04	Kelly Marie	Longliner	Halibut	2C
08/01/04	Quicksilver	Pot Boat	Crab	ST
08/03/04	Hazel Lorraine	Trawler	Pollock	517

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Vessel Type	Fishery	Area
08/03/04	Viking Explorer	Trawler	Pollock	517
08/10/04	Dancing Bear	Longliner	Halibut	3A
08/10/04	Eagle	Longliner	Halibut	A3
08/10/04	Margaret Lyn	Trawler	Pollock	517
08/15/04	Ak9084f	Longliner	Halibut	2C
08/15/04	Alrita	Longliner	Halibut	3A
08/15/04	Amberle	Longliner	Halibut	3A
08/15/04	Josie J	Longliner	Halibut	3A
08/15/04	Julie Ann	Longliner	Halibut	3A
08/17/04	Bounty	Seiner	Salmon	ST
08/17/04	Navigator	Longliner	Halibut	3A
08/17/04	Polar	Seiner	Salmon	ST
08/17/04	Seafarer	Seiner	Salmon	ST
08/17/04	Sunrise	Seiner	Salmon	ST
08/17/04	Three Daughters	Seiner	Salmon	ST
08/19/04	Rogue	Longliner	Halibut	2C
08/22/04	Alaska Mist	Longliner	Halibut	4D
08/24/04	Alaska Pioneer	Longliner	Halibut	4D
08/24/04	Clipper Endeavor	Longliner	Halibut	4D
08/25/04	Duwamish	Seiner	Salmon	ST
08/25/04	Horizon	Longliner	Pacific Cod	521
08/25/04	Mohap	Seiner	Salmon	ST
08/25/04	Pacific Belle	Seiner	Salmon	ST
08/25/04	Princess	Seiner	Salmon	ST
08/26/04	Norcoaster	Longliner	Halibut	4A
08/27/04	Alaskan Command	Trawler	Pollock	517
08/30/04	Fish N Pohl	Seiner	Salmon	ST
09/03/04	Biloxi Queen	Longliner	Halibut	
09/03/04	Jimani	Seiner	Salmon	ST
09/03/04	Red Rider	Longliner	Halibut	
09/06/04	Logan T	Longliner	Halibut/Sablefish	
09/07/04	Resurrection	Longliner	Halibut/Sablefish	
09/09/04	Bay Islander	Trawler	Pacific Cod	
09/09/04	Michelle Renee	Trawler	Pacific Cod	
09/09/04	Pacific Star	Trawler	Pacific Cod	
09/09/04	Shuyak	Longliner	Sablefish	
09/11/04	Bold Pacific	Longliner	Halibut	
09/12/04	Kristiana	Longliner	Sablefish	
09/12/04	Sebrika	Longliner	Halibut	3A
09/13/04	New Life	Trawler	Pollock	630
09/14/04	Angelette	Longliner	Halibut	3B
09/14/04	Lady Simpson	Longliner	Halibut	3A

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Vessel Type	Fishery	Area
09/16/04	Alaska Rose	Trawler	Pollock	
09/16/04	Heritage	Trawler	Pollock	

Appendix B

01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Vessel Type	Fishery	Area	Violation Notes
06/02/04	Anacapa	Jeanine Kathleen	Tender	Salmon	ST	Safety violation issued for expired visual distress signals.
06/05/04	Naushon	Alaska Legacy	Tender	No Product	ST	Safety violation issued for expired liferaft hydrostatic release.
06/05/04	Naushon	Rain Bird	Tender	No Product	ST	Voyage terminated for failure to carry approved buoyant apparatus, expired visual distress signals, and failure to carry current vessel documentation onboard.
06/08/04	Long Island	Trailblazer	Tender	No Product	ST	Voyage terminated for insufficient survival suits.
06/12/04	Naushon	Metallic Rose	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals.
06/14/04	Maple	Tiffany	Seiner	Salmon	ST	Voyage terminated and vessel escorted to Sitka for no approved buoyant apparatus, no visual distress signals, and no documentation onboard.
06/17/04	Storis	Majesty	Trawler	Pollock	517	Fisheries violation issued for failure to retain pacific cod when species is in an open status and logbook errors.
06/17/04	Storis	Nordic Star	Trawler	Pollock	517	Summary settlement issued for failure to carry LLP on board and retention of prohibited species (herring).
06/24/04	Midgett	Clipper Express	Longliner	Greenland Turbot	4D	Fisheries violation issued and directed to cease all fishing and return to Dutch Harbor for issued ear for violation of Lacey Act.
06/24/04	Roanoke	Determination	Gillnetter	Salmon	ST	Safety violation issued for insufficient markings on immersion suit, no ring buoy, expired visual distress signals, and deficient marine sanitation device.
06/24/04	Roanoke	Montague	Longliner	Halibut	3A	Boating violation issued for failure to carry documentation, deficient marine sanitation device and no waste management plan.
06/24/04	Roanoke	Moonlight Maid	Longliner	Halibut	3A	Safety violation issued for expired EPIRB, no waste management plan, insufficient ring buoys and deficient marine sanitation device.
07/03/04	Long Island	Desert Storm	Trawler	Pollock	630	Voyage terminated for insufficient survival suits.
07/04/04	Long Island	Trailblazer	Trawler	Pollock	630	Boating written warning issued for security zone violation.
07/05/04	Midgett	Bering Prowler	Longliner	Pacific Cod	521	Fisheries violation issued for logbook errors and missing logbook page, boating violation issued for expired documentation.
07/13/04	Anacapa	Silver Phantom	Gillnetter	Salmon	ST	Boating violation issued for failure to carry current registration onboard.
07/13/04	Liberty	Tucee	Longliner	Halibut	2C	Safety violation issued for failure to carry sound producing device and inadequate injury placards.
07/14/04	Long Island	Betty Lee	Tender	No Product	ST	Boating warning issued for failure to observe security zone.

Appendix B (Continued)

01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Vessel Type	Fishery	Area	Violation Notes
07/14/04	Liberty	Marianne	Seiner	Salmon	ST	Voyage terminated and vessel escorted to Elfin Cove for insufficient fire extinguishers, no immersion suits, expired visual distress signals, and no injury or garbage placards.
07/18/04	Roanoke	Cotton Wood Point	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals.
07/19/04	Anacapa	Kupreanof	Seiner	Salmon	ST	Voyage terminated and vessel escorted to Petersburg for expired liferaft and expired liferaft hydrostatic release.
07/19/04	Roanoke	Solitude	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals and failure to carry current documentation.
07/19/04	Roanoke	Zig Zag	Gillnetter	Salmon	ST	Voyage terminated and vessel escorted to Whittier for insufficient fire fighting equipment.
07/27/04	Anacapa	Oceanaire	Longliner	Sablefish/Halibut	2C/3A	Safety violation issued for expired EPIRB hydrostatic release and failure to carry current documentation.
07/28/04	Naushon	Siber	Seiner	Salmon	ST	Safety violation issued for unserviceable lifering, inadequately marked lifesaving equipment, no injury placard, and no pollution placard.
07/31/04	Roanoke	Hana-Cove	Seiner	Salmon	ST	Voyage terminated and vessel escorted to Whittier for insufficient fire fighting equipment, expired survival craft, expired EPIRB hydrostatic release, expired EPIRB registration, and insufficient vessel markings.
08/01/04	Storis	Bandit	Gillnetter	Salmon	ST	Voyage terminated for failure to carry approved survival craft on board.
08/01/04	Storis	Janice	Gillnetter	Salmon	ST	Safety fixit ticket issued for expired visual distress signals.
08/01/04	Storis	Leeanna	Gillnetter	Salmon	ST	Safety fixit ticket issued for expired visual distress signals.
08/03/04	Storis	Leslie Lee	Trawler	Pollock	517	Fisheries fixit ticket issued for failure to submit logbooks in a timely manner.
08/04/04	Storis	Chelsea K	Trawler	Pollock	517	Safety violation issued for insufficient visual distress signals.
08/04/04	Storis	Defender	Trawler	Pollock	517	Summary settlement issued for failure to submit logbook in a timely manner.
08/13/04	Long Island	Dirtwater Fox	Gillnetter	Salmon	ST	Safety written warning issued for no sound producing device.
08/15/04	Liberty	Ak9084f	Longliner	Halibut	2C	Safety written warning issued for no injury placard.
08/17/04	Anacapa	Eleon	Longliner	Halibut	3A	Safety violation issued for unserviceable fire extinguisher and boating violation issued for incorrect hailing port and no vessel name on hull.
08/17/04	Maple	Etika	Gillnetter	Salmon	ST	Safety written warning issued for insufficient visual distress signals.

Appendix B (Continued)

01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Vessel Type	Fishery	Area	Violation Notes
08/22/04	Storis	Lady Alyce	Longliner	Halibut	4E	Voyage terminated for failure to carry approved liferaft, expired EPIRB, expired visual distress signals, and failure to carry documentation.
08/24/04	Anacapa	Kasatka	Longliner	Halibut	3A	Voyage terminated and vessel directed to return to Cordova for insufficient survival suits.
08/24/04	Anacapa	Polar Bear	Seiner	Salmon	ST	Voyage terminated and vessel escorted to Cordova for insufficient fire extinguishers.
08/29/04	Mustang	Daniel G	Seiner	Salmon	ST	Safety violation issued for expired hydrostatic release and marine sanitation device not locked in closed position.
08/29/04	Anacapa	Dawn Key	Longliner	Halibut	3A	Voyage terminated and vessel escorted to Whittier for unserviceable survival suits.
08/29/04	Mustang	Hank	Seiner	Salmon	ST	Safety written warning issued for expired visual distress signals.
08/29/04	Mustang	White Cap	Seiner	Salmon	ST	Boating violation issued for failure to carry current registration onboard.
08/30/04	Mustang	AB&G	Seiner	Salmon	ST	Voyage terminated and vessel escorted to Hoonah for unserviceable survival suits.
09/07/04	Sycamore	Collier	Trawler	Pacific Cod		Safety violation issued for insufficient drills.
09/07/04	Sycamore	Mar Pacifico	Trawler	Pacific Cod		Safety violation issued for insufficient fire extinguishers and poorly maintained lifesaving equipment.
09/13/04	Storis	Chellissa	Trawler	Pollock	630	Safety violation issued for expired EPIRB.
09/14/04	Storis	Luna	Longliner	Halibut	3B	Safety violation issued for expired visual distress signals.