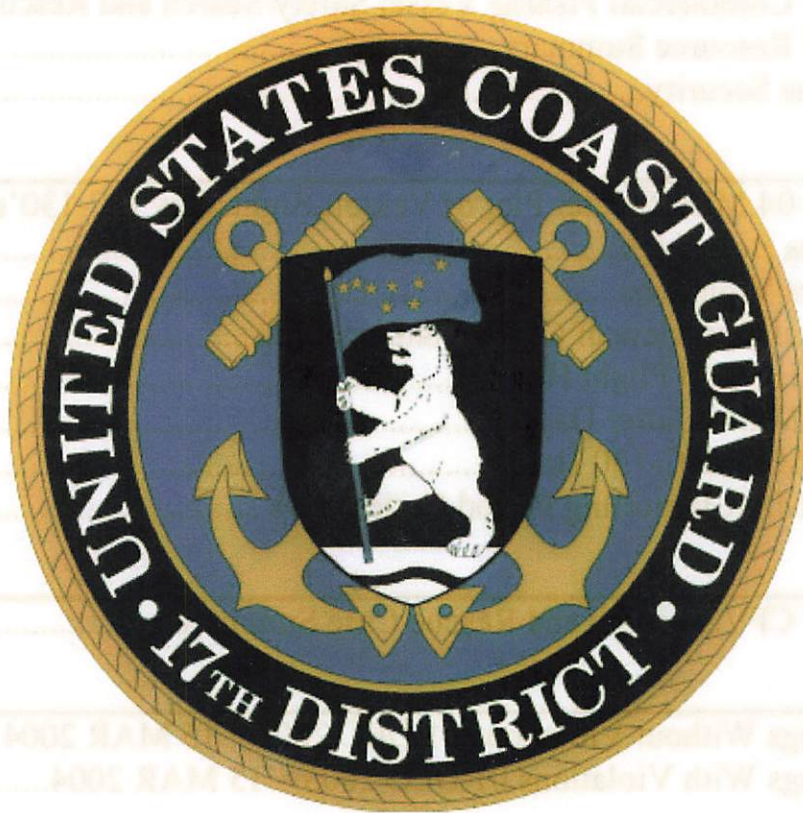


# 17<sup>th</sup> COAST GUARD DISTRICT ENFORCEMENT REPORT



**01 DEC 03 - 15 MAR 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	WLB – 180ft or 225ft Buoy Tender
HEC/MEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	



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

The advance of the ice edge southward into the Bering Sea curtailed most fishing activity along the MBL in early December. Patrols detected an average of only 2 vessels operating along the MBL by early December. That trend held through February with fewer than 10 sighted. Significant activity is not expected to resume until May. Coast Guard enforcement resources detected no incursions. Figure 1 plots the most recent foreign fishing vessel activity near the MBL.

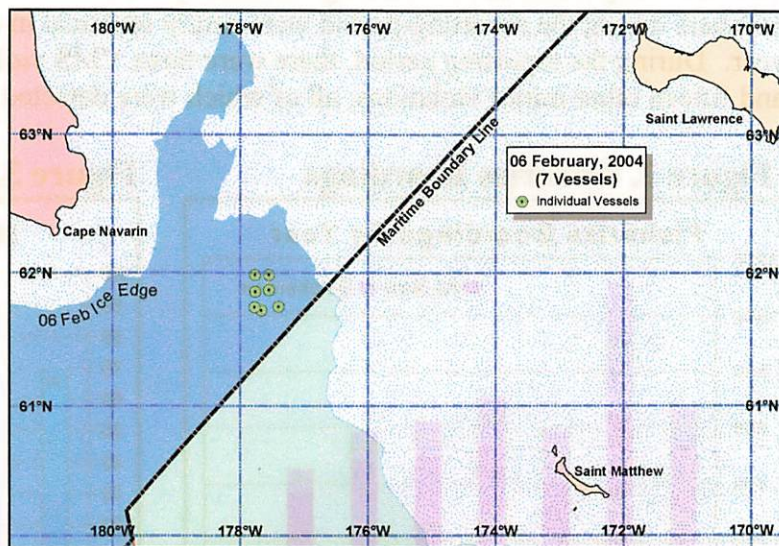


Figure 1. 06 FEB 04 MBL Scatter Plot of Vessels Sighted by HC-130's

For the reporting period, the following details apply:

- Coast Guard HC-130's flew 11 sorties totaling 83 hours.
- Coast Guard WHEC/WMECs spent 14 days patrolling the MBL.

## II. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. Members of the North Pacific Anadromous Fish Commission Enforcement Committee are preparing for the 2004 enforcement patrols.

In addition, the Coast Guard met with the American Albacore Fishery Association on 12 March to provide an overview of HSDN activity and enforcement effort over the past several years and to request their continued support in reporting suspicious fishing activity.

## III. Donut Hole

There was no trial fishing activity during the reporting period. Several of the parties to the convention have indicated that they plan to conduct trial fishing during 2004, however, none are planned for the near future.

## IV. Steller Sea Lions and Critical Habitat Enforcement

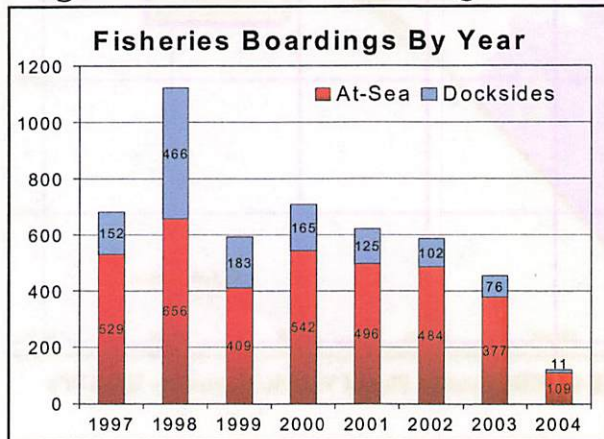
The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 2109 monitoring hours, and aircraft patrolled 103 hours in support of this mission. There were no violations observed during the reporting period.



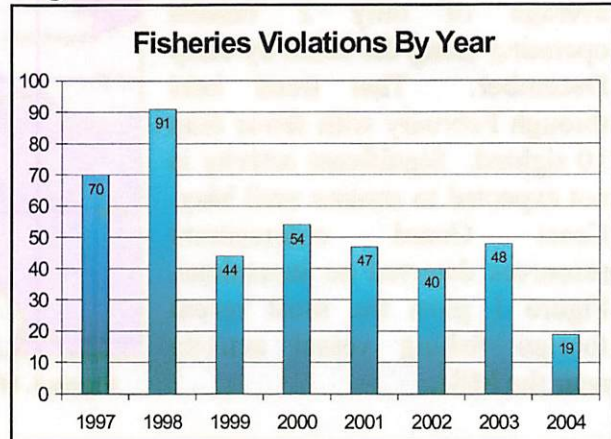
## V. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends since 1997. Total violation numbers during the reporting-period were nearly identical in comparison to the same period last year. During the reporting period, there were three VMS violations, one summary settlement, and fifteen other minor violations, all of which were detected at-sea.

**Figure 2. Fisheries Boardings**



**Figure 3. Fisheries Violations**



### DEC 2002 - MAR 2003

All F/V Boardings (at sea):..... 110  
 IFQ Monitors (dockside): ..... 10  
 Boarding/monitor w/fisheries vio's: ..... 13  
 Violation Rate:..... 10.8%

### DEC 2003 - MAR 2004

All F/V Boardings (at sea): ..... 109  
 IFQ Monitors (dockside):..... 11  
 Boarding/monitor w/fisheries vio's:..... 19  
 Violation Rate: ..... 15.8%

Three boats were issued violations for fishing for Pacific Cod in state waters without their installed VMS systems active while a VMS federal fishery was open. There appeared to be confusion due to information provided in several January and February ADF&G news releases (on their web site) that indicated VMS was not required when fishing in state waters. All three vessels held federal fisheries permits with Pacific cod endorsements. National Marine Fisheries Service is working with ADF&G to resolve the issue.

The one summary settlement was for numerous clerical errors and substantive logbook omissions. The remainder of the violations were for minor logbook errors, untimely logbook submissions, and failure to carry a federal fisheries permit on board. Appendices A and B contain a complete list of boardings and violations for the reporting period.

## VI. IFQ At-Sea/Dockside Enforcement

The 2004 IFQ season opened on schedule without incident. One at-sea fisheries violation was issued for failure to maintain a logbook on board. No dockside fisheries violations were found, and no safety violations were found.

Coast Guard effort consisted of the following:

- 9 IFQ at sea boardings.
- 11 dockside offloads monitored.
- 47 shoreside surveillance hours.



## VII. 2004 Winter Crab Fisheries

Prior to the start of these fisheries, Coast Guard officials evaluated the expected weather conditions and assessed the expected impact on SAR response capabilities. The Coast Guard provided the results of that assessment to the Alaska Department of Fish & Game for use in their analysis of the weather. This cooperative effort was in support of the CG-ADF&G Weather MOU. Significant weather was not indicated at the time of the consultation for the Bering Sea Opilio, the Kodiak Tanner, and the Southeast Tanner crab fisheries, and all three fisheries opened on time.

### *Bering Sea Opilio and Kodiak Tanner Crab Fisheries*

The 2004 Bering Sea Opilio Crab fishery opened on time 15 January and closed 23 January, with 189 boats participating in the fishery. The uncharacteristically low accident rate from 2003 continued for the 2004 fishery. There were no SAR cases related to the fishery. The 2004 season represents the third consecutive year with no vessel losses and the fifth consecutive year with no fatalities.



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

- Positioned helo-equipped WHEC on the grounds.
- Positioned WMEC on the grounds.
- Forward deployed HH-60 helo and two crews to St. Paul for 24-hour response.
- Conducted safety training for fishing vessel crews as well as vessel safety exams.

Marine Safety Detachment Unalaska personnel completed 64 spot checks and 18 commercial fishing vessel safety exams in Dutch Harbor and completed 8 spot checks in St. Paul. Compliance was considered good. The pool training was also well attended and successful overall.

The 2004 Kodiak Tanner Crab fishery opened on time on 15 January and as of this writing is expected to close by regulation 31 March with 70 boats participating in the fishery. There were no SAR cases related to the fishery.

Coast Guard SAR-response preparations for the Kodiak Tanner fishery included:

- Assigned WLB to quick-response SAR standby in Kodiak.
- Patrolled with HH-60 and HH-65 helos.
- Maintained a ready HH-60 on 24-hour standby in Kodiak.

### *Southeast Tanner Crab Fisheries*

The 2004 Southeast Tanner Crab fishery opened on time 15 February and closed 25 February, with 79 boats participating in the fishery. There were no SAR cases related to the fishery.



Marine Safety Detachment Ketchikan personnel completed 36 commercial fishing vessel safety exams in Petersburg. There was an increased emphasis on ensuring vessel stability. A number of vessel stability issues arose as a result of the exams, and marine architects in Seattle and Portland were consulted. All stability issues were resolved, and compliance was considered good.

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

There were four *voyage terminations* for safety violations. Two of the voyage terminations were for no survival craft on-board. The third had inadequate survival suits for children on board.

The fourth had numerous discrepancies including insufficient flotation devices, expired EPIRB and visual distress signals, and inoperative navigation lights. The termination cases also had other minor safety violations. Several vessels were issued violation notices and warnings for a mixture of minor safety discrepancies. *There were no lives lost, no vessels lost, and 4 lives saved this reporting period.*

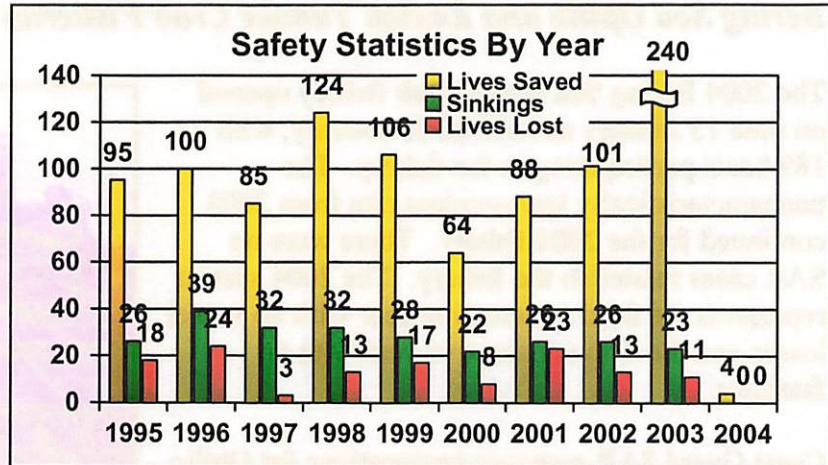


Figure 4. Historical Overview of CFVS Statistics

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

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
12/12/03	N/A	HOAX	N/A	N/A	N/A	NPSC received notification that the 32' F/V Ashanti was taking on water near Kodiak Island. An Air Station Kodiak HH-60 helo launched and an in-flight HC-130 diverted to investigate. The Air Station Commcen was able to maintain VHF communications with the vessel, but was quickly inundated with voice reports from three different vessels claiming to be assisting the vessel in distress, or to be in distress as well. All three reports appeared to be from the same caller. Suspicion of a hoax was raised when the caller stated that the position of distress was approximately 7NM from the Washington coast. Air searches of the area revealed no signs of distress and direction finding equipment indicated that the signal was originating from land.
12/19/03	Ocean Green	65ft Tender	4	N	N	The master radioed a distress call to MSO Valdez reporting that they were fighting an engine room fire. MSO Valdez issued an Urgent Marine Information Broadcast (UMIB) and launched a 27ft SAFE boat to standby and assist if needed. <b>SERVS Tug Guard</b> and skiff <b>Yellow Kvidak</b> responded to help. The vessel became engulfed in flames and the crewmen abandoned the vessel. The <b>Tug</b> fought the fire while the four crewmen were taken aboard the skiff. The Tug extinguished the engine room fire and towed the vessel to the Valdez Container pier. The vessel was dewatered and the local <b>Fire Department</b> went on board to extinguish small debris fires in the pilothouse. The vessel was boomed.



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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/12/04	Commitment	42ft Seiner	0	N	N	The F/V Commitment was anchored with two anchors in Captains Bay when both anchors began dragging and eventually broke loose. The fishing vessel grounded on the rocky shoreline near the head of Captains Bay. The F/V was towed back to anchorage by a commercial tug and is currently in dry dock.
01/16/04	Coastal Sea	178ft Longliner	7	N	N	The master radioed Communications Station Kodiak that the vessel sustained an engine casualty and was disabled and adrift approximately 7NM from Volcano Bay. No Coast Guard assistance was requested. The F/V Cameron, a 58' purse seiner, arrived within fifteen minutes of the engine casualty and was able to take the Coastal Sea in tow into Volcano Bay and was safely anchored.
01/09/04	Carla	29ft Troller	0	N	Y*	MSO Juneau was notified that the F/V Carla sank while moored at the dock in Kake. The vessel sank for unknown reasons in 15 feet of water. There are 70 gallons of diesel onboard and tank vents have not been plugged. There is sheening on the water's surface. Kake harbormaster supplied sorbent and boom for the owner to deploy. The owner/operator removed soiled sorbents and replaced them with new sorbents. The owner/operator has also removed all waterborne oil and no new product appears to be escaping from the vessel. <b>*Non-operational: Does not count in loss statistics.</b>
01/24/04	Van Elliot	76ft Trawler	4	N	N	The master radioed Air Station Kodiak reporting that the F/V Van Elliot was taking on water in the vicinity of Halibut Cove on the western side of Kodiak Island. Crewmembers were unable to keep up with the flooding and were in immersion suits and preparing to abandon ship into a life raft. An Air Station Kodiak HH-60 helo launched to assist and the USCGC Hickory diverted to the scene. The helo arrived on scene, located the vessel afloat with the crewmembers still onboard, and dropped two pumps to the vessel. After one of those pumps failed, a HC-130 aircraft on another mission was diverted and dropped two additional pumps to the vessel. A second HH-60 helo was launched to relieve the first helo and continued to monitor the situation. The crew was able to dewater the vessel using the pumps that were delivered. The F/V Chisik Island arrived on scene and took the vessel in tow. Chisik Island is currently towing the vessel to Kodiak and is providing reports of their progress to the Coast Guard.
01/22/04	Katrina	32ft Commercial	1	1*	Y*	This vessel was erroneously listed as a fishing vessel in media reports and press releases. The vessel was a commercial (non-fishing) vessel. The master, Greg Clark, a 48 year-old male from the Cape Pole area and his Black Labrador Retriever abandoned ship from the Katrina on Thursday after it struck a rock. First day searches by an HH60 helo and the USCGC Liberty located the fishing vessel destroyed on the rocks in Cone Cove. Mr. Clark and his dog were not located. Second day searches concentrated on the Davidson Inlet and Sea Otter Sound areas. The USCGC Liberty completed an extensive shoreline search of Davidson Inlet. An Air Station Sitka HH-60 helo began a shoreline search of the northern part of Heceta Island before landing and later returning to base due to a mechanical problems. A second helicopter was launched and completed all assigned search areas. Additionally, the F/V Gilroy and M/V Sea Otter and a floatplane searched throughout the day. The USCGC Liberty and the helo conducted first light searches the following day with negative results. All Good Samaritan vessels completed searching and departed the area. Coast Guard assets completed 13 searches using three helicopters, a Coast Guard cutter, and the cutter's small boat during the three-day search. <b>*Non-fishing: Does not count in loss statistics.</b>
01/26/04	Lady Taylor	N/A	1	N	N	The master radioed Air Station Kodiak reporting that the vessel was dragging anchor. The master had been attempting to enter Port Lions and was reporting 50 knot winds, zero visibility, and that the vessel was in danger of running aground. An Air Station Kodiak HH-60 helo and the USCGC Hickory launched to assist. When the helicopter located the F/V Lady Taylor, the master reported that he was no longer in distress and safely moored his vessel in Port Lions.



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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
02/01/04	Ambition	43ft Longliner	3	N	N	The master radioed Air Station Kodiak that the vessel was taking on water in Pasagshak Bay. The crew was able to control the flooding using three pumps as long as the vessel remained at anchor, but the pumps could not keep up with the flooding while the vessel was making way. An Air Station Kodiak HH-65 helo launched to the scene and delivered two pumps to the vessel. The crew dewatered the vessel and proceeded safely to Kodiak.
02/03/04	Wild Coho	30ft Troller	0	N	Y*	MSO Juneau was notified that the F/V Wild Coho sank due to a corroded thru-hull fitting, while moored in Yakutat. The vessel had approximately 200 gallons of diesel onboard and was unable to plug tank vents and fills. Hard and sorbent boom and pads were placed and salvage operations commenced. <i>*Non-operational: Does not count in loss statistics.</i>
02/04/04	Exodus	N/A	3	N	N	Master broadcast a general message that the vessel was disabled near Cape Chiniak. The master reported that the vessel may have a broken shaft and was drifting near shore. The F/V <b>Cornelia Marie</b> was on scene but did not have the right size line to tow the vessel. USCGC ALEX HALEY diverted to the scene and delivered 300 ft of 5-inch line to the F/V Cornelia Marie. ALEX HALEY departed scene once the tow was established and the two vessels were safely underway for Kodiak. The F/V Cornelia Marie safely passed the tow of the F/V Exodus to a commercial tug, and the vessel was safely moored in Kodiak by the tug.
02/07/04	Adriana	57ft Seiner	3	N	N	The master radioed the North Pacific SAR Coordinator reporting that the vessel was taking on water 11nm north of Kodiak, and its crew making preparations to abandon ship. An Urgent Marine Information Broadcast (UMIB) was issued. Air Station Kodiak was preparing to launch an HH60 helo when the master intentionally grounded the vessel to avoid sinking. NPSC stood down the HH60 after determining that the 3 people onboard were no longer in immediate distress. <b>Four Good Samaritan vessels</b> were nearby and responded to the UMIB. A pump was delivered to the vessel to assist in dewatering, however the F/V Adriana reported that the pump wouldn't be sufficient to keep up with the flooding if it refloated during the upcoming high tide. An Air Station Kodiak HH60 helo launched to the scene to deliver additional pumps to the vessel in an attempt to save it. The helo delivered four pumps to the vessel and it was able to dewater and refloat using the additional pumps. Once re-floated, the vessel continued to take on water and the master determined that it had additional hull damage. The master intentionally grounded the vessel again and made additional repairs at low tide. The vessel was successfully re-floated and moored in Ouzinke.
02/08/04	Ursa Minor	88ft Power Scow	4	N	N	MSO Valdez received a report from the F/V Ursa Minor that the vessel was taking on water and was intentionally grounded in Controller Bay. The source of the water was reported to be near the stern. All 4 crewmen were safe and there was no reported pollution. The owner of the vessel arranged for a commercial floatplane to deliver parts and supplies on Saturday morning. The floatplane was unable to deliver parts to the vessel due to weather. The crew effected some repairs to the vessel and the vessel was refloated at the high tide. The vessel suffered steering problems, but the Master was able to steer the vessel with the throttles to a lee on the west side of Wingham Island. The Master will remain on the west side of Wingham Island until the tide was conducive to pull into Kayak Passage on the south side of the island. The Master beached the vessel out of the winds and will reassess his damage after the crew rests. A commercial floatplane was able to fly parts and supplies to the crew. The crew effected repairs and refloated the vessel, and proceeded to Cordova.
02/13/04	Tenacious	N/A	N/A	N	N/A	NPSC received an unlocated 406MHZ EPIRB for the F/V Tenacious. Precomms revealed that the vessel was sold in 1995 and the new owner had not participated in any fisheries since 2000. Family contacts informed NPSC that the vessel was intentionally sunk in 2001, but the EPIRB was not on board. A relative of the prior owner is being contacted to determine if he knew the whereabouts of the EPIRB. The location of the EPIRB was unable to be determined. The signal ceased and there was no other correlating information.



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

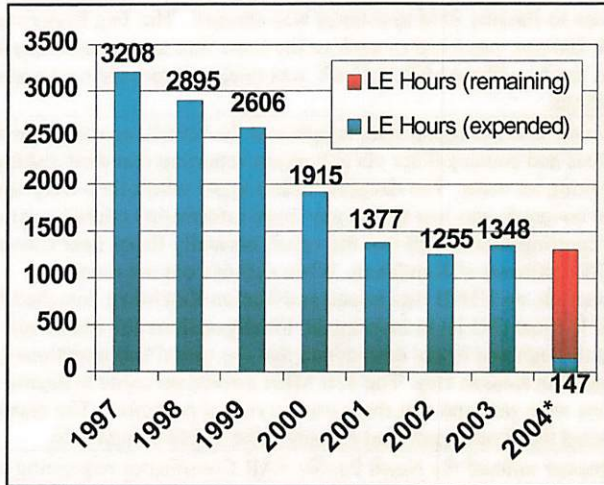
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
02/18/04	Lone Star	86ft Trawler	N/A	N	N	The master contacted Communications Station Kodiak via satellite phone reporting that the vessel had lost it's rudder and was adrift 15NM NE of Unimak Pass in the Bering Sea. The master reported that it presently was not in danger and was working on commercial assistance. USCGC ALEX HALEY enroute Dutch Harbor 40NM north of the vessels position diverted to scene to standby until assistance was enroute. The Tug Redeemer, out of Dutch Harbor, was hired to retrieve the Lone Star and successfully took the vessel in tow. The ALEX HALEY was released from the case and resumed operations.
02/21/04	Aurore Marie	52ft Trawler	3	N	N	A woman in Washington state telephoned the NPSC reporting that her daughter had contacted her via cell phone reporting that their fishing vessel was taking on water. The daughter didn't know where they were and cell phone coverage was lost before any more information could be gathered. The reporting source said that the vessel normally fishes near Kasaan, about 20 NM northwest of Ketchikan. When callouts did not reveal any information, an UMIB was issued and Station Ketchikan launched their 47ft motor lifeboat (MLB) to investigate. Finally, a short cell phone call was able to get through and it was determined that the vessel had intentionally grounded in Kasaan Bay. The 47ft MLB arrived on scene to ensure all persons were safe and that there was no risk of pollution. The master corrected the discrepancy and refloated the vessel at high tide.
02/22/04	Perseverance	N/A	N/A	N	N	The master radioed the North Pacific SAR Coordinator requesting a MEDEVAC for a 41-year-old, male crewmember who had sustained abdominal injuries after being crushed by crab pot gear. The flight surgeon was consulted and concurred with the MEDEVAC request. An Air Station Kodiak HH-60 helo was launched and safely transported the patient to Kodiak where he was met by EMS personnel and transferred to the Kodiak hospital for further evaluation and treatment.
3/01/04	Juanita H	30ft Troller	1	N	N	The master radioed Communications Center Kodiak reporting that the F/V Juanita H. had become disabled due to contaminated fuel and was in danger of going on the rocks near Elizabeth Island off the Kenai Peninsula. An Air Station Kodiak HC-130 and HH-65 helo diverted from another mission to assist. Both aircraft arrived in the area as the Master was able to anchor the vessel. The HC-130 resumed its mission and the H-65 landed at Homer to refuel, remaining in the area if needed. The master was eventually able to move fuel from the day tanks and get back underway. The vessel proceeded to Port Graham while maintaining a communications schedule with Communications Center Kodiak and anchored safely.
03/04/04	Clipper Epic	172ft Longliner	26	N	N	The master radioed MSD Unalaska reporting that the F/V Clipper Epic was disabled and adrift 30NM SW of St. George Island. The vessel stated that they had gotten their trawl nets caught in their screw and were drifting towards St. George Island. The <b>Tug Redeemer</b> responded to the scene and took the vessel in tow at approximately 04 March. The Tug Redeemer towed the vessel to St. George and the vessels anchored. A diver was able to clear some polypropylene line that had become entangled in the Clipper Epic's prop.
03/12/04	Daybreak	42ft Longliner	2	N	N	The North Pacific SAR Coordinator received a report from MSD Kodiak that the F/V Daybreak, which had intentionally grounded (soft bottom) on 10 March on Afognak Island, had re-floated but was taking on water through a cracked rudderpost. An Air Station Kodiak HH-60 on another mission diverted to the scene and delivered an additional pump to the vessel. The crew was able to dewater the vessel. The F/V <b>Kahuna</b> responded to the call, arrived on-scene, and towed the vessel to Kodiak.



## IX. CGD17 Resource Summary

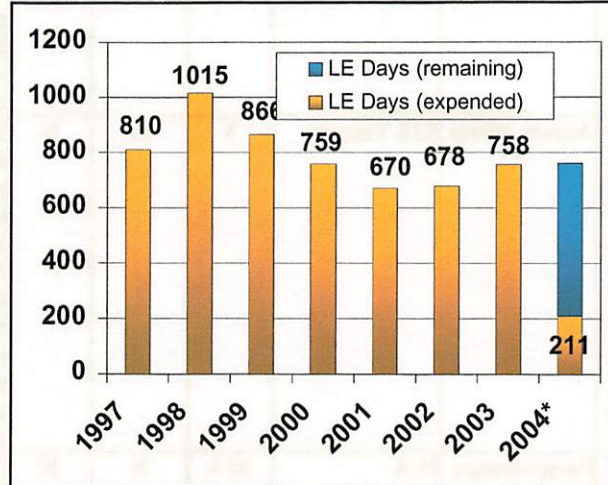
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

**Figure 5. Annual HC-130 Hours**



\*Flight hour data by calendar year.  
2004 includes projection through December.

**Figure 6. Annual Major Cutter Days**



\*Patrol day data by calendar year.  
2004 includes projection through December.

### DEC 2002 - MAR 2003

5 WHEC's patrolled for 161 days  
2 WMEC's patrolled for 79 days  
1 WLB patrolled for 7 days (Fisheries)  
5 WPB's patrolled for 92 days (Fisheries)  
**Total Cutter days – 339**

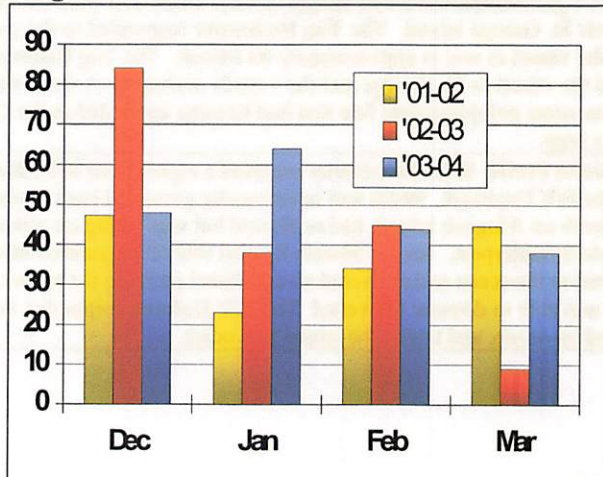
HC130's flew 24 sorties for 177 hours  
HH-60/65's flew 61 sorties for 275 hours

### DEC 2003 - MAR 2004

3 WHEC's patrolled for 104 days  
3 WMEC's patrolled for 157 days  
2 WLB's patrolled for 4 days (fisheries)  
5 WPB's patrolled for 32 days (fisheries)  
**Total Cutter days – 297**

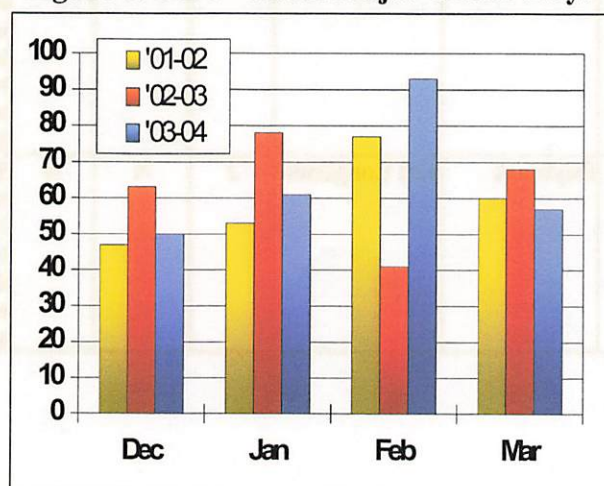
HC130's flew 40 sorties for 195 hours  
HH-60/65's flew 56 sorties for 243 hours

**Figure 7. DEC - MAR HC-130 Hours**



\*Flight hour data for reporting period ONLY.

**Figure 8. DEC - MAR Major 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.

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.



Coast Guard and State of Alaska in UD'04 Exercise

As part of the ongoing security training program, the Coast Guard participated in the Unified Defense 04 exercise in February. The exercise was conducted by the DoD U.S. Northern Command and was designed to allow U.S. Northern Command, Fifth Army, and Joint Task Force Alaska and associated units to practice Homeland Defense and Military Support to Civil Authorities missions. It involved over 50 federal, state and local organizations primarily in Texas, Alaska, Colorado, Virginia and the National Capital Region.

The exercise involved a series of simulated natural disasters and simulated terrorist activities. Events included a Category IV hurricane, radiological events, maritime and port security events, and aerospace defense activities. In Alaska, events primarily involved the U.S. Coast Guard with support from local, state, and Department of Defense resources.



# Appendix A

## Boardings Without Violations 01 DEC 2003 – 15 MAR 2004

Date	Vessel Name	Vessel Type	Fishery	Area
12/01/03	Aleutian Belle	Pot Boat	Pacific Cod	518
12/01/03	Prowler	Longliner	Pacific Cod	521
12/03/03	Us Liberator	Longliner	Pacific Cod	521
12/04/03	Blue North	Longliner	Pacific Cod	524
12/05/03	Zenith	Longliner	Pacific Cod	517
12/07/03	Frontier Explorer	Pot Boat	Pacific Cod	517
12/10/03	Marilyn	Tender	No Product	ST
12/11/03	North Cape	Longliner	Pacific Cod	517
12/12/03	Trisha B	Tender	No Product	ST
12/19/03	Lilly Ann	Longliner	Pacific Cod	517
01/17/04	Seattle Star	Longliner	Pacific Cod	521
01/20/04	Baranof	Longliner	Pacific Cod	509
01/22/04	Aldabaron	Trawler	Pollock	519
01/22/04	Arcturis	Trawler	Pollock	519
01/22/04	Golden Dawn	Trawler	Pollock	519
01/22/04	Pacific Explorer	Trawler	Pollock	519
01/22/04	Raven	Trawler	Pollock	519
01/22/04	Royal American	Trawler	Pollock	519
01/22/04	Viking Explorer	Trawler	Pollock	519
01/24/04	Shemya	Trawler	Pacific Cod	630
01/28/04	Alaska Patriot	Longliner	Pacific Cod	521
01/30/04	Defender	Trawler	Rock Sole	610
01/30/04	Kodiak Enterprise	Trawler	Pacific Cod	610
02/08/04	Debbie Lynn	Pot Boat	No Product	ST
02/09/04	Controller Bay	Pot Boat	Pacific Cod	521
02/10/04	Clipper Surprise	Longliner	Pacific Cod	521
02/11/04	Alaska Leader	Longliner	Pacific Cod	521
02/11/04	Lisa Marie	Pot Boat	Crab	ST
02/13/04	Nana Joanna	Trawler	Pacific Cod	610
02/13/04	Stellar Sea	Trawler	Pacific Cod	610
02/13/04	Turmoil	Trawler	Pacific Cod	610
02/13/04	Cinnamon Girl	Pot Boat	Crab	ST
02/15/04	Shonna Jacole	Trawler	Pacific Cod	610
02/15/04	St. Loretta	Trawler	Pacific Cod	610
02/15/04	Clipper Express	Longliner	Pacific Cod	519
02/15/04	Courageous	Longliner	Pacific Cod	519
02/17/04	Gladiator	Trawler	Pollock	519
02/17/04	Northern Patriot	Trawler	Pollock	519
02/19/04	Shemya	Longliner	Pacific Cod	517
02/20/04	Bountiful	Trawler	Pacific Cod	517
02/22/04	Miss Berdie	Trawler	Pacific Cod	509
02/23/04	Rebecca Irene	Trawler	Rock Sole	509
02/24/04	Starlite	Trawler	Pollock	509
02/24/04	Tremont	Trawler	Yellowfin Sole	509
02/24/04	Vaerdal	Trawler	Rock Sole/Pacific Cod	509



# Appendix A (Continued)

Boardings Without Violations 01 DEC 2003 – 15 MAR 2004

Date	Vessel Name	Vessel Type	Fishery	Area
02/26/04	Excalibur	Trawler	Pollock	509
02/27/04	Poseidon	Trawler	Pacific Cod	509
02/27/04	Seeker	Trawler	Pacific Cod	509
02/28/04	Heritage	Longliner	Halibut	3A
02/28/04	Trident	Longliner	Halibut	3A
02/29/04	Bergen	Longliner	Sablefish	SE
02/29/04	Colombia	Trawler	Pollock	509
03/01/04	Miss Sonja	Longliner	Halibut	2C
03/02/04	Pacific Challenger	Trawler	Pollock	509
03/02/04	Pacific Fury	Trawler	Pollock	509
03/02/04	Cape Falcon	Longliner	Halibut	3A
03/02/04	Manifest Destiny	Gillnetter	Salmon	ST
03/04/04	Hukilau	Longliner	Halibut	2C
03/04/04	Steadfast	Pot Boat	Crab	659
03/05/04	Lady Lori	Longliner	Halibut	3A
03/07/04	Vagabond Queen	Longliner	No Product	659
03/07/04	Sophia	Seiner	No Product	ST
03/09/04	Alliance	Trawler	Pacific Cod	517
03/09/04	Blue Gadus	Longliner	Pacific Cod	517
03/09/04	Gold Rush	Trawler	Pollock	630
03/11/04	Anita J	Trawler	Pollock	517
03/11/04	Destination	Trawler	Pollock	517
03/11/04	Decision	Trawler	Pollock	610
03/11/04	Heather Margene	Trawler	Pollock	610
03/11/04	Marcy J	Trawler	Pollock	610
03/11/04	Pacific Sojourn	Longliner	Sablefish	CG
03/12/04	Oceanic	Trawler	Pollock	610
03/13/04	Northern Victor	Trawler	Pollock	610
03/13/04	Poseidon	Trawler	Pollock	610
03/15/04	Champion	Trawler	No Product	ST
03/15/04	Chopaka	Trawler	Pollock	509
03/15/04	Sea Dawn	Trawler	Pacific Cod	509



## Appendix B

### Boardings With Violations 01 DEC 2003 – 15 MAR 2004

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation Notes
12/20/03	Hamilton	Deep Pacific	Longliner	Pacific Cod	517	Safety violation issued for expired EPIRB.
01/02/04	Ketchikan	Edward R	Gillnetter	Salmon	ST	Safety violation issued for unserviceable lifering.
01/17/04	Storis	Irene H	Trawler	Pacific Cod	519	Fisheries violation issued for failure to maintain and submit logs in a timely manner.
01/20/04	Storis	Clipper Epic	Longliner	Pacific Cod	509	Fisheries written warning issued for minor log discrepancies.
01/22/04	Storis	Pegasus	Trawler	Pollock	519	Fisheries summary settlement issued for clerical errors and unaccounted for days in DFL.
01/24/04	Storis	Bristol Leader	Longliner	Pacific Cod	521	Fisheries fixit ticket issued for minor log discrepancies.
01/29/04	Hamilton	American Dynasty	Trawler	Pollock	509	Fisheries violation issued for failure to maintain logs and clerical errors.
01/30/04	Storis	Aleutian Lady	Longliner	Pacific Cod	610	Fisheries violation issued for DFL errors, failure to log prohibited species discards, no PCod endorsement on federal fisheries permit, and failure to submit logs in a timely manner.
02/01/04	Hamilton	Blue Pacific	Longliner	Pacific Cod	521	Safety violation issued for unserviceable lifering and general alarm system did not have accompanying placard with instructions.
02/05/04	Hamilton	Predator	Trawler	Pacific Cod	518	Fisheries violation issued for logbook clerical errors and non-substantiated omission.
02/15/04	Acushnet	Northern Star	Trawler	Pacific Cod	610	Safety written warning issued for expired visual distress signals.
02/18/04	Juneau	Kyra Dawn	Pot Boat	Crab	ST	Voyage Terminated for no liferaft, unserviceable immersion suit, expired and insufficient visual distress signals, and missing registration markings on vessel.
02/21/04	Acushnet	Cascade Mariner	Trawler	Pacific Cod	610	Fisheries violation issued for no federal fisheries permit endorsement for area, failure to maintain and submit logs in a timely manner, and minor clerical errors. Safety violation issued for inoperative high water alarm.
02/22/04	Alex Haley	Nordic Fury	Trawler	Pacific Cod	509	Fisheries violation issued for no federal fisheries permit onboard.
02/22/04	Alex Haley	Ocean Harvester	Trawler	Pacific Cod	509	Fisheries violation issued for no federal fisheries permit onboard.
02/22/04	Alex Haley	Pacific Ram	Trawler	Pollock	509	Fisheries written warning issued for numerous logbook errors and omissions.
02/26/04	Alex Haley	Walter N.	Trawler	Pollock	509	Fisheries violation issued for log book clerical errors and non-substantiated omissions.
02/26/04	Juneau	Jo Jo Dancer	Pot Boat	Crab	ST	Voyage Terminated for inadequate life preservers, poorly maintained survival suits, expired EPIRB, expired visual distress signals, inoperative navigation lights, and expired registration.
03/01/04	Acushnet	Jerilyn	Longliner	Halibut	2C	Fisheries violation issued for no logbook onboard.
03/02/04	Anacapa	Priest Point	Pot Boat	Crab	ST	Voyage Terminated for no liferaft.
03/04/04	Anacapa	Sierra Gale	Pot Boat	Crab	659	Safety violation issued for expired liferaft.
03/04/04	Anacapa	Owyhee	Pot Boat	Crab	659	Safety violation issued for expired liferaft hydrostatic release.
03/10/04	Hickory	Charlyda	Trawler	Pacific Cod	630	Voyage Terminated and vessel escorted to Larsen Bay for failure to carry survival suits for children on board.



## Appendix B (Continued)

### Boardings With Violations 01 DEC 2003 – 15 MAR 2004

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation Notes
03/11/04	Storis	Ms Ingrid	Trawler	Pollock	610	Safety violation issued for expired visual distress signals and expired EPIRB.
03/11/04	Storis	Exodus	Trawler	Pollock	610	Safety violation issued for expired fire extinguishers.
03/11/04	Storis	Celtic	Trawler	Pollock	610	Safety violation issued for expired fire extinguishers.
03/11/04	Alex Haley	Alea	Trawler	Pollock	517	Fisheries fixit ticket issued for failure to submit logs in a timely manner.
03/12/04	Storis	Just In Case	Trawler	Pacific Cod	ST	Fisheries violation issued for failure to have vessel monitoring system active.
03/12/04	Storis	Pacific Quest	Trawler	Pacific Cod	ST	Fisheries violation issued for failure to have vessel monitoring system active.
03/12/04	Storis	Lady Lee Dawn	Trawler	Pacific Cod	ST	Fisheries violation issued for failure to have vessel monitoring system active.
03/13/04	Alex Haley	Half Moon Bay	Trawler	Pacific Cod	509	Fisheries fixit ticket issued for failure to carry federal fisheries permit onboard and failure to maintain logbooks in a timely manner.
03/13/04	Storis	Storm Petrel	Trawler	Pollock	610	Fisheries fixit ticket issued for minor logbook errors, corrected on the spot.