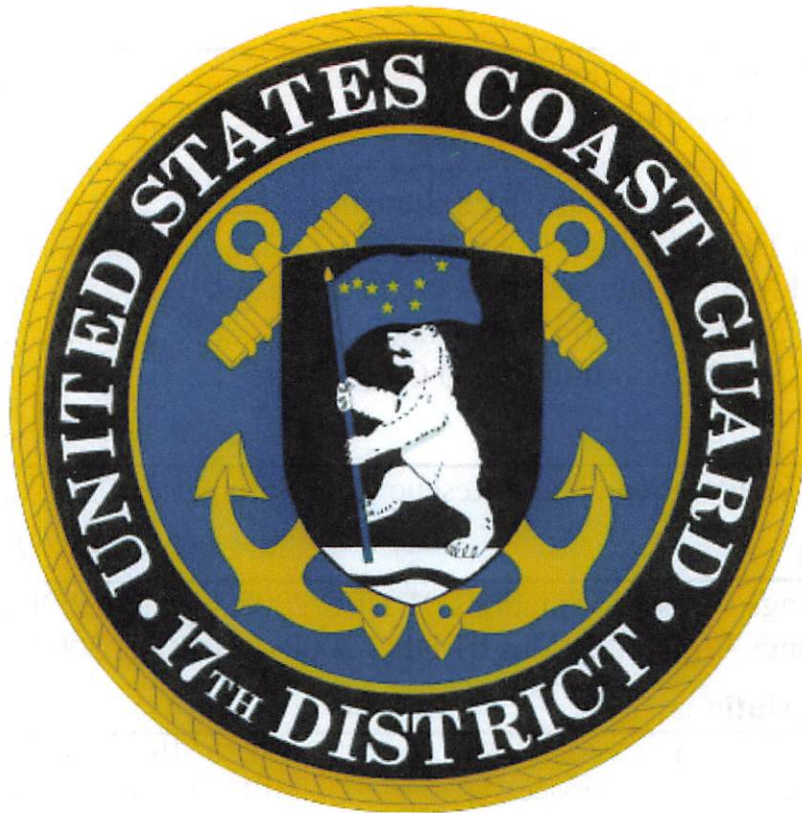


17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 DEC 08 - 31 MAR 09

*Prepared By:
Response and Enforcement Branch
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK 99802-5517*

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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 – 225ft Buoy Tender
WHEC/WMEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

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

There has been very little fishing activity along the MBL since December. Significant activity is not expected to resume until mid-May at which time Coast Guard units will be in position to respond to potential incursions. The Seventeenth District hosted an international engagement meeting with members of the Russian Northeast Border Directorate in Juneau, 16 thru 21 February. Among other issues, the participants discussed effective enforcement and management strategies for the long-term conservation and sustainability of highly migratory fish stocks in the western Bering sea, particularly along the U.S./Russia

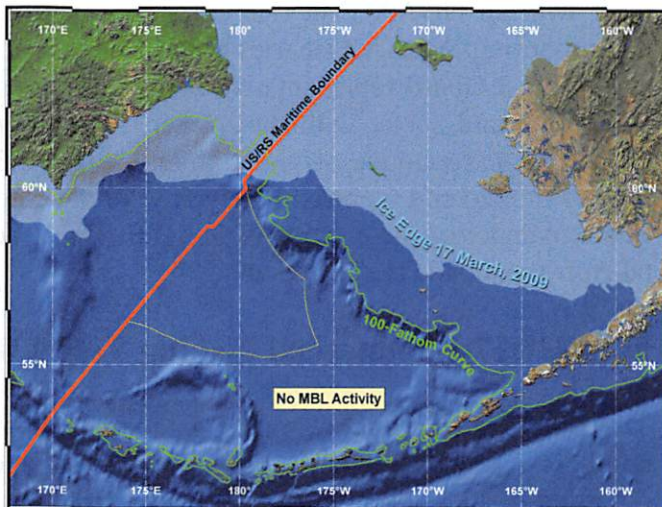


Figure 1. 17 MAR 09 MBL Plot (No Activity)

Maritime Boundary Line. The parties signed a joint operations and information sharing agreement specifying operational protocols, exercises and planned joint enforcement activities.

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 (NPAFC) Enforcement Evaluation And Coordination Group Meeting (EECM) (along with a U.S. delegation consisting of members from D14, D17, USCG headquarters, USCG Pacific Area, USCG Far East Activities (Japan), and NOAA Fisheries Office of Law Enforcement) met in Fukuoka, Kyushu, Japan. The EECM

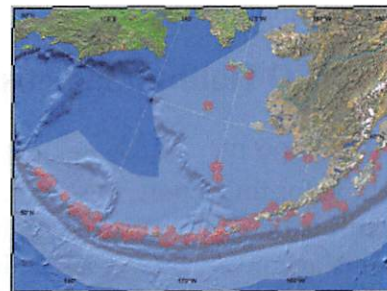


FF/V TIRTA RAYA (Presumed Indonesian) Sighted in 2008

(which met 23-25 February) finalized the high seas driftnet patrol and enforcement agenda and coordination plan for the 2009 season. The group also discussed a draft Memorandum of Understanding designed to address effective law enforcement actions involving Indonesian-flagged fishing vessels detected fishing with driftnets on the high seas of the north Pacific ocean.

III. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 100 monitoring hours, and aircraft patrolled five hours in support of this mission. There was one significant violation observed when an Air Station Kodiak HH-65 helicopter sighted the F/V RAI DAWN fishing in a closed area. The F/V RAI DAWN fishing in the 10 nautical mile closed area near Kodiak Island. The helicopter contacted the vessel by radio and was told they were hook-and-line directed fishing for Pacific cod. The helicopter determined that based on the vessel position, it was inside the closed area. The helicopter told the vessel to discard the remaining Pacific cod and return to Kodiak.



Specifically, the master was told that once all gear was recovered, the vessel should transit to Kodiak to meet with an NOAA Fisheries enforcement officers upon mooring. NOAA Fisheries enforcement officers and a Coast Guard representative boarded the vessel at the pier and spoke with the master. The NOAA officers issued a notice of violation and seized 5,319 pounds of bled cod (approximately 55% of the catch). The remainder of the catch was thought to have been taken from outside the closed area.



IV. 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 small and consistent with previous years. During the reporting period, one significant fisheries violation was issued for fishing in a closed critical habitat area (see Section III above). There were two violations for inoperative VMS equipment, one violation (referred to NOAA Fisheries) for an overage in excess of 5%, one for failure to provide a boarding ladder, and one logbook violation. Appendices A and B contain a list of boardings and violations for the reporting period.

Figure 2. Fisheries Boardings

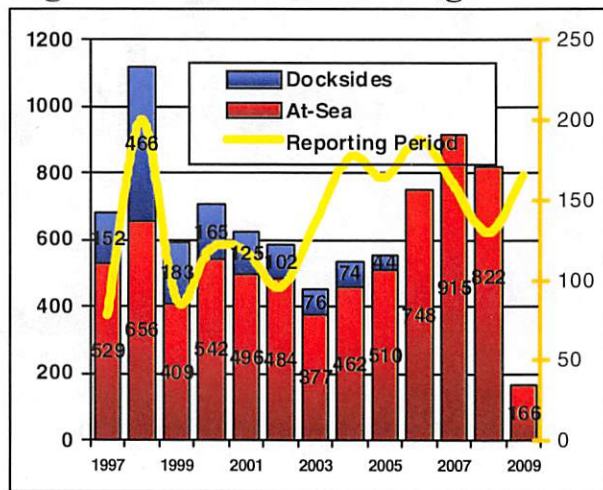
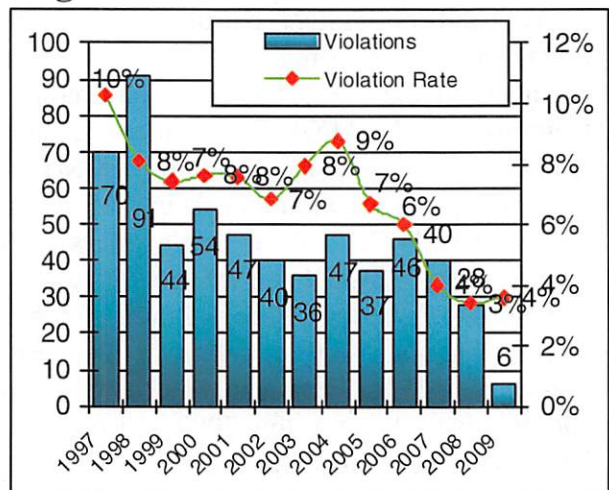


Figure 3. Fisheries Violations



DEC 2007 - MAR 2008

All F/V Boardings (at sea):..... 130
 Boardings w/Fisheries Violations:..... 7
 Violation Rate:..... 5.8%

DEC 2008 - MAR 2009

All F/V Boardings (at sea):..... 166
 Boardings w/Fisheries Violations:..... 6
 Violation Rate:..... 3.6%

V. IFQ Halibut/Sablefish At-Sea Enforcement

The 2009 IFQ season opened on schedule without incident. There were no boardings at press time for this report. Seventeenth Coast Guard District personnel presented a review of 2008 IFQ enforcement effort at the Eighty Fifth Annual International Pacific Halibut Commission Meeting in Vancouver, B.C., Canada in January. The catch in sport fisheries and enforcement of sport fishing regulations, particularly for charter vessels, were discussed at length.

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

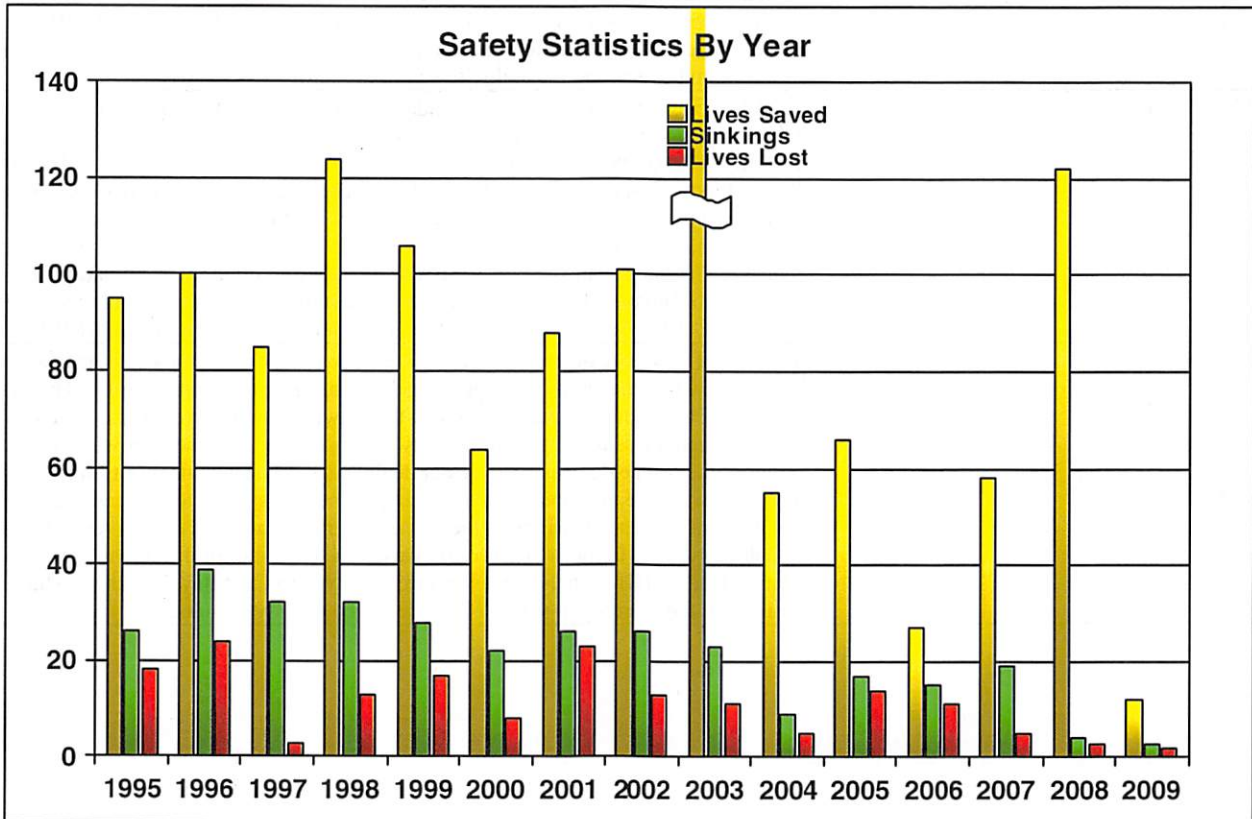
There was a eight *voyage terminations* (all on vessels operating in state fisheries) during the reporting period. The most common safety violations were for expired EPIRBs, expired EPIRB hydrostatic releases, and expired visual distress signals.

There were seven SAR cases including one helo basket-hoist MEDEVAC, plus three helo basket-hoist rescues of 11 people. There were two fatalities, both from man overboard incidents. One fatality resulted from an apparent suicide and the other occurred when a crewmember was drug overboard by fishing gear. All three sinkings were the result of groundings (one grounding was intentional due to an engine casualty). Good Samaritan vessels assisted in several cases. Summaries of the more significant search and rescue cases are included in the table on the following two page. The history of casualties and fatalities is summarized in Figure 4.



PHOTO: MSD personnel inspects liferaft expiration decal.

Figure 4. Historical Overview of CFVS Statistics




There were 12 lives saved, 2 fatalities, and 3 vessels lost during this reporting period.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
01/07/09	Seabrooke	N/A	1	N	The master radioed Communications Station Kodiak reporting loss of a crewman overboard 20NM northwest of Cold Bay. The crewmember had become entangled in Opilio crab fishing tackle and was drug overboard as the gear deployed. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast via HF and VHF. Two Air Station Kodiak helicopters (an HH-65 and an HH-60), which were forward deployed in Cold Bay, launched to assist. An Air Station Kodiak HC-130 aircraft diverted from a scheduled patrol to fly cover. The HC-130 was prohibited from searching due to low ceilings on scene, but remained overhead as On-Scene Commander. The helos completed numerous search patterns throughout multiple sorties with negative results. The Good Samaritan vessel PROVIDER assisted with search efforts. The HH-60 helo conducted an additional first light search covering 25 nautical miles with no sightings of the missing crewman. Both the F/V SEABROOKE and Good Samaritan PROVIDER departed the scene. Over the course of two days, 11 searches were conducted encompassing 132 square miles with over 23 hours of search time.
01/09/09	American Way	2	N	Y	District 17 Command Center received a SARSAT Unlocated 406MHz EPIRB alert for the F/V AMERICAN WAY. Further investigation revealed that the AMERICAN WAY was on a voyage from Kodiak to Chignik and was last heard from at approximately three hours from Chignik. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and an Air Station Kodiak HH-65 helicopter diverted from another mission to investigate. An Air Station Kodiak HC-130 already en route to Cold Bay diverted to assist. The master of the vessel contacted the D17 Command Center via satellite phone reporting that the crew had had abandoned ship and made it safely ashore via life raft onto Aghiyuk Island, in the Semidi Group, 166 NM southwest of Kodiak. An Air Station Kodiak HH-60 launched to that location, because the HH-65 was out of range. AMERICAN WAY had suffered an engine seizure and was intentionally grounded at Aghiyuk Island. The HH-60 recovered both crewmembers. They were in good condition, because they had made it to shore with warm clothes, food, water and the ability to start a fire until the helo arrived.
01/16/09	Kariel	4	N	N	The 60ft longliner F/V KARIEL grounded on the south tip of Kodiak near Lazy Bay. The vessel soft grounded on muddy, gravel bottom, was stranded by the. Good Samaritan vessel F/V ARCTIC DAWN responded to the scene and attempted to pull the KARIEL off the beach. First attempts to re-float the KARIEL were unsuccessful. The KARIEL transferred their catch to lighten the vessel, which helped refloat the vessel on the next tide. MSD Kodiak personnel inspected the vessel prior to its refloating and found no signs of hull damage. The Samaritan vessel F/V SEA WARRIOR escorted the K retreating tide, and reported no damage. The crew donned survival suits as a precaution, but requested no CG assistance. The vessel was put on a four-hour communications schedule ARIEL to Kodiak.
01/29/09	Arctic Fox	N/A	1	N	The master radioed Communications Center Juneau reporting that a crewmember had jumped overboard while the vessel was operating 11nm northeast of Dutch Harbor. The Master of ARCTIC FOX indicated that he watched the crewmember jump overboard, was able to throw a lifering and a rescue sling within inches of him, but the crewmember was reluctant to grab either of the rescue devices. The vessel deployed a rescue swimmer outfitted in a survival suit, who was able to grab a hold of the subject, but the subject fought and struggled loose of the grasp of the rescue swimmer, then went under the water and did not resurface. Two Good Samaritan vessels in the area diverted to assist in searching for the crewmember. An Air Station Kodiak HH-65 helicopter, forward deployed to Cold Bay, launched to the scene to assist with the search. All search efforts rendered negative results.

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

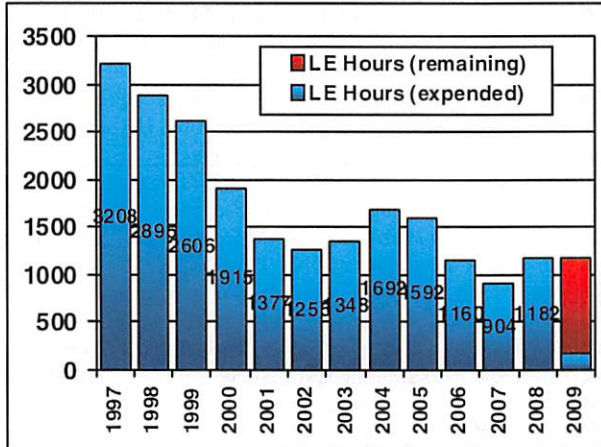
Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
02/25/09	Icy Mist	4	N	Y	 <p>The F/V NORTHERN GLACIER relayed a MAYDAY request to Communication Center Juneau reporting that the 58ft F/V ICY MIST was aground and taking on water along the northern shore of Akutan Island. The USCGC MUNRO diverted to assist. Three AirSta Kodiak helicopters launched to assist (two HH-60s forward deployed to St. Paul Island and an HH-65 from the MUNRO in Dutch Harbor). An Air Station Kodiak HC-130 also launch to the scene. MUNRO's helo arrived on scene first, but was unable to conduct hoist operations due to very strong winds and turbulence. Two HH-60s from St. Paul arrived on scene and attempted to hoist the crewmembers from the vessel, but were also unable to hoist due to the winds that were 45kts gusting up to 70kts. The crew of the vessel was asked to disembark the vessel and hike to a high position on the island where the helicopter could hoist. Once on at that location the crewmembers were hoisted and returned to Dutch Harbor. Left: F/V ICY MIST aground with helo attempting hoist operation.</p>
02/28/09	Stellar Sea	N/A	N	N	<p>The master of the F/V STELLAR SEA radioed USCGC MUNRO requesting a MEDEVAC for a 40-year-old male crewmember experiencing possible cardiac arrest. The vessel was operating approximately 5nm northwest of Dutch Harbor and 11 NM from MUNRO. MUNRO launched a small boat with corpsman and EMT aboard and MUNRO's HH-65 helicopter diverted to assist. District 17 Command Center consulted the duty flight surgeon who recommended MEDEVAC by quickest means. The MUNRO small boat arrived on scene first, allowing the corpsman and EMT to evaluate the patient, who was coherent and stable. The helo arrived on scene, basket hoisted the patient, and delivered him to awaiting EMS ashore at Dutch Harbor 5 minutes after completing the hoist. Because the helo was low on fuel, the rescue swimmer remained behind and returned to MUNRO aboard MUNRO's small boat.</p>
03/09/09	Mar-Gun	5	N	Y	<p>The master radioed COMMUNICATIONS STATION Kodiak reporting that the F/V MAR-GUN which had grounded on St George Island in the Bering Sea and was taking on water. The vessel had five people on board. The master reported that the vessel was in a stable position in 5ft to 6FT seas and 40 knot winds with blowing snow. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and an Air Station Kodiak HH-60 helicopter (forward deployed to Saint Paul Island, 38NM away) launched to assist. Initially, the master and crew were reluctant to leave the vessel and be hoisted, continuing to transfer fuel from the outboard tanks to inboard tanks and plug vents. Deteriorating conditions and prodding from the helo aircrew convinced the MAR-GUN crew to be hoisted. All five crewmembers were hoisted aboard the helo and were delivered in good condition to awaiting EMS at Saint Paul. The MAR-GUN grounded with almost 20,000 gallons of fuel and oils aboard. More than 19,000 gallons were safely removed prior to salvage operations with no significant spillage. Pictured Below: F/V MAR-GUN aground and USCG working to stabilize vessel.</p>



VII. CGD17 Resource Summary

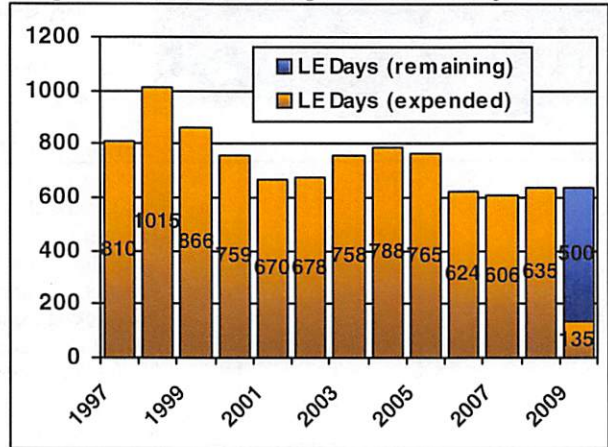
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Total projected major cutter days are expected to be comparable to last year. Flight hours for HC-130 aircraft are projected to be up about 100 hours this year. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours



2009 includes projection through December.

Figure 6. Annual Major Cutter Days



2009 includes projection through December.

DEC 2007 - MAR 2008

3 WHECs Patrolled 113 Days
 1 WMECs Patrolled 38 Days
 4 WLBs Patrolled 31 Days (Fisheries)
 4 WPBs Patrolled 97 Days (Fisheries)
Total Cutter Days 279

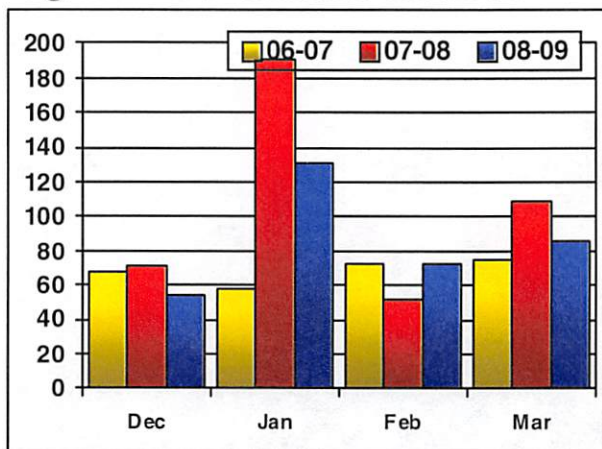
HC130s Flew 424 Hours
 HH-60/65s Flew 253 Hours

DEC 2008 - MAR 2009

3 WHECs Patrolled 104 Days
 2 WMECs Patrolled 61 Days
 4 WLBs Patrolled 26 Days (Fisheries)
 5 WPBs Patrolled 111 Days (Fisheries)
Total Cutter Days 302

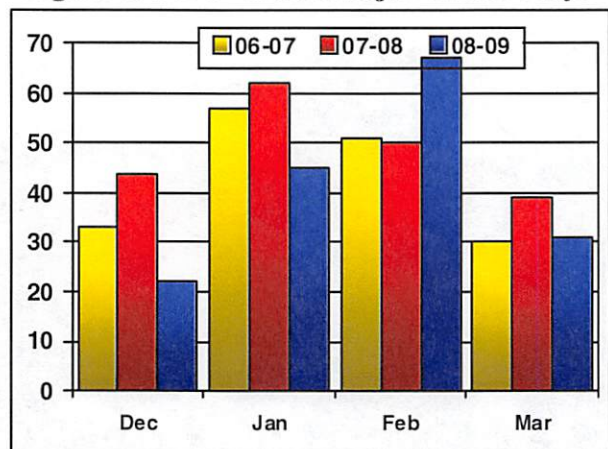
HC130s Flew 342 Hours
 HH-60/65s Flew 131 Hours

Figure 7. DEC - MAR HC-130 Hours



NOTE: Flight hour data for reporting period ONLY.

Figure 8. DEC - MAR Major Cutter Days



NOTE: Patrol day data for reporting period ONLY.

Appendix A

Boardings Without Violations 01 DEC 2008 – 31 MAR 2009

Date	Vessel Name	Fishery	Area
12/10/08	Kodiak	Crab	519
01/18/09	Cedric	Pacific Cod	630
01/18/09	Chellissa	Pollock	630
01/18/09	Clyde	Pacific Cod	630
01/18/09	El Caporal	Pacific Cod	630
01/19/09	Chantecleer	Pacific Cod	630
01/19/09	Old Squaw	Pacific Cod	ST
01/20/09	Chanticleer	Pacific Cod	630
01/21/09	Caravelle	Pacific Cod	630
01/21/09	Hazel Lorraine	Pacific Cod	630
01/21/09	Hickory Wind	Pacific Cod	630
01/21/09	Ocean Hope 3	Pacific Cod	630
01/21/09	Walter N	Pacific Cod	630
01/22/09	Northern Explorer	Pacific Cod	ST
01/22/09	Vigilant	Pacific Cod	630
01/24/09	Aleutian Challenger	Pollock	517
01/24/09	Ocean Leader	Pollock	517
01/26/09	Blue North	Pacific Cod	517
01/26/09	Constellation	Opilio Crab	517
01/26/09	Mar-Gun	Pacific Cod	517
01/26/09	Ocean Hunter	Pacific Cod	517
01/27/09	Farwest Leader	Pacific Cod	509
01/29/09	Silver Beach	Pacific Cod	ST
02/04/09	Laura	Yellowfin Sole	630
02/04/09	Mar Del Norte	Yellowfin Sole	630
02/04/09	Mar Pacifico	Yellowfin Sole	630
02/09/09	Alaskan Command	Pollock	509
02/09/09	Aleutian Belle	Pacific Cod	630
02/09/09	Point Omega	Pacific Cod	630
02/10/09	Amber Dawn	Pacific Cod	630
02/10/09	Hadassah	Pacific Cod	630
02/10/09	Icy Mist	Pacific Cod	517
02/10/09	Lone Star	Pacific Cod	517
02/10/09	Predator	Pacific Cod	517
02/11/09	Northern Patriot	Pollock	509
02/12/09	Lady Jo	Tanner Crab	ST
02/12/09	Morning Light	Pacific Cod	ST
02/13/09	Tiffany Lee	Pacific Cod	ST
02/14/09	Aleutian Dream	Tanner Crab	ST
02/15/09	Angelette	Pacific Cod	ST

Appendix A (Continued)

Boardings Without Violations 01 DEC 2008 – 31 MAR 2009

Date	Vessel Name	Fishery	Area
02/15/09	Betsy M	Salmon	ST
02/15/09	Frigidland	Tanner Crab	ST
02/15/09	Harvester	Tanner Crab	ST
02/15/09	Orion	Tanner Crab	ST
02/15/09	Sakina	Salmon	ST
02/15/09	Searoad	Salmon	ST
02/15/09	Signe Lynn	Pacific Cod	ST
02/15/09	Sonray	Salmon	ST
02/15/09	Spirit	Pacific Cod	ST
02/16/09	Searoad	Salmon	ST
02/16/09	Banter Bay	Tanner Crab	ST
02/16/09	Nordic Son	Salmon	ST
02/16/09	Sara Dawn	Tanner Crab	ST
02/16/09	Osprey	Salmon	ST
02/16/09	Ocean Roar	Salmon	ST
02/16/09	Coral Sea	Salmon	ST
02/16/09	Astri	Salmon	ST
02/16/09	Elizabeth S	Shrimp	ST
02/17/09	AK4643N	Tanner Crab	ST
02/17/09	Maelstrom	Salmon	ST
02/17/09	Mary	Salmon	ST
02/17/09	Caylee Dawn	Salmon	ST
02/19/09	Northern Hawk	Pollock	509
02/23/09	Arctic Flyer	Pacific Cod	ST
02/23/09	Brandi Star	Pacific Cod	ST
02/23/09	Collier Brothers	Rock Sole	630
02/23/09	Douglas River	Pacific Cod	ST
02/23/09	Lady Grace	Pacific Cod	ST
02/23/09	Mystery	Pacific Cod	ST
02/28/09	Alaska Rose	Pollock	517
03/03/09	Sable	Geoduck	ST
03/03/09	Neskowin	Salmon	ST
03/05/09	Anne Louise	Geoduck	ST
03/05/09	Tsunami	Geoduck	ST
03/10/09	American Beauty	Pollock	513
03/11/09	Alaska Ocean	Pollock	513
03/11/09	Margaret Lynn	Pollock	513
03/12/09	Akvavit	Salmon	ST
03/15/09	Anika	Herring	ST
03/16/09	Defender	Pollock	519
03/19/09	Kona Kai	Herring	ST

Appendix A (Continued)

Boardings Without Violations 01 DEC 2008 – 31 MAR 2009

Date	Vessel Name	Fishery	Area
03/19/09	Kathleen K	Herring	ST
03/19/09	Miss Susan	Herring	ST
03/19/09	Emma C	Salmon	ST
03/21/09	Infinite Glory	Herring	ST
03/21/09	Rose Lee	Herring	ST
03/22/09	Jean C	Herring	ST
03/22/09	LK Ann	Salmon	ST
03/22/09	Valid	Salmon	ST
03/22/09	Agnethe	Salmon	ST
03/23/09	Robert M	Herring	ST
03/23/09	Arctic Dawn	Herring	ST
03/23/09	Eyak	Herring	ST
03/24/09	Raven	Pollock	509
03/24/09	Sea Warrior	Herring	ST
03/24/09	Sea Dawn	Pollock	509

Appendix B

Boardings With Violations 01 DEC 2008 – 31 MAR 2009

Date	Cutter	Vessel Name	Fishery	Area	Violation Notes
01/07/09	Airsta Kodiak	Rai Dawn	Pacific Cod	630	Fishing violation issued (5,500 lbs product seized by NOAA Fisheries) for fishing inside marmot island closed area.
01/12/09	Acushnet	Chaos	Pacific Cod	630	Safety violation issued for failure to carry current certificate of documentation not onboard
01/13/09	Mustang	Foreigner	Pacific Cod	630	Safety violation issued for failure to carry current certificate of documentation not onboard
01/21/09	Roanoke Island	Spectrum	Pacific Cod	630	Safety violation issued for expired EPIRB hydrostatic release
01/25/09	Jarvis	Advancer	Pacific Cod	610	Fisheries warning issued for inoperative VMS, and safety violation issued for expired EPIRB, expired EPIRB hydrostatic release, and unserviceable life ring buoy
01/25/09	Jarvis	Cameron	Pacific Cod	610	Fisheries warning issued for inoperative VMS
01/26/09	Acushnet	Paragon	Opilio Crab	517	Safety violation issued for expired EPIRB and failure to carry current certificate of documentation not onboard
02/03/09	Acushnet	Northern Victor	Pollock	517	Fisheries violation referred to NOAA Fisheries for overage in excess of 5%.
02/04/09	Roanoke Island	Halcyon	Pacific Cod	ST	Safety warning issued for expired EPIRB registration.
02/09/09	Hickory	Midnite Sun	Pacific Cod	630	Fisheries warning issued for failure to maintain logbooks in a timely manner
02/14/09	Naushon	Jeannie X	Salmon	ST	Voyage terminated for insufficient fire extinguishers.
02/15/09	Liberty	Gota	Salmon	ST	Safety violation issued for survival craft light, expired EPIRB hydrostatic release, insufficient visual distress signals, and Type IV throwable not serviceable
02/15/09	Liberty	Amnicon	Salmon	ST	Safety violation issued for expired EPIRB registration, and current certificate of documentation not onboard
02/15/09	Liberty	Cape Alava	Salmon	ST	Safety violation issued for expired EPIRB hydrostatic release
02/15/09	Liberty	Ida Mae	Salmon	ST	Safety violation issued for expired visual distress signals, and Type IV throwable not USCG approved
02/15/09	Liberty	Unimak	Salmon	ST	Safety violation issued for expired EPIRB battery, and Type IV throwable not serviceable
02/15/09	Liberty	Nikka	Salmon	ST	Safety violation issued for expired EPIRB registration

Appendix B (Continued)

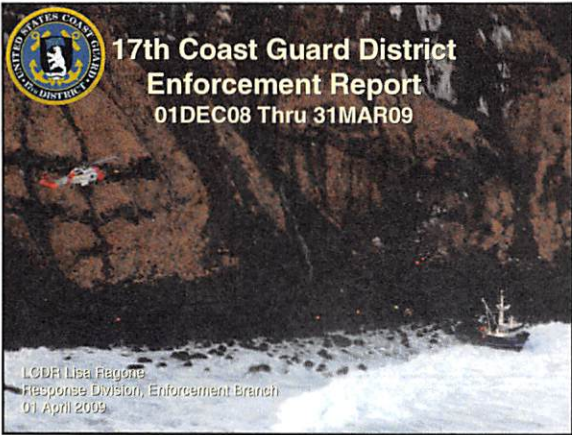
Boardings With Violations 01 DEC 2008 – 31 MAR 2009

Date	Cutter	Vessel Name	Fishery	Area	Violation Notes
02/15/09	Liberty	Nordic Lass	Salmon	ST	Voyage terminated for expired EPIRB registration, survival craft not onboard, expired EPIRB hydrostatic release, expired EPIRB battery.
02/16/09	Liberty	Snark	Salmon	ST	Safety violation issued for expired visual distress signals, and expired EPIRB hydrostatic release.
02/16/09	Liberty	E.H.	Salmon	ST	Safety violation issued for Type IV throwable life ring not USCG approved
02/16/09	Acushnet	Ladorra	Salmon	ST	Safety violation issued for expired EPIRB battery and hydrostatic release
02/16/09	Liberty	Lanus	Salmon	ST	Safety violation issued for expired visual distress signals, and unserviceable Type IV throwable life ring
02/16/09	Liberty	Miss Norma	Salmon	ST	Voyage terminated for expired survival craft servicing, expired visual distress signals, and Type IV throwable not serviceable.
02/18/09	Liberty	Tsiu	Golden King Crab	ST	Safety violation issued for Type IV throwable life ring not serviceable, and open "Y" valve.
02/19/09	Sta Juneau	Fishious Beast	Salmon	ST	Safety violation issued for no lights on immersion suits
02/23/09	Roanoke Island	Commitment	Pacific Cod	ST	Safety violation issued for insufficient pollution placards
02/23/09	Roanoke Island	Sea Beagle	Pacific Cod	ST	Safety violation issued for expired liferaft hydrostatic release
02/24/09	Mustang	Resolution	Pacific Cod	ST	Voyage terminated for insufficient survival suits, improper life ring markings, and open "Y" valve.
02/25/09	Maple	Defiant	Salmon	ST	Voyage terminated for insufficient survival suits, unserviceable survival suits, missing oil pollution placard, expired EPIRB hydrostatic release, and expired EPIRB registration.
03/03/09	Liberty	High Pockets II	Salmon	ST	Safety violation issued for expired visual distress signals, expired EPIRB battery, and expired EPIRB hydrostatic release
03/03/09	Liberty	Death Barge IV	Geoduck	ST	Safety violation issued for certificate of registration not onboard
03/03/09	Liberty	Miss Teal	Geoduck	ST	Safety violation issued for survival craft light, expired visual distress signals, and Type IV throwable life ring not USCG approved
03/05/09	Liberty	Pathfinder	Geoduck	ST	Safety violation issued for expired visual distress signals

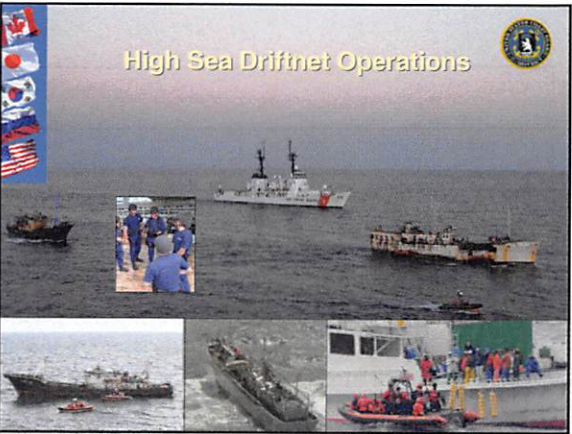
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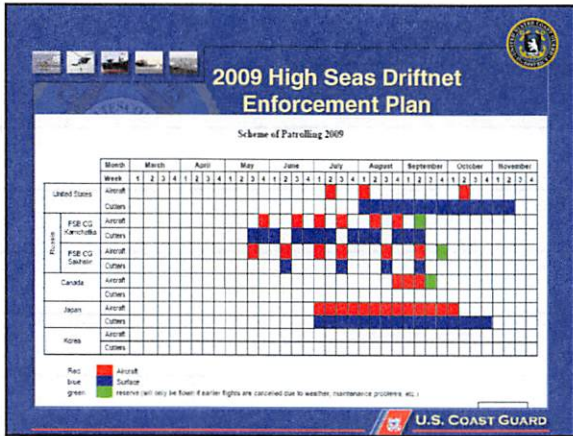
Boardings With Violations 01 DEC 2008 – 31 MAR 2009

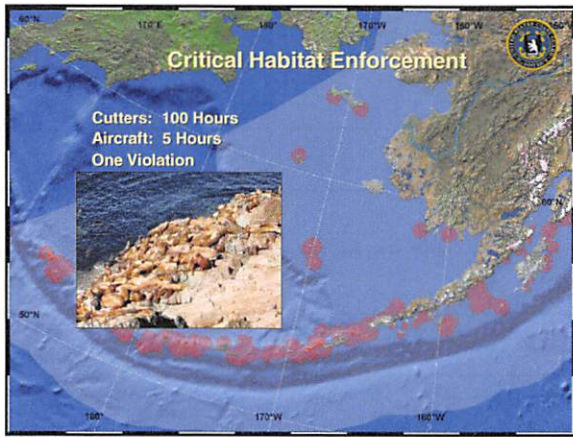
Date	Cutter	Vessel Name	Fishe ry	Area	Violation Notes
03/05/09	Sta Ketchikan	Night Crawler	Salmon	ST	Voyage terminated for not having personal floatation devices onboard, expired visual distress signals, no sound producing device, and not having vessel's current registration onboard.
03/05/09	Liberty	Lady Serena	Geoduck	ST	Safety violation issued for insufficient fire extinguishers
03/05/09	Liberty	Pengertre	Geoduck	ST	Safety violation issued for expired visual distress signals
03/05/09	Liberty	Pacific Wind	Salmon	ST	Safety violation issued for open "Y" valve
03/11/09	Munro	Misty Dawn	Pollock	513	Fishery violation issued for failure to prove safe boarding ladder
03/13/09	Naushon	Pacific Star	Salmon	ST	Safety violation issued for not having a sound producing device onboard
03/13/09	Naushon	Tiffany Rose	Herring	ST	Safety violation issued for expired visual distress signals
03/15/09	Naushon	Lois Jean	Salmon	ST	Safety violation issued for survival suit storage and official documentation not onboard
03/15/09	Naushon	Tempest	Herring	ST	Safety violation issued for survival craft less than 6 months out of service, and expired survival craft hydrostatic release.
03/16/09	Naushon	Tamarack	Salmon	ST	Safety violation issued for survival suit and strobe light labeling
03/16/09	Naushon	Ocean Beauty	Salmon	ST	Voyage terminated for survival craft greater than 6 months out of service, and expired survival craft hydrostatic release.
03/19/09	Mustang	Talisman	Pacific Cod	ST	Safety violation issued for inoperable high water alarm
03/20/09	Mustang	Nitro	Salmon	ST	Voyage terminated for not having personal floatation devices onboard, and Type IV throwable not onboard.
03/24/09	Munro	Bristol Explorer	Pollock	509	Safety violation issued for expired smoke flare

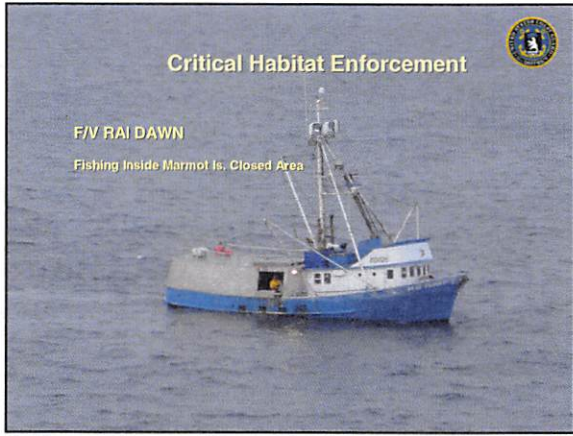


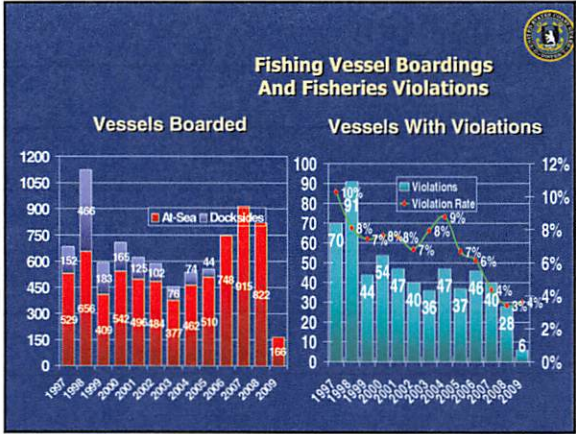




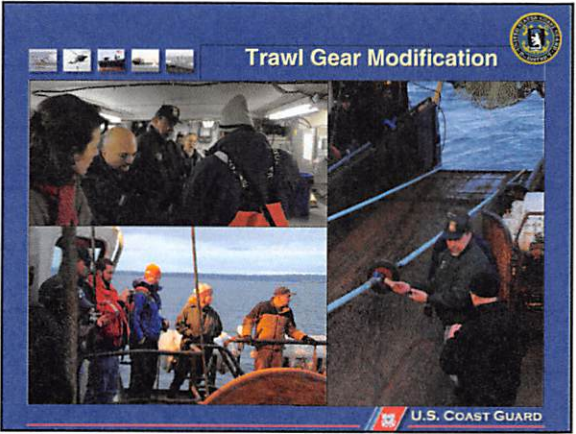












SAR Stats
01 DEC 08 – 31 March 09

- 7 F/V SAR Cases
- 11 Lives Saved

2 Fatalities
3 Vessels Lost

20 Safety Violations
8 Terminations
Common Problems
Liferafts & EPIRBs

U.S. COAST GUARD

USCG District 17
F/V ICY MIST Aground on Akutan Island

Two MHU 60's POC, 95 float
landed for crew extraction

COX: MURPHY (NAME)
FROM: (NAME)

MC: (NAME)
AT: (NAME)

MC 65 already deployed
to Dutch Harbor w/ WDET for 60.00 center

F/V MAR-GUN

