

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 JUN - 30 SEP 08

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

Appendices

Appendix A 01 JUN – 30 SEP Boardings Without Violations.....	11–15
Appendix B 01 JUN - 30 SEP Boardings With Violations.....	16–19

Figures

1. HSDN Flight Coverage & Sea Surface Temperature.....	1
2. FF/V Askur Incursion	2
3. JUN–SEP MBL Maximum Monthly Fishing Activity.....	2
4. Historical MBL Maximum Monthly Fishing Activity	3
5. Fisheries Boardings By Year.....	4
6. Fisheries Violations By Year.....	4
7. Historical Overview of CFVS Statistics.....	5
8. Annual HC-130 Flight Hours	9
9. Annual Major Cutter Days.....	9
10. JUN – SEP HC-130 Hours	9
11. JUN – SEP Major Cutter Days	9

Tables

1. Commercial Fishing Vessel Search and Rescue Case Summaries.....	6–8
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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 (HSDN) Enforcement

Operation North Pacific Watch, the United States Coast Guard HSDN Enforcement Plan, started in July with the commencement of a joint USCGC MUNRO patrol. The cutter patrols were augmented with USCG HC-130 patrols in July and August, an extended Canadian deployment to Shemya Island, Alaska in September, and a Japanese Gulfstream-V aircraft flight (with USCGC MUNRO officers on board) also in September. During 2008, Air Station Kodiak aircraft flew total of 104 surveillance hours and cutters patrolled 92 days in the Convention Area

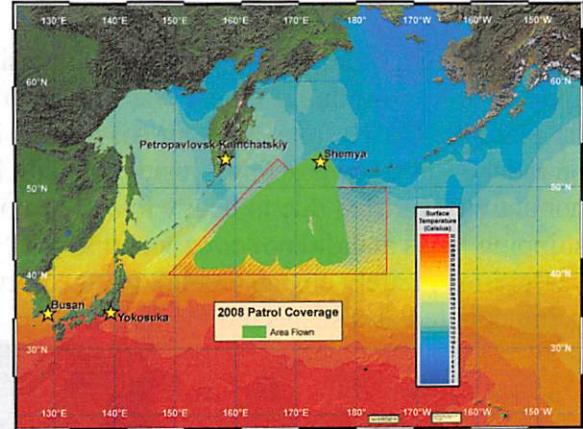


Figure 1. HSDN Flight Coverage & Sea Surface Temperatures

(Figure 1). A few additional HC-130 flights are currently planned for later this fall. There were several potential HSDN vessels sighted (by both USCG and Canadian flights), resulting in one seizure (reported below). The entire list and summary will be reported at the December meeting.

On 08 September 2008 USCGC MUNRO sighted a vessel rigged for driftnet fishing (e.g., net bin, tubes, and spreader). The MUNRO closed on the vessel to investigate. The LU RONG YU 2880 is a 138ft Chinese flagged vessel with 28 people on board to include a Chinese master and Chinese crew. The Coast Guard Cutter MUNRO also spotted green monofilament net, an enclosed Raytheon radar, and possibly an HFDF locator on the vessel. The Fisheries Law Enforcement China (FLEC) shiprider contacted Beijing and was granted permission to board vessel. Coast Guard Cutter MUNRO sent a boarding team along with the FLEC shiprider to board the vessel. Due to the presence of HSDN gear on board, the Chinese government ordered the seizure of the vessel, which the MUNRO escorted 475nm to a rendezvous with a Chinese FLEC vessel. The LU RONG YU 2880 and catch were turned over to the Chinese authorities for adjudication.



On 18 July 2008, an Air Station Kodiak HC-130, flying out of Shemya with two NMFS agents on board, sighted the FF/V BANGUNSATRIA actively fishing with nets extending 3.8nm astern of the vessel. The vessel was retrieving the nets (in position 42-31.7N, 174-01.5E) with fish that the NMFS agents identified as appearing to be salmon. The aircrew repeatedly hail the vessel on VHF channels with no response. A cutter was not in the vicinity to respond. The vessel was sighted again by a Canadian CP-140 flight in September.



The USCGC JARVIS and the Russian Border Guard Patrol Vessel Dzerzhinskiy conducted joint operations in August within the northwest corner of the North Pacific Anadromous Fish Commission Convention zone. This operation was the first of its kind in the convention zone with the goal of both vessels supporting each other in the conduct of boarding operations. The Dzerzhinskiy conducted flight operations and both vessels passed contact information as well as conducted officer exchanges for familiarity. Air Station Kodiak provided HC-130 aircraft support. Concluding the operation, Jarvis made a port call in Petropavlovsk-Kamchatskiy.



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 was one incursion detected (plus two suspected incursions) so far in 2008. On 10 June 2008, an Air Station Kodiak HC-130 detected an apparent fishing vessel on radar 33,000 yards (16nm) inside the U.S. EEZ. The vessel could not be visually identified nor activity verified due to heavy fog. The position was well outside of the Great Circle Route shipping lanes and did not correspond to VMS positions for any U.S. vessel. After initial pass vessel immediately changed course to the northwest toward the MBL and Russian waters and is being counted as a suspected incursion.

On 09 July 2008 an Air Station Kodiak HC-130 marked on top of a vessel (later identified as the FF/V Askur). The vessel was actively fishing approximately 0.7nm inside the US EEZ. The aircrew attempted numerous callouts to the vessel on VHF an HF frequencies as well as using visual signaling with negative results. By the time the aircraft was able to accurately plot the position of the vessel, it had already crossed back into Russian waters. The aircrew continued on MBL patrol after the Askur crossed into Russian waters and located another fishing vessel 10 minutes later. From a distance of 15 miles the vessel appeared to be on the U.S. side of the MBL. Once in visual range, the vessel (F/V Borodino) noticeably altered course toward Russian waters. When the aircraft marked on top of the F/V Borodino, it was 0.1nm on the Russian side and is being counted as a suspected incursion. The nets had been hauled aboard, but numerous birds and activity on deck suggested recent fishing in or near the U.S. side of the MBL.

The *average maximum* number of vessels detected (Figures 3 & 5) has dropped from 52 in 2001 to a low of about 5 in 2005. The density has increased

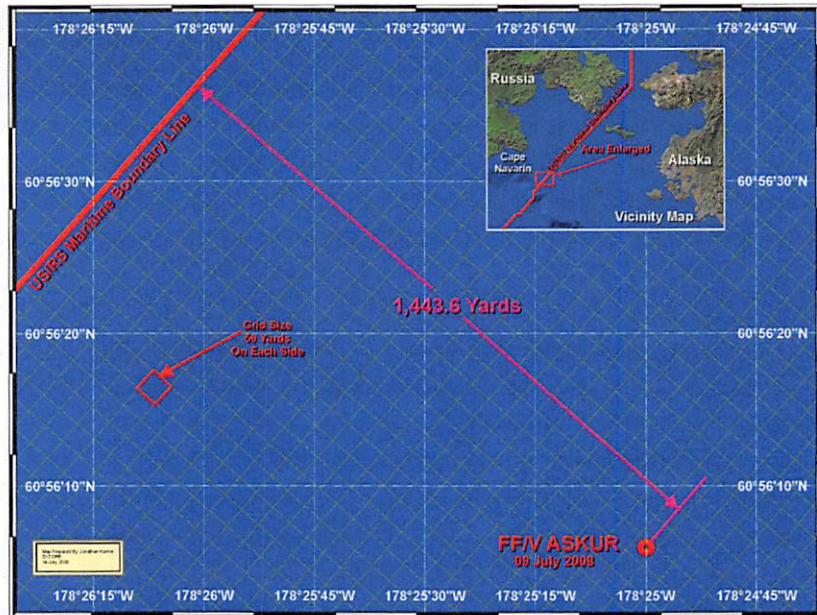


Figure 2. FF/V Askur Incursion

The aircrew continued on MBL patrol after the Askur crossed into Russian waters and located another fishing vessel 10 minutes later. From a distance of 15 miles the vessel appeared to be on the U.S. side of the MBL. Once in visual range, the vessel (F/V Borodino) noticeably altered course toward Russian waters. When the aircraft marked on top of the F/V Borodino, it was 0.1nm on the Russian side and is being counted as a suspected incursion. The nets had been hauled aboard, but numerous birds and activity on deck suggested recent fishing in or near the U.S. side of the MBL.

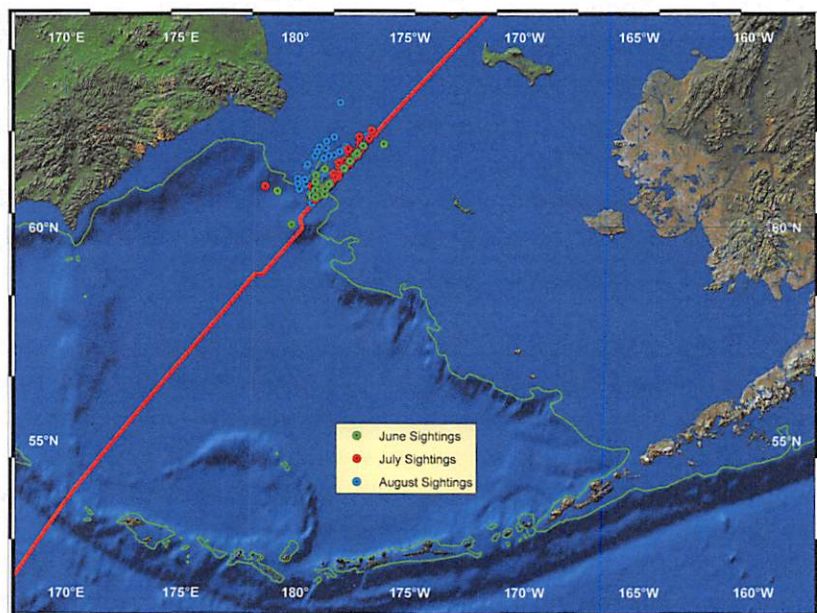


Figure 3. June-August MBL Fishing Activity

slightly over the last two years (now comparable to 2004 levels), although overall numbers of fishing vessels remain quite low. 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-130s flew 137 hours.
- Coast Guard WHEC/WMECs patrolled 7 days.

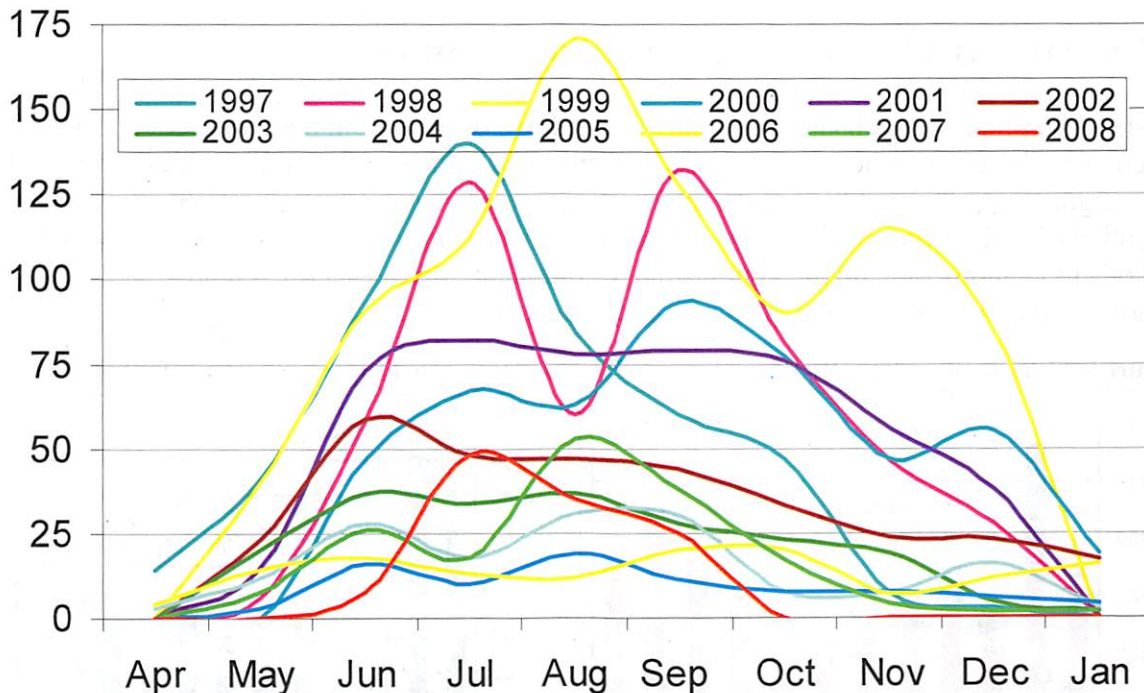


Figure 4. Historical MBL Maximum Monthly Fishing Activity

III. Donut Hole Activity

There has been no trial fishing activity so far in 2008. The last activity was when two South Korean vessels (JOONSUN HO and NAMBUK HO) conducted trial fishing during in 2007. USCGC MELLON boarded both vessels at the time. A Seventeenth District representative attended the jointly-held Intergovernmental Consultative Committee and Central Bering Sea Pollock Convention meetings in Kaliningrad from 29 August thru 5 September 2008. No countries indicated an intent to conduct trial fishing in 2009.



IV. Dixon Entrance Enforcement

Due to low threat levels, Coast Guard enforcement resources were limited to standby for Dixon Entrance. There were no significant fisheries violations detected during the reporting period.

V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to assist NMFS in management activities to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The Coast Guard does this through continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 338 hours, and aircraft flew 44 hours in support of this mission. There were no significant violations observed.

VI. Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers were down by 30% from the same period from last year. There were 14 at-sea fisheries violations (up from 11 over the same period last year), five of which were significant. Three of the significant violations were bycatch retention-related, one was for retention of prohibited species (crab), and the final one was for failure to carefully release halibut. All other violations were minor, administrative compliance discrepancies. Figures 5 and 6 show the historic trend for boardings and violations over the last ten years.

Figure 5. Fisheries Boardings By Year

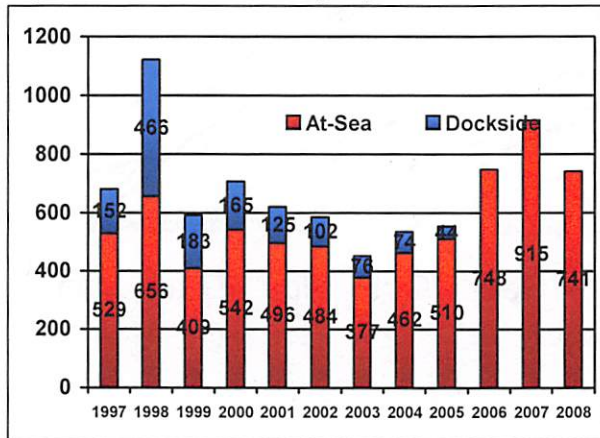
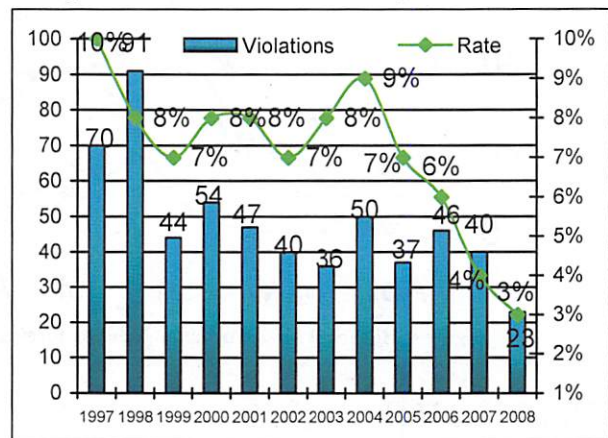


Figure 6. Fisheries Violations By Year



The fisheries violation rate was up by 2.6 percent from the same period last year (up from 3.2% to 5.8%). The overall violation rate, however, continues to show a decline from that seen four years ago (down from 9% to 3%). Appendices A and B contain a complete list of boardings and violations.

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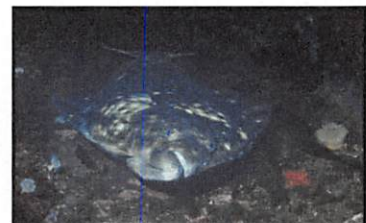
F/V Boardings (at sea): 348
 Boarding w/fisheries violations: 11
 Violation Rate: 3.2%

JUN 2008 – SEP 2008

F/V Boardings (at sea):241
 Boarding w/fisheries violations:14
 Violation Rate: 5.8%

VII. IFQ Fisheries Enforcement

There was one significant violation for failure to retain Pacific cod incidental catch. There were also three minor IFQ at-sea violations for administrative discrepancies. Coast Guard IFQ enforcement effort consisted of 46 IFQ at-sea boardings during the reporting period (61 boardings year to date).



VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

A mix of safety violations were found in the course of boardings. Eighteen voyages were terminated as a result of safety violations. The most common violations resulting in terminations were insufficient or expired EPIRBs/hydrostatic releases, insufficient or expired liferafts/hydrostatic releases, and insufficient immersion suits. Most of the terminations had multiple violations. There were 105 individual safety violations on 55 vessels.

The most common safety violations were expired EPIRBs/hydrostatic releases (13), inadequate survival suits or marker lights (19), expired visual distress signals (18), expired or inadequate liferafts/hydrostatic releases (7), unserviceable life ring buoys (11), insufficient fire fighting equipment (4). There were numerous other minor safety violations.

There were 14 search and rescue cases during the reporting period. The operational summary of the reporting period (01 June to 30 September) tallied 1 life lost, 12 lives saved, and 5 vessels lost (Figure 7). There were three injuries and one illness-related incident resulting in four total MEDEVACs. Two of the MEDEVAC patients were rescued and transported by helo hoist operations. One was MEDEVAC'd via small boat and the fourth was by commercial helicopter. Table 1 provides a summary of significant search and rescue cases.

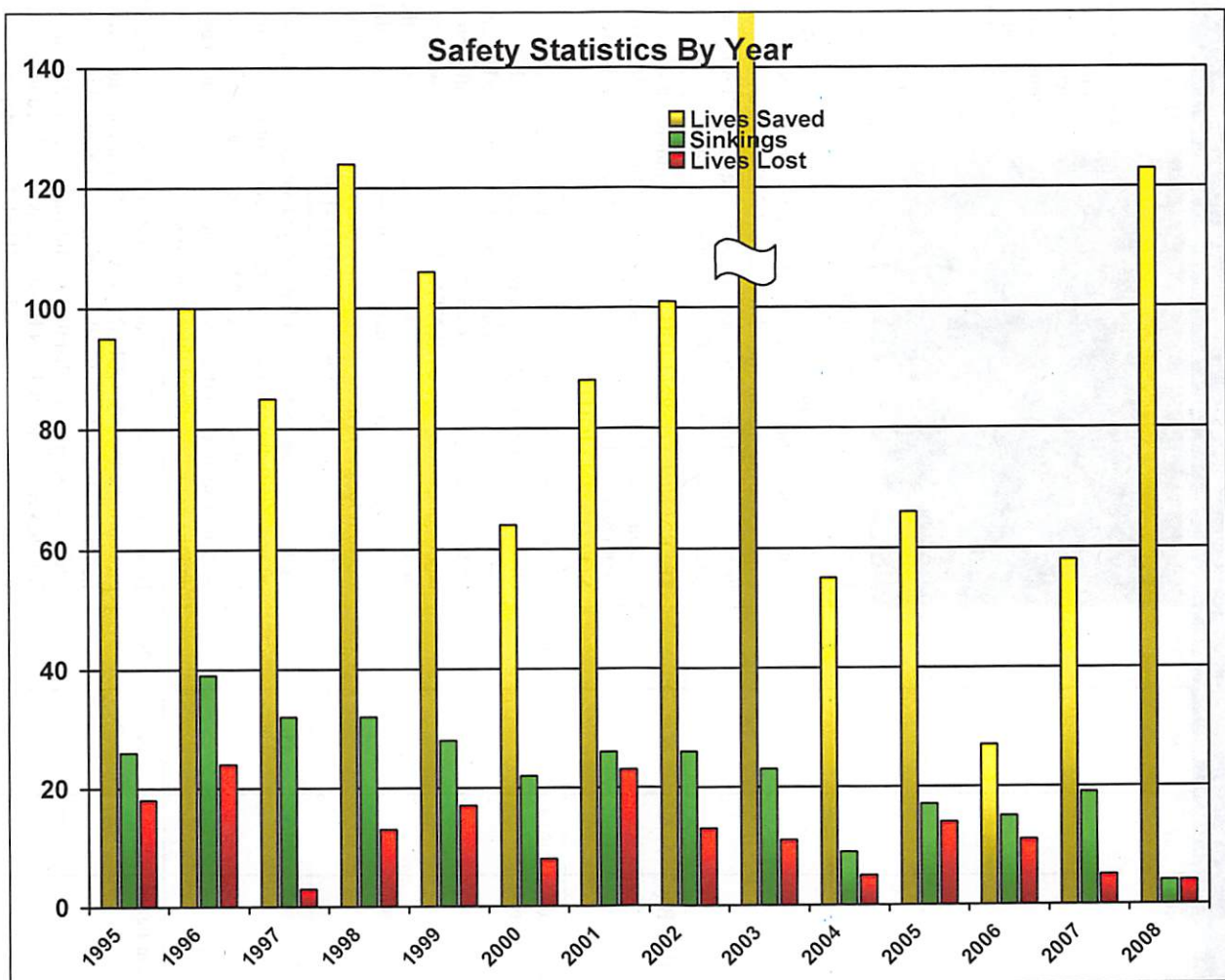


Figure 7. Historical Overview of CFVS Statistics

Table 1. Commercial Fishing Vessel Search and Rescue Case Summaries


Date	Vessel Name	POB	Lives Lost	Vessel Loss	
06/05/08	Andromeda	2	N	Y	 <p>Crew awaiting recovery on the beach.</p> <p>The owner of the F/V ANDROMEDA contacted Communications Center Juneau reporting the vessel overdue on a trip from Port Moller to False Pass. The reporting source stated that the ANDROMEDA was transiting in company with two other vessels, and that he had heard that the ANDROMEDA may have put out a distress call in the earlier that morning. District Seventeen issued an Urgent Marine Information Broadcast and commenced preliminary communication efforts. After receiving numerous versions of the time and details of the distress call, District Seventeen directed launch of the Coast Guard Cutter MELLON's embarked HH-65 helicopter launched to search the vessels last known position and near-by shoreline. Shortly after arriving in the search area, the helo located the two crewmen on the beach in survival suits. The helo basket hoisted the two crewmen aboard and transported them to Cold Bay. The crewman were transferred to the Cold Bay Clinic in good condition and treated for mild hypothermia. The F/V ANDROMEDA had rolled on her side and sunk as the two crewmen entered the water.</p>
06/10/08	Crickett	2	N	Y	<p>Sector Juneau Command Center intercepted a MAYDAY call from the F/V CRICKETT stating that the vessel was taking on water in southern Sitka Sound. The call reported that the two people on board were abandoning ship. Sector Juneau Command Center issued an Urgent Marine Information Broadcast (UMIB) and an Air Station Sitka HH-60 helicopter launched to assist. The NOAA vessel RAINIER heard the UMIB and informed Sector Juneau their ETA to the position was 10 minutes. Upon arriving on scene RAINIER dispatched their small boat and picked up the two persons in the water. NOAA vessel Rainier transported crewmembers to Sitka.</p>
06/12/08	Quillian Bay	N/A	N	N	<p>The F/V NORTHERN LIGHTS radioed Communications Center Valdez reporting that the vessel was disabled, but safely anchored in Quillian Bay. A Marine Assistance Radio Broadcast (MARB) was issued but no Good Samaritan responded. A Coast Guard Auxiliary SAFE boat launched from Whittier and successfully took the NORTHERN LIGHTS in tow. The Auxiliary vessel safely towed the F/V NORTHERN LIGHTS into Whittier.</p>
06/12/08	Oriental Discoverer	30	N	N	<p>The Russian Border Guard contacted the Seventeenth Coast Guard District reporting that the 342ft Russian flagged catcher processor ORIENTAL DISCOVERER was on fire and adrift with 30 people on board 155nm west of St. Matthew Island. Two Russian vessels were enroute. The vessel's position plotted 37nm inside the US EEZ. The USCGC MELLON and USCGC SPAR both diverted to assist. An Air Station Kodiak HC-130 launched with mass rescue rafts aboard. The MYS NAVARIN, another Russian F/V, was the first to arrive on scene and began towing the ORIENTAL DISCOVERER towards the Russian EEZ. After receiving confirmation that fire was out, there were no injuries, and the vessel was no longer in need of assistance, the SPAR and MELLON stood down. The HC-130 overflew the two vessels and reported the vessels adrift in position 61-02N 178-30W (within Russian EEZ). The ORIENTAL DISCOVERER stated via radio that they were no longer in need of assistance, were not under tow, had one operational engine, and repairs were underway on their second engine. No further USCG action was taken and HC-130 returned to Kodiak.</p>
06/18/08	Lady Kiska	N/A	N	N	<p>Communications Station Kodiak relayed a message to the North Pacific SAR Coordinator reporting that the F/V LADY KISKA was taking on water with four people on board 7nm south of Cape Chiniak off of Kodiak Island. The LADY KISKA had two pumps on board but one had a broken discharge valve, and they were unable to keep up with the flooding. The source of flooding was the engine room. An Air Station Kodiak HH-60 helicopter launched to the scene to assist. Once on scene, the helicopter dropped two additional pumps to the vessel, and the crew dewatered the engine room.</p>
06/18/08	Ocean Peace	N/A	N	N	<p>Health Force Partners in Seattle contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 35-year-old male crewmember on board the the F/V OCEAN PEACE. The patient had suffered a crushing injury to his hand the previous day. The OCEAN PEACE was fishing in Bristol Bay 60 miles west of Good News Bay. The duty flight surgeon consulted with the Health Force Partners physician together and it was determined that they would wait for an additional set of vital signs before making a decision to conduct a Coast Guard MEDEVAC. The OCEAN PEACE relayed updated vitals and patient condition, and it was determined that a Coast Guard MEDEVAC was warranted. An Air Station Kodiak HH-60 Helicopter launched to the scene, basket hoisted the patient, and transported him to King Salmon, AK. The patient was transferred to Guardian Flight in King Salmon for further transport to Anchorage.</p>

Table 1 (Continued). Commercial Fishing Vessel Search and Rescue Case Summaries

Date	Vessel Name	POB	Lives Lost	Vessel Loss	
06/22/08	St. Teresa	N/A	N	N	The F/V ST TERESA radioed Sector Juneau Command Center requesting a MEDEVAC for a 38-year-old male crewmember who had nearly severed a finger while fishing in Clarence Strait. The patient was stable, and the ST TERESA started making way towards Ketchikan with a four hour ETA. The duty Flight surgeon was briefed, and Sector Juneau launched a Station Ketchikan 25FT SAFE boat with a Coast Guard EMT on board to meet the vessel. The SAFE boat crew MEDEVAC'd the patient back to Station Ketchikan, and he was transferred to an awaiting Fire Department Ambulance.
06/29/08	Dutch	5	N	N	The 32ft F/V DUTCH radioed Communications Station Kodiak reporting that the vessel was taking on water with five people on board in the vicinity of Bear River near Port Moller. An Air Station Kodiak HH-60 helicopter launched to assist and while in transit lost communications with the vessel. Upon reestablishing communications with CG6035 and Communications Station Kodiak, the F/V DUTCH stated that they had stemmed the flooding, were dewatering the vessel, and declined further Coast Guard assistance. Communications Station Kodiak put the vessel on a 30-minute communication schedule while it transited to Port Heiden.
07/05/08	Chantel Marie	N/A	N	N	The F/V CHANTEL MARIE radioed the North Pacific SAR Coordinator requesting a MEDEVAC for a 28-year-old male crewmember suffering symptoms of appendicitis. The duty flight surgeon concurred that a MEDEVAC was warranted due to an elevated heart rate and labored breathing. An Air Station Sitka HH-60 helicopter launched to the scene, basket hoisted the patient, and delivered him to emergency medical services in Sitka.
07/25/08	Sound Investor	N/A	N	N	F/V SOUND INVESTER radioed Sector Juneau reporting that the vessel was disabled in Table Bay near Kuiu Island. The USCGC ANACAPA diverted to assist with an ETA of 7.5hrs from their location in Sitka Sound. The Good Samaritan F/V SANDRA JOE in vicinity of Table Bay responded to the location of the SOUND INVESTER. F/V SANDRA JOE arrived on scene with F/V SOUND INVESTER and commenced towing the vessel to Point Alexander. Coast Guard Cutter ANACAPA stood down and returned to their patrol. The SOUND INVESTER moored in Point Alexander.
07/30/08	Gladiator	5	N	Y	The F/V GLADIATOR radioed Sector Juneau Command Center reporting that the vessel was taking on water in Kendrick Bay on the southeast end of Prince of Whales Island. An Urgent Marine Information Broadcast (UMIB) was issued, and an Air Station Sitka HH-60 helicopter and Station Ketchikan's 47ft motor lifeboat launched to assist. Good Samaritans responded to the UMIB and diverted to the scene to assist. The Good Samaritans were able to safely recover all five crewmembers from the GLADIATOR shortly before the vessel sank.
08/09/08	Miss Shelley	4	N	N	The King Salmon Police Department contacted the District Seventeen Command Center reporting that F/V MISS SHELLEY was grounded on a sandbar near Naknek on Bristol Bay with four people on board. The vessels radio and GPS were both inoperable. District Seventeen issued an Urgent Marine Information Broadcast and attempted to contact the vessel by various means to no avail. King Salmon Police Department later called to inform the boat was still disabled, but that the crew was not in distress, and were awaiting sunrise to better determine its position. The cell phone on board could only call 911, and the dispatch operator could not forward or conference the incoming calls. At first light, the vessel was able to identify its location as just outside Egegik. A Good Samaritan vessel arrived on scene and assisted making repairs. The MISS SHELLEY got underway under its own power and no longer required Coast Guard assistance.
08/11/08	X-S	3	N	Y	District Seventeen received a third party report of F/V X-S having run aground. The X-S was reported on rocks with three people on board at Akun Island. F/V KEMA SUE arrived on scene, reported the situation and threw a line to the vessel and attempted to take the three people on board. One person was transferred to KEMA SUE but inclement weather prevented further transfers. The USCGC HAMILTON diverted toward the scene and launched their HH-65 helicopter to provide assistance. The helicopter arrived on scene and noted a debris field and noticeable fuel sheen emitting from the X-S. The two remaining persons on board donned survival suits and were hoisted from the island and transported to the leeward side. The two crewmembers were then picked up by KEMA SUE's skiff and transferred to the KEMA SUE, which was anchored in a cove on the leeward side of the island.

Table 1(Continued). Commercial Fishing Vessel Search and Rescue Case Summaries

Date	Vessel Name	POB	Lives Lost	Vessel Loss	
09/08/08	Sea Dog	N/A	N	N	The F/V SEA DOG contacted Sector Juneau Communications Center requesting a MEDEVAC for a 29-year-old male crewmember who had crushed his hand in a winch. The SEA DOG was at the dock at Elfin Cove, but the crewmember needed medical attention not available in Elfin Cove. District Seventeen Command Center contacted Juneau FD/PPD dispatch to request local TEMSCO helicopter transport the victim from Elfin Cove to Juneau. A TEMSCO A-Star departed Juneau with emergency responders aboard, recovered the patient, and delivered him to Bartlett Hospital in Juneau.
09/12/08	Hurricane	1	1	Y	A patrolling Air Station Sitka HH-60 helicopter discovered the F/V HURRICANE, grounded on Cape Fanshaw, with the engine running in idle. At the same time, a family member contacted Sector Juneau about the HURRICANE being overdue in Petersburg. Sector Juneau diverted a second Air Station Sitka HH-60 helicopter to the scene. The USCGC Liberty and a Coast Guard Auxiliary 27ft SAFE boat both launched to assist in the search. The Alaska State Troopers launched SEADOGS via Army National Guard Blackhawk in Juneau to search the shoreline. Verbal float plan indicated that the owner/operator departed Petersburg on September 8, 2008 to long line for halibut in Frederick Sound with an expected return to Petersburg on September 11, 2008. The on board laptop documenting the location of long lines and cell phone information indicate no entries/calls after September 9, 2008. The laptop/GPS location on September 9, 2008, was approximately two miles west of the grounded position. All lines were on board the vessel along with uncleaned and spoiled halibut. An unattached dinghy was located approximately 50FT from the vessel along with buoy bags and a cooler. SEADOGS reported no scent on shore within 1/2 mile of vessel location. Multiple airborne and water searches were conducted over the following days by Coast Guard and Good Samaritan vessels with negative results.

N/A indicates data not available.

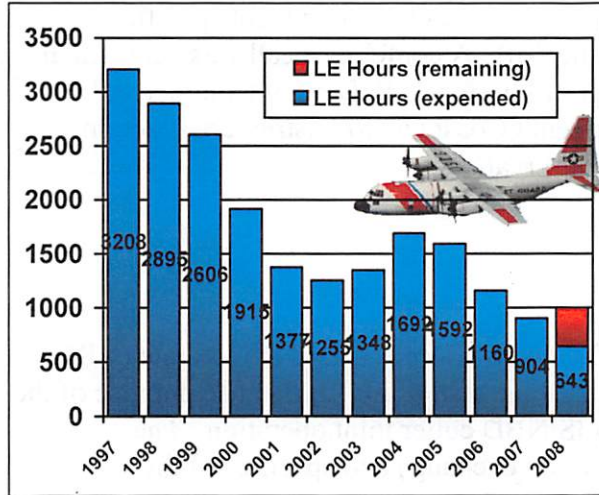


USCGC POLAR SEA boarding crew departing F/V Golden Fleece

IX. Resource Summary

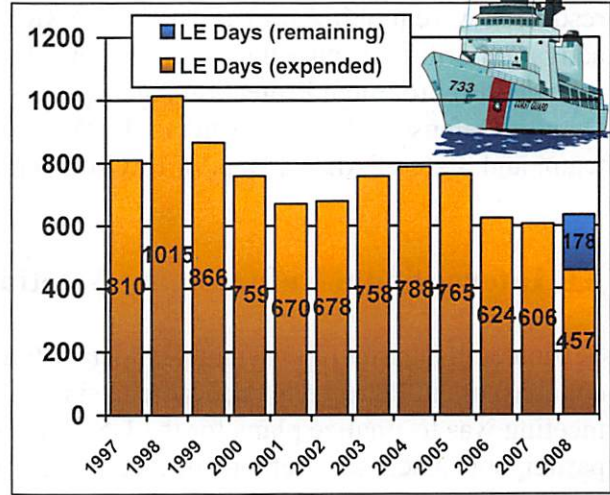
Figures 8 and 9 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 10 and 11 show the same information over the last three years for the *reporting period only*.

Figure 8. Annual HC-130 Hours



*2008 includes projection through 31 December.

Figure 9. Annual Cutter Days



*2008 includes projection through 31 December.

JUN 2007 - SEP 2007

4 WHECs patrolled 182 days
 1 WMECs patrolled 57 days
 4 WLBs patrolled 49 days
 4 WPBs patrolled 136 days
Total Cutter patrol 424 days

HC-130s flew 492 hours
 HH-60/65s flew 586 hours

JUN 2008 - SEP 2008

4 WHECs patrolled 259 days
 1 WMEC patrolled 12 days
 4 WLBs patrolled 58 days
 6 WPBs patrolled 226 days
Total Cutter patrol 555 days

HC-130s flew 321 hours
 HH-60/65s flew 408 hours

Figure 10. JUN - SEP HC-130 Hours

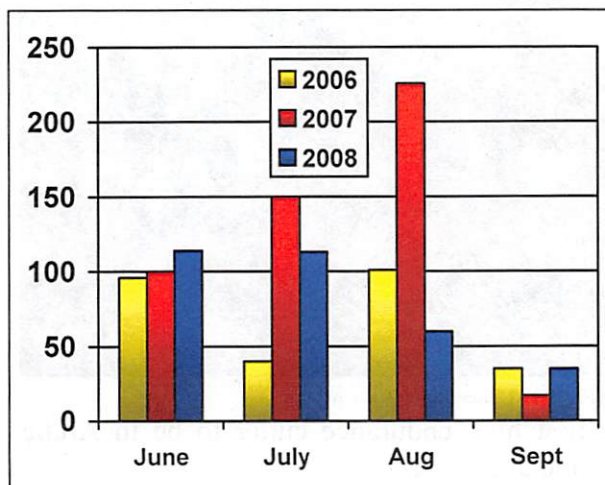
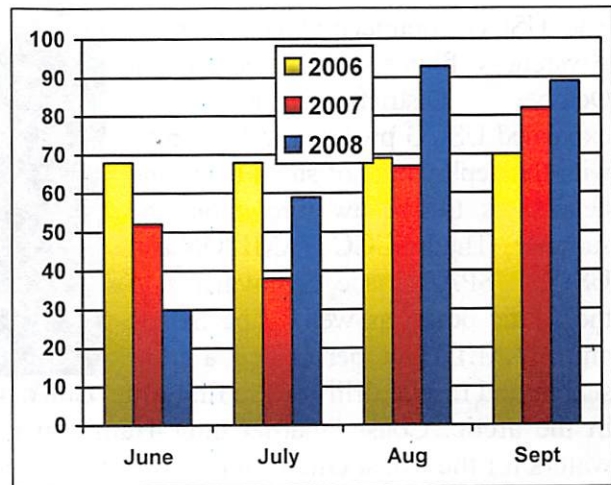


Figure 11. JUN - SEP Major Cutter Days



X. Maritime Safety, Security, and Environmental Response

The Alaska Regional Response Team (ARRT) participated in the National Preparedness for Response Exercise Program exercise 24 thru 25 September. The exercise simulated the intentional ramming of the tanker "SEABULK ARCTIC" by an unknown assailant vessel (destroyed in the attack). The ramming scenario caused a large explosion and significant damage to the tanker resulting in loss of steering and propulsion. Containment and rescue resources were mobilized to assist. The ARRT Co-chairs conducted an incident specific activation drill to discuss the use of dispersants for the drill. A conference call was held which included Environment Protection Agency, U.S. Dept of Interior, U.S. Dept of Commerce, U.S. Dept of Defense (Alaska Command, USAF), Seventeenth Coast Guard District crisis action team, and State of Alaska Dept of Environmental Conservations.

XI. International Enforcement Meetings

Seventeenth District representatives met with their Northeast Border Guard Directorate (NBD) counterparts in Petropavlovsk-Kamchatski, Russia, 28 June thru 4 July, 2008. The purpose of the meeting was to finalize plans for the USCGC JARVIS/NBD cutter joint operation. The participants discussed methods of increasing information exchange and specifics of the D17/NBD commanders meeting in Petropavlovsk-Kamchatskiy. The parties also discussed personnel exchange opportunities, joint patrols by U.S. and Russian vessels, and scientific data sharing, technology transfer, and tactical information sharing.

Another planned trip to Russia by District Seventeen staff was cancelled in September. A scheduled USCGC MUNRO port call to Petropavlovsk-Kamchatskiy was also cancelled as a result.

The Intergovernmental Consultative Committee meeting took place in Kaliningrad from 29 August thru 5 September 2008. The meeting saw little forward movement on the comprehensive agreement when the Russian delegation introduced their request for reciprocal fishing rights in a designated portion of the U.S. EEZ along the MBL.

XII. Arctic Operations

The USCG continued Arctic Domain Awareness flights, which began last October. District Seventeen also expanded USCG presence in the Arctic with the deployment of small boats and helicopters to Barrow throughout the summer. The USCGC HAMILTON and USCGC SPAR made deployments to the Arctic ocean as well. The SPAR and HAMILTON performed a joint



Coast Guard SAFE Boat Unloading in Barrow

search and rescue drill for the first time in the arctic. Coast Guard Cutter Hamilton is the first high endurance cutter to be in Arctic waters for the Coast Guard in the sole mission of a homeland security.

Appendix A

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Fishery	Area
08/26/08	Cub Point	Crab	ST
06/11/08	Clipper Express	Greenland Turbot/Sablefish	523
06/01/08	Miss Lori	Halibut	4E
06/03/08	St Nicholas	Halibut	3A
06/03/08	Intrepid	Halibut	3A
06/04/08	Miss Corrine	Halibut	4E
06/05/08	Johnny A	Halibut	3A
06/10/08	Rusak	Halibut	3A
06/11/08	Shoshona	Halibut	3A
06/15/08	Angelique	Halibut	2C
06/17/08	Dynasty	Halibut	3A
06/21/08	Gunnar J	Halibut	3A
07/07/08	Vigor	Halibut	3A
07/10/08	Vixen	Halibut	3A
07/12/08	Martin	Halibut	3A
07/15/08	Anna D	Halibut	3A
07/17/08	Quest	Halibut	3A
07/18/08	Allstar	Halibut	3A
07/24/08	Kathleen Jo	Halibut	2C
07/25/08	Shuyak	Halibut	3A
07/27/08	Ingot	Halibut	3A
07/28/08	Agile	Halibut	3A
08/02/08	Ballard	Halibut	3A
08/13/08	Spaniard's Bay	Halibut	3A
08/14/08	Nephi	Halibut	3A
08/14/08	Camelot	Halibut	3A
08/15/08	Dreamer	Halibut	3A
08/19/08	Wahoo	Halibut	3B
08/26/08	Shawna-Rae	Halibut	4A
08/29/08	Taasinge	Halibut	3A
09/03/08	Grizzly	Halibut	3A
09/09/08	Onyx	Halibut	3A
09/09/08	Lady J	Halibut	3A
09/09/08	Ambassador	Halibut	3A
09/10/08	Williwa	Halibut	3A
09/18/08	Letun	Halibut	3B
07/23/08	Swan	Halibut/Salmon	2C/ST
07/23/08	Seanna	Halibut/Salmon	2C/ST
07/23/08	Sea Haven	Halibut/Salmon	2C/ST
07/22/08	Tigil	Herring	ST
06/11/08	Fish Tale	Pacific Cod	630

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Fishery	Area
06/11/08	Malka	Pacific Cod	630
06/14/08	Miss Mary	Pacific Cod	541
06/19/08	Columbia	Pacific Cod	509
06/25/08	Van Elliot	Pacific Cod	620
08/06/08	Artic Fjord	Pacific Cod	521
08/16/08	Blue Ace	Pacific Cod	521
08/18/08	Siberian Sea	Pacific Cod	521
08/18/08	Bristol Leader	Pacific Cod	521
08/20/08	Blue Pacific	Pacific Cod	521
08/20/08	Bering Leader	Pacific Cod	521
08/20/08	Bering Prowler	Pacific Cod	521
08/26/08	Frontier Mariner	Pacific Cod	509
08/27/08	Aleutian Lady	Pacific Cod	517
08/31/08	Geraldine	Pacific Cod	517
09/08/08	Morning Star	Pacific Cod	517
09/09/08	Kjevolja	Pacific Cod	517
09/10/08	Courageous	Pacific Cod	521
09/10/08	Alaskan Leader	Pacific Cod	521
09/10/08	Exception	Pacific Cod	630
09/10/08	Blueberry	Pacific Cod	630
09/11/08	Prowler	Pacific Cod	513
09/15/08	Nordic Mariner	Pacific Cod	509
09/16/08	Messiah	Pacific Cod	509
07/14/08	Hickory Wind	Pacific Ocean Perch	509
06/21/08	Royal Atlantic	Pollock	523
06/23/08	Alaska Rose	Pollock	523
06/23/08	American Beauty	Pollock	523
06/23/08	Ocean Explorer	Pollock	523
06/23/08	Ocean Hope	Pollock	523
06/23/08	Progress	Pollock	523
06/23/08	Viking Explorer	Pollock	523
06/25/08	Artic Explorer	Pollock	523
06/25/08	Gladiator	Pollock	523
06/25/08	Sovereignty	Pollock	523
06/30/08	Cape Kiwanda	Pollock	610
07/08/08	American Triumph	Pollock	523
07/08/08	Arctic Storm	Pollock	523
07/08/08	Starbound	Pollock	523
07/09/08	Argosy	Pollock	523
07/09/08	Seawolf	Pollock	523
07/12/08	Pacific Explorer	Pollock	519

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Fishery	Area
07/12/08	Golden Dawn	Pollock	519
07/18/08	American Eagle	Pollock	517
07/19/08	Poseidon	Pollock	509
07/21/08	Great Pacific	Pollock	517
07/25/08	Pacific Viking	Pollock	517
08/21/08	Starlite	Pollock	521
08/21/08	Golden Pisces	Pollock	521
08/25/08	Arcturus	Pollock	610
08/26/08	Karen Ebich	Pollock	610
08/28/08	Ocean Storm	Pollock	610
08/28/08	Heather Margene	Pollock	610
08/28/08	Lady Joanne	Pollock	610
08/28/08	Equinox	Pollock	610
09/15/08	Majesty	Pollock	509
09/16/08	Commodore	Pollock	509
07/11/08	Pacific	Rock Sole	630
08/01/08	Stella	Rock Sole	630
07/31/08	Kanerva	Rockfish	630
07/29/08	Julia Breeze	Sablefish	BS
06/09/08	Edna May	Salmon	ST
06/11/08	Night Hawk	Salmon	ST
06/16/08	Sunse	Salmon	ST
06/17/08	State Registered	Salmon	ST
06/17/08	State Registered	Salmon	ST
06/17/08	State Registered	Salmon	ST
06/17/08	State Registered	Salmon	ST
06/17/08	State Registered	Salmon	ST
06/19/08	Trinity	Salmon	ST
06/19/08	Mr. Bill	Salmon	ST
06/19/08	Whitetail	Salmon	ST
06/19/08	Betty M	Salmon	ST
06/19/08	Scorpio	Salmon	ST
06/22/08	St Teresa	Salmon	ST
06/28/08	Abby M	Salmon	ST
06/28/08	Overcomer	Salmon	ST
07/08/08	Douglas River	Salmon	ST
07/08/08	Historian	Salmon	ST
07/08/08	Lindy	Salmon	ST
07/09/08	Dinero	Salmon	ST
07/10/08	Sundog	Salmon	ST
07/19/08	Neva	Salmon	ST

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Fishery	Area
07/19/08	Charlyda	Salmon	ST
07/23/08	Hula Girl	Salmon	ST
07/23/08	Kaymo	Salmon	ST
07/23/08	Patience	Salmon	ST
07/23/08	Rebecca Rae	Salmon	ST
07/23/08	Three Angles	Salmon	ST
07/23/08	Halcyon	Salmon	ST
07/23/08	Heidi May	Salmon	ST
07/24/08	Willie Lee li	Salmon	ST
07/24/08	Amberle	Salmon	ST
07/26/08	Mohap	Salmon	ST
07/26/08	Jager	Salmon	ST
07/26/08	Pat	Salmon	ST
07/26/08	Puritan	Salmon	ST
07/26/08	Aloma	Salmon	ST
07/27/08	Pacific Flyer	Salmon	ST
07/28/08	Defiance	Salmon	ST
07/28/08	Martina	Salmon	ST
07/28/08	Alert	Salmon	ST
07/28/08	Elvagene	Salmon	ST
07/28/08	Reality	Salmon	ST
07/28/08	Courtney Noral	Salmon	ST
07/28/08	New Venture	Salmon	ST
07/30/08	Whale Bird	Salmon	ST
07/30/08	J-Jireh	Salmon	ST
07/30/08	Village Idiot	Salmon	ST
07/31/08	Salmon Beauty	Salmon	ST
08/02/08	Carla Rai	Salmon	ST
08/04/08	Robert S	Salmon	ST
08/05/08	Heritage	Salmon	ST
08/05/08	Madam Ching	Salmon	ST
08/05/08	Katrina Louise	Salmon	ST
08/05/08	Lavina	Salmon	ST
08/05/08	Pinta	Salmon	ST
08/05/08	Mary C	Salmon	ST
08/05/08	Mrs Mac	Salmon	ST
08/05/08	Charlotte Marie	Salmon	ST
08/05/08	Valorie	Salmon	ST
08/05/08	St James	Salmon	ST
08/05/08	Solstraal	Salmon	ST
08/05/08	Lucky Strike	Salmon	ST

Appendix A (Continued)

01 JUN – 30 SEP Boardings Without Violations

Date	Vessel Name	Fishery	Area
08/06/08	Glenmar	Salmon	ST
08/06/08	Ocean Rover	Salmon	ST
08/20/08	None	Salmon	ST
08/21/08	Scandies Rose	Salmon	ST
08/28/08	Destiny	Salmon	ST
09/02/08	Rejoyce	Salmon	ST
09/03/08	Incentive	Salmon	ST
09/05/08	Point Break	Salmon	ST
09/06/08	Four Sisters	Salmon	ST
09/18/08	Julie Lynn	Salmon	ST
08/26/08	Artic Hunter	Scallops	509



USCGC POLAR SEA boarding team approaching the F/V Polar Star

Appendix B

01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Fishery	Area	Violation notes
06/09/08	Mellon	Advantage	Pacific Cod	521	Safety violation issued for expired EPIRB registration and expired EPIRB hydrostatic release
06/09/08	Sta Juneau	Tommy L li	Pacific Cod	ST	Boating violation issued for unsecured marine sanitation device in non-discharge zone
06/10/08	Mellon	Clipper Surprise	Pacific Cod	523	Safety violation issued for expired fire extinguishers
06/11/08	Long Island	Alchemist	Pacific Cod	630	Voyage terminated for expired liferaft and expired liferaft hydrostatic release
06/11/08	Hickory	Holly Ann	Halibut	3A	Boating violation issued for unsecured marine sanitation device
06/11/08	Long Island	Lindie li	Halibut	3A	Safety violation issued for expired visual distress signals and expired EPIRB battery.
06/14/08	Mellon	Nancy Ellen	Pacific Cod	541	Safety violation issued for insufficient navigation lights
06/16/08	Maple	Aljac	Salmon	ST	Safety violation issued for expired EPIRB battery and unserviceable fire extinguishers
06/16/08	Mellon	Cascade Mariner	Sablefish	BS	Safety violation issued for expired visual distress signals
06/16/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits, insufficient fire extinguishers, insufficient sound producing device, and no registration.
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits, insufficient visual distress signals, insufficient liferings, no registration onboard
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits, insufficient lifering, expired visual distress signals, and no registration onboard.
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits and unserviceable lifering
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits and no registration
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits and no registration onboard
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits
06/17/08	Liberty	State Registered	Salmon	ST	Voyage terminated for insufficient immersion suits
06/17/08	Liberty	State Registered	Salmon	ST	Safety violation issued for unserviceable lifering and insufficient hull markings
06/17/08	Liberty	State Registered	Salmon	ST	Safety violation issued for unserviceable lifering
06/17/08	Liberty	State Registered	Salmon	ST	Safety violation issued for unserviceable lifering, insufficient visual distress signals, and no registration onboard.

Appendix B (Continued)
01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Fishery	Area	Violation notes
06/17/08	Liberty	State Registered	Salmon	ST	Safety violation issued for insufficient visual distress signals and no documentation
06/19/08	Spar	Akun Bay Too	Salmon	ST	Safety violation issued for expired liferaft and expired EPIRB.
06/19/08	Spar	Precision	Salmon	ST	Safety violation issued for insufficient liferaft and expired visual distress signals
06/25/08	Maple	Ocean Belle	Salmon	ST	Safety violation issued for insufficient immersion suits, expired EPIRB hydrostatic release, and unserviceable lifering
06/30/08	Mellon	Marcy J	Pollock	610	Safety violation issued for expired visual distress signals
07/04/08	Sta Ketchikan	Emmanuel	Salmon	ST	Voyage terminated for unserviceable immersion suits, expired visual distress signals, insufficient liferaft, no waste management, plan, and no injury placard.
07/08/08	Mellon	Ocean Phoenix	Pollock	523	Safety violation issued for insufficient sound producing device
07/08/08	Roanoke Island	Sea Maid	Salmon	ST	Safety violation issued for insufficient sound producing device
07/09/08	Mellon	Fierce Allegiance	Pollock	523	Safety violation issued for insufficient navigation lights
07/09/08	Mellon	Viking	Pollock	523	Fisheries violation issued for failure to properly maintain logbooks
07/09/08	Roanoke Island	Water Rat	Pacific Cod	630	Safety violation issued for insufficient visual distress signals and no documentation
07/12/08	Sta Valdez	Kodiaksockeye	Salmon	ST	Boating violation issued for failure to observe security zone
07/15/08	Jarvis	Alliance	Rock Sole	517	Fisheries written warning for failure to properly maintain logbooks
07/15/08	Mellon	Chandalar	Sablefish	CG	Fisheries written warning issued for failure to properly maintain logbooks
07/15/08	Long Island	Tamara Lynn	Salmon	ST	Fisheries written warning issued for logbook errors
07/16/08	Hickory	Deeternan	Halibut	3A	Voyage terminated for insufficient survival suits, insufficient liferaft, insufficient visual distress signals, inoperative bilge alarm, no safety instructions, and failure to perform drills or safety orientation.
07/18/08	Jarvis	Excalibur li	Pollock	517	Fisheries fix it ticket issued for failure to submit logbooks in a timely manner
07/21/08	Jarvis	Arctic Wind	Pollock	517	Fisheries violation issued for failure to properly maintain logbooks
07/21/08	Sta Juneau	Echo	Salmon	ST	Safety violation issued for insufficient visual distress signals, insufficient pollution placards, and no documentation on board
07/23/08	Anacapa	Saint Jude	Salmon	ST	Safety violation issued for expired EPIRB hydrostatic release and expired EPIRB registration

Appendix B (Continued)
01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Fishery	Area	Violation notes
07/28/08	Hamilton	Celtic	Salmon	ST	Voyage terminated for insufficient liferaft
07/28/08	Hamilton	Temptation	Salmon	ST	Fisheries violation issued for retention of prohibited species (81 tanner crab seized)
07/29/08	Jarvis	Peggy Rose	Halibut	4E	Fisheries violation issued for failure to retain p-cod incidental catch and failure to maintain and submit logbooks in a timely manner, and safety violation issued for failure to conduct required drills and training.
07/30/08	Maple	Ak2868f	Salmon	ST	Safety violation issued for inoperative immersion suit marker lights, insufficient liferings, expired visual distress signals, and failure to carry registration on board
07/30/08	Maple	Ak3543h	Salmon	ST	Safety violation issued for expired EPIRB hydrostatic release
07/30/08	Maple	Deer Harbor 2	Salmon	ST	Voyage terminated for insufficient immersion suits, unserviceable fire extinguishers, and insufficient hull markings
07/30/08	Maple	Hat Trick	Salmon	ST	Safety violation issued for insufficient EPIRB
08/05/08	Liberty	Narwhale	Salmon	ST	Voyage terminated for expired EPIRB battery, expired EPIRB hydrostatic release, expired EPIRB registration, unserviceable liferaft, expired visual distress signals, unserviceable lifering, insufficient sound producing device, inoperative immersion suit marker lights, no documentation on board
08/06/08	Liberty	Fools Gold	Salmon	ST	Safety violation issued for expired documentation
08/06/08	Liberty	Ingrid Elain	Salmon	ST	Voyage terminated for expired liferaft hydrostatic release, insufficient fire extinguishers, expired visual distress signals, and insufficient lifering
08/06/08	Liberty	Merlin	Salmon	ST	Voyage terminated for insufficient immersion suits and no registration onboard
08/07/08	Liberty	Sea Hawk	Salmon	ST	Safety violation issued for unserviceable and insufficient liferings
08/09/08	Sta Ketchikan	Ak5067af	Salmon	ST	Safety violation issued for expired visual distress signals
08/16/08	Maple	Masonic	Sablefish	SE	Fisheries verbal warning issued for failure to submit logbooks in a timely manner
08/20/08	Naushon	Sea Pearl	Salmon	ST	Safety violation issued for expired visual distress signals
08/23/08	Mustang	Heather	Halibut	3A	Safety violation issued for expired visual distress signals and no pollution placard
08/26/08	Jarvis	Frontier Spirit	Pacific Cod	509	Fisheries violation issued for exceeding pollock maximum retainable amount by more than 5 percent.

Appendix B (Continued)
01 JUN – 30 SEP Boardings With Violations

Date	Unit	Vessel Name	Fishery	Area	Violation notes
08/28/08	Naushon	Fawn	Salmon	ST	Safety violation issued for insufficient immersion suit marker lights, insufficient liferaft, improperly marked lifesaving equipment, and unserviceable lifering
08/28/08	Naushon	First Mate	Salmon	ST	Safety violation issued for inoperative immersion suit marker lights and no registration on board
09/08/08	Jarvis	Ocean Fury	Pacific Cod	517	Fisheries violation issued for failure to retain bycatch
09/09/08	Liberty	Roulette	Halibut	2C	Fisheries summary settlement issued for no IFQ permit onboard and failure to properly maintain logbooks and safety violation issued for expired EPIRB battery
09/10/08	Jarvis	Kodiak	Pacific Cod	517	Fisheries violation issued for failure to properly maintain logbooks
09/15/08	Jarvis	Seeker	Pollock	509	Safety violation issued for expired visual distress signals, inoperative sound producing device, and lack of required drill record
09/18/08	Naushon	Julie Lynn	Salmon	ST	Voyage terminated for insufficient immersion suits
09/19/08	Spar	St. Nicholas	Pacific Cod	610	Fisheries violation issued for failure to carefully release halibut and safety violation issued for expired EPIRB hydrostatic release and expired EPIRB registration

USCGC HAMILTON patrols Arctic ocean near Barrow.

