

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



15 MAR 03 - 31 MAY 03

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Report Available At NPFMC Web Site:

<http://www.fakr.noaa.gov/npfmc/Coast%20Guard%20Reports/uscgrpt.htm>

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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. High Seas Drift Net Enforcement

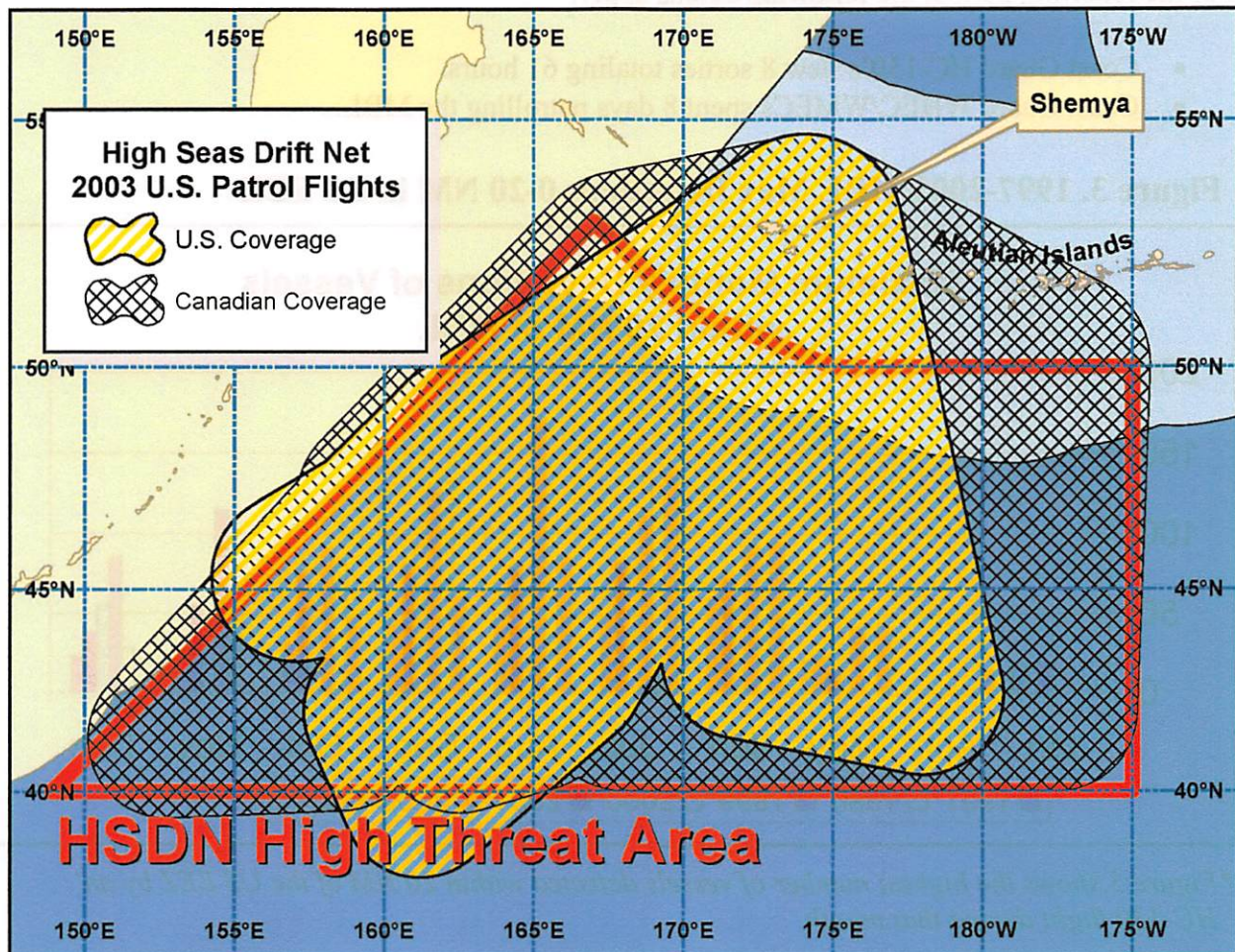
The Coast Guard resumed dedicated HSDN patrol flights in the north Pacific in April and has detected no illegal driftnet activity. Canada conducted daily HSDN enforcement patrols 11-27 May. One suspicious vessel was located at the southern extent of the threat area. Additionally, a Japanese fishing vessel reported sighting a couple of vessels possibly using driftnets to catch squid at night. The USCG is investigating the sighting.

The Joint Operations Information Coordinating Group continues their monthly communications and cooperative efforts. Representatives from Canada, Japan, Russia and the United States met in Queen Charlotte City, British Columbia from 21-22 May for the North Pacific Anadromous Fish Commission (NPAFC) Enforcement Evaluation and Coordination Meeting. This year's meeting was hosted by the Department of Fisheries and Oceans (DFO) Canada and sponsored by the NPAFC. The meeting included discussions by each party on enforcement efforts to date; enforcement plans for the remainder of 2003, and the effectiveness of the Joint Operations Information Coordination Group.

For the reporting period, the following details apply:

- Canadian Coast Guard flew 18 sorties totaling 166 hours.
- U.S. Coast Guard HC-130's flew 3 sorties totaling 23 hours (Figure 1).

Figure 1. High Seas Drift Net HC-130 Search Patterns



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

Despite the relatively early retreat of the ice edge, MBL fishing pressure has remained low. Russian Pollock season in the area adjacent to the MBL opened on 16 May. Consequently, light fishing eliminated the need for cutter coverage for most of the reporting period, and Coast Guard enforcement resources detected no incursions. Figure 2 provides a plot of foreign fishing vessel activity near the MBL. Figure 3 shows the trend in historic fishing effort along the MBL.

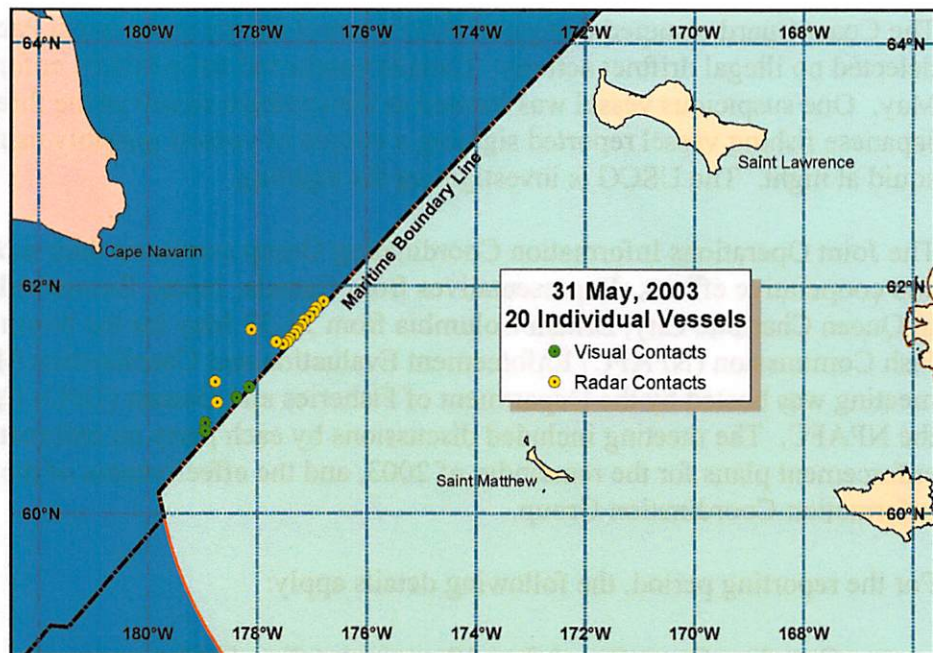
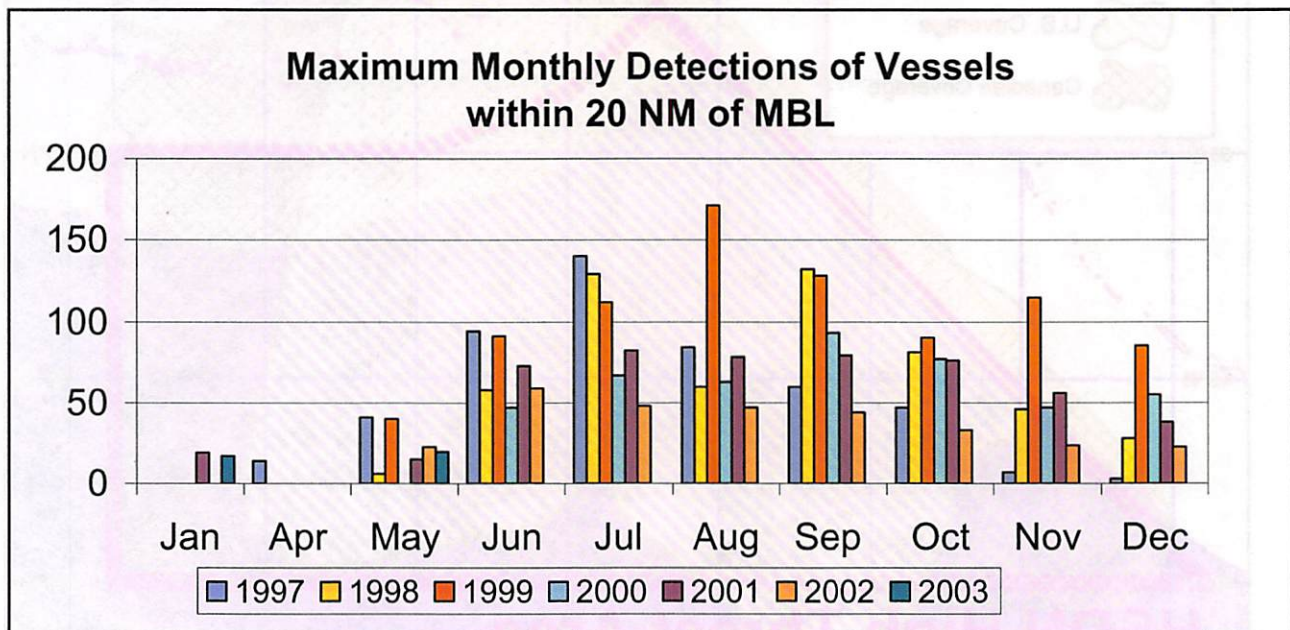


Figure 2. 31 MAY 03 MBL Scatter Plot of Vessels Sighted by HC-130's

For the reporting period, the following details apply:

- Coast Guard HC-130's flew 8 sorties totaling 61 hours.
- Coast Guard WHEC/WMECs spent 8 days patrolling the MBL.

Figure 3. 1997-2003 MBL Max Detections 0-20 NM in RS EEZ



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

III. Donut Hole

The U.S. Department of State continues diplomatic negotiations with the government of South Korea regarding the 22 March incursion by the No. 2 Oyang-Ho into the U.S. EEZ. The Seventeenth District has received no notices for proposed trial fishing for the remainder of 2003.

IV. Dixon Entrance

The Department of Fisheries and Oceans Canada hosted the 2003 Dixon Entrance enforcement meeting on 20 May in Prince Rupert, British Columbia. U.S. participants included representatives from the Seventeenth District staff and NMFS enforcement. Discussions included a review of 2002 enforcement operations, projected fisheries openings and closures, expected patrol effort, and sport/charter/customs issues. Dixon Entrance fisheries patrols will resume in mid-June.

V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 2,364 monitoring hours, and aircraft patrolled 217 hours in support of this mission.

VI. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends over the last seven years. The boarding rate dropped due to reduced operations for the IFQ opener. Violations during the reporting-period, overall remained very low with an 80% drop from 15 to 3 in comparison to the same period last year. The drop in the violation rate, although significant, was not as dramatic due to lower boarding rates.

Figure 4. Fisheries Boardings

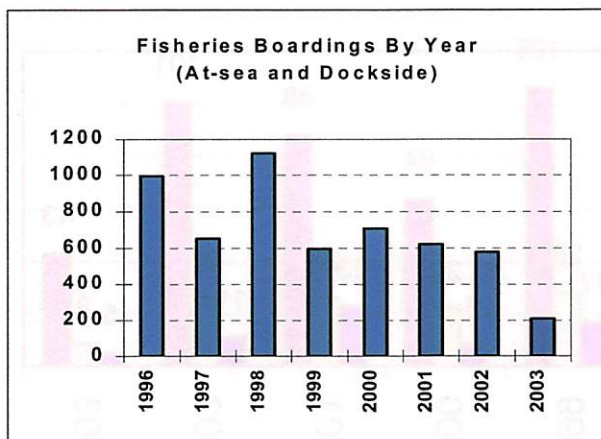
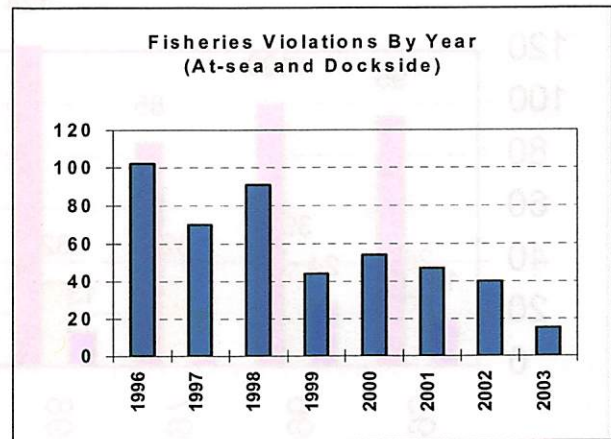


Figure 5. Fisheries Violations



15 MAR 2002 - MAY 2002

All F/V Boardings (at sea):..... 176
 IFQ Monitors (dockside): 59
 Boarding/monitor w/fisheries vio's: 15
 Violation Rate:..... 6.4%

15 MAR 2003 - MAY 2003*

All F/V Boardings (at sea): 80
 IFQ Monitors (dockside):.....26
 Boarding/monitor w/fisheries vio's:.....3
 Violation Rate:2.8%

During the reporting period, there were several minor fisheries violations, all of which were at-sea. The violations included one for failure to deploy proper seabird avoidance gear, one for failure to carry a copy of their federal fisheries permit onboard, and one for improperly maintained logbooks. There were *three voyage terminations* for safety violations. One of the voyage terminations involved insufficient survival craft on-board and an expired EPIRB hydrostatic release. The second was for expired liferaft and EPIRB hydrostatic releases as well as expired liferaft servicing and unserviceable lifering. The third termination was for insufficient survival suits. There were several vessels that were issued violation notices and warnings for a mixture of minor safety discrepancies. Appendices A and B contain a complete list of boardings and violations for the reporting period.

VII. IFQ At-Sea/Dockside Enforcement

The 2003 IFQ season continued without significant incidents. There were no dockside fisheries violations.

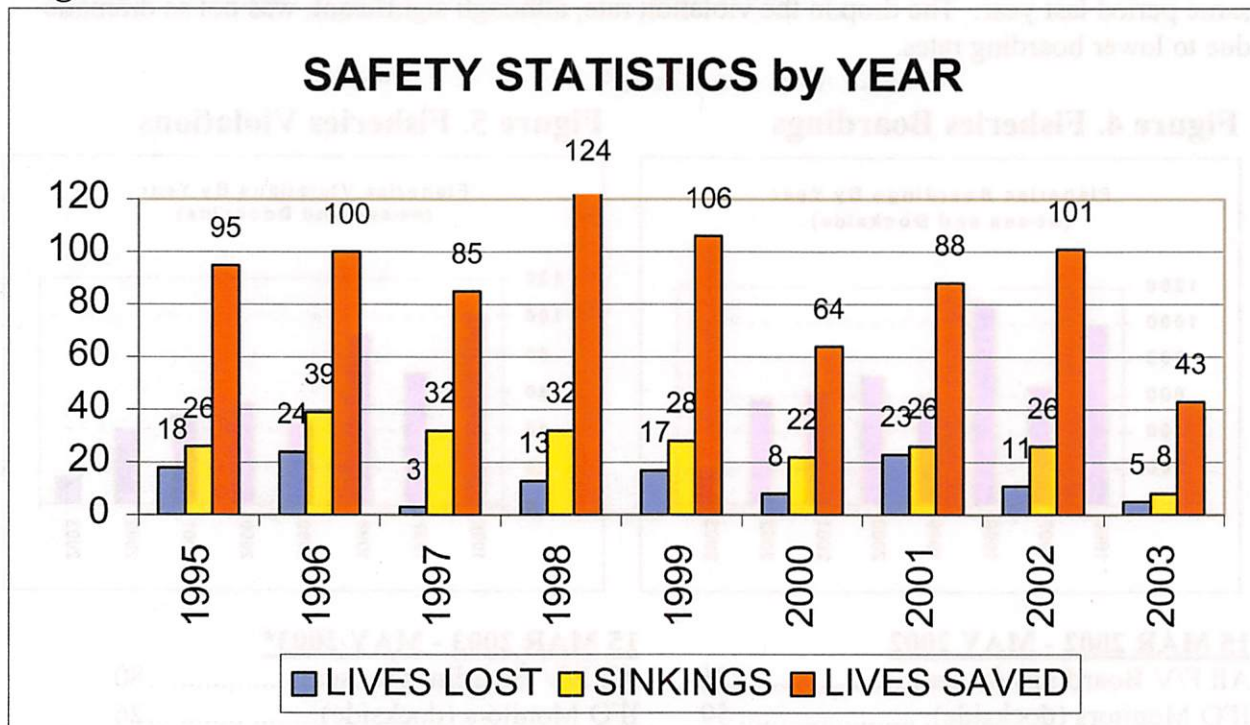
Coast Guard effort consisted of the following:

- 44 IFQ at-sea boardings (63 IFQ boardings year to date).
- 26 dockside offloads monitored.
- 579 surveillance hours (661 hours year to date).

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


Summaries of the more significant search and rescue cases are included in the table below and on the following 4 pages.

Figure 6. Historical Overview of CFVS Statistics



*There were 2 lives lost, 3 vessel lost, and 11 lives saved from 15 March to 31 May.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/21/03	Bering Sea	45ft Longliner	3	N	Y	 <p>The master radioed Communications Center Juneau that the vessel had grounded on Yakobi Island (pictured at left) in Cross Sound, approximately 20NM southwest of Elfin Cove. The master reported that the vessel was taking on water and sinking. An Urgent Marine Information Broadcast was issued and an Air Station Sitka HH-60 helo launched to the scene. The crew abandoned ship to their liferaft and were safely hoisted from their raft by the helo.</p>
03/22/03	Risky Business	28ft Bowpicker	2	N	N	The master radioed that the vessel was disabled and adrift approximately 10NM northwest of Cordova due to engine failure from contaminated fuel. The USCGC SYCAMORE transiting nearby launched its small boat to assist. SYCAMORE's small boat took the vessel in tow into Cordova harbor.
03/23/03	Provision	80ft Seiner	N/A	N	N	While operating approximately 32NM south of Kodiak, the master radioed requesting a MEDEVAC for a 25-year-old male crewmember suffering an allergic reaction to shellfish. The duty flight surgeon prescribed an injection of Benadryl and concurred with the MEDEVAC request. An Air Station Kodiak HH-60 helo launched to the scene, hoisted the patient, and transported him to Providence hospital.
03/26/03	New Viking	66ft Crab Boat	1	N	Y	The North Pacific SAR Coordinator received an unregistered 406MHz EPIRB signal with a position in Lynn Canal and issued Urgent Marine Information Broadcast. An Air Station Sitka HH-60 helo and a Station Juneau SAFE boat both launched to the scene. Weather forced the SAFE boat to return to Juneau, and the USCGC LIBERTY got underway. The helo arrived on scene and found debris in the water, which led the NPSC to believe the distressed vessel to be the New Viking, which had departed Haines the previous evening. Engine problems forced the helo to land at Juneau for repairs. A second helo from Sitka launched to the scene to continue the search and located the vessel's liferaft. The LIBERTY investigated the liferaft and found it empty. Shortly thereafter, the helo crew sighted a skiff and survival suits on the western shore of Lynn Canal near some cabins and a landing strip. The helo landed and found a note stating "Heading for Haines...". The helo crew began knocking on cabin doors and located the master of the vessel in good condition and transported him to Haines. The master stated that there was uncontrollable flooding apparently from around the shaft packing and he abandoned ship before it sank.
03/27/03	American Dynasty	240ft Trawler	N/A	N	N	While operating approximately 90NM west of St. Paul, the master radioed requesting a MEDEVAC for a 27-year-old male crewmember suffering from chest pains and shortness of breath. The duty flight surgeon concurred with the MEDEVAC request, and the USCGC CHASE's HH-65 helo launched to the scene. The helo hoisted the patient and transported him to St. Paul, where he was transferred to a commercial Life Flight ambulance.

"N/A" indicates that the information is not available.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/31/03	Martina	47ft Longliner	N/A	Y	N	While operating approximately 40NM northwest of Juneau, the master radioed requesting a MEDEVAC for a 65-year-old male crewmember who had a seizure and had lost consciousness. The crew were unable to locate a pulse and had initiated CPR. The USCGC LIBERTY launched their small boat to the scene with an EMT on board. Upon arrival, the EMT took over resuscitation efforts. Capital City Fire and Rescue Emergency Services met the MARTINA and the LIBERTY team at the pier and assumed care of the patient. He was pronounced dead shortly thereafter.
04/08/03	Ocean Peace	Catcher Processor	N/A	N	N	The master radioed MSD Unalaska that the vessel was disabled and adrift approximately 120 NM north of Dutch Harbor due to a failed injection pump. The crew was able to correct the problem, and the vessel was proceeding to Dutch Harbor. Due to a record of safety problems, the USCGC CHASE, with MSD Unalaska personnel, proceeded to the scene to board the vessel, but were unable to do so due to weather. MSD Unalaska later boarded the vessel at the dock in Dutch Harbor and found that previous safety concerns were being addressed.
04/16/03	HOAX	N/A	N/A	N/A	N/A	USCGC SPAR received an apparent hoax MAYDAY call from a vessel reportedly 32NM southeast of Kodiak. The call stated the vessel to be a crabber with 14 POB and was sinking. The SPAR diverted from a routine patrol to the area to search. An Air Station Kodiak HC-130, an HH-60 helo, and an HH-65 helo also launched to the area to search. Queries of local fishing vessels revealed that none of them had heard the call and none of the Coast Guard communications sites picked up the call. The Coast Guard Command Center in Juneau suspended the active search after six hours when no additional calls were heard or signs of distress could be located.
04/17/03	Bonnie G	24ft Bowpicker	1	N	N	The vessel had departed Kodiak for Kizhuyak Bay and was reported overdue after failing to make a scheduled satellite phone check-in. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast, and HC-130 airborne on a training flight diverted to the scene. The aircraft conducted an extensive search of the shoreline, bays, and islands near Kizhuyak Bay with no success. A friend of the operator located the vessel safely moored in Anton Larson Bay. The operator was ashore and not in distress.
04/23/03	Constellation	150ft Trawler	N/A	N	N	Seattle Global Maritime Health contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 36-year-old male crewmember on the Constellation suffering complications from diabetes. The vessel was operating approximately 50NM north of Dutch Harbor. The USCGC CHASE's HH-65 helo launched to the scene, hoisted the patient, and transported him to Dutch Harbor for evaluation. Medical personnel requested that the patient be MEDEVAC'd to Anchorage. The HH-65 helo transported the patient to Cold Bay, where he was transferred to a commercial air ambulance for transport to Anchorage.
04/29/03	Brittany Kaye	29ft Bowpicker	N/A	N	Y	Master reported that the vessel struck a rock and sank in Kulukak Bay approximately 60NM southeast of Togiak. The vessel sits on mud at low tide, but is apparently not refloatable.

"N/A" indicates that the information is not available.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
04/29/03	Norqueen & Logger	112ft Tender & 100ft Tender	3 & 4	N	N	The master of the Canadian tender, Norqueen , contacted the North Pacific SAR Coordinator reporting that the vessel had grounded in Seymour Canal, approximately 30NM south of Juneau. The F/V Logger was alongside the vessel to ensure that it did not capsize. Communications Center Juneau contacted the Alaska State Trooper Patrol Vessel Integrity , which was operating in the area to serve as a communications platform. Station Juneau's 27ft SAFE boat launched to the scene. Upon arrival, the SAFE boat crew found both vessel aground due to the receding tide. The Logger appeared to be refloatable at the next high tide, albeit with some damage to one of their fish holds. The Norqueen was in a much more difficult position to refloat, with apparent damage to their rudder. Norqueen declined commercial salvage assistance. The SAFE boat returned to embark three MSO Juneau personnel to the scene. Both vessels were free floating when the SAFE boat arrived back on the scene. MSO personnel boarded both vessels and found that neither had suffered any structural damage.
05/02/03	Dancer	85ft Longliner	3	N	N	The master contacted Communications Center Juneau reporting that the vessel had struck a rock and was taking on water near Black Island approximately 23NM southeast of Ketchikan. The master intentionally grounded the vessel on a nearby beach and made repairs with materials delivered from Ketchikan. The vessel refloated at the next high tide. After ensuring that the repairs were adequate, the vessel transited to Prince Rupert, BC while continuing to be monitored by Communications Center Juneau.
05/04/03	North Wind	82ft Tender	N/A	N	N	The master radioed reporting that the vessel had struck a rock and was taking on water near Crooked Island approximately 23NM south of Togiak. The master intentionally grounded the vessel on a nearby beach and made temporary repairs. The vessel refloated at the next high tide and proceeded to Naknek.
05/05/03	Grayling	32ft Bowpicker	1	Y	N	The master of the F/V Cricket radioed MSO Valdez reporting that the master of the F/V Grayling may have fallen overboard in Windy Pass approximately 15NM west of Cordova. The master of the Cricket had seen the Grayling fishing as he was on his way out in the morning and as he was returning in the afternoon he found the vessel going in circles. The master of the Grayling had apparently been fishing alone. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and contacted the Alaska State Troopers in Cordova. An Air Station Kodiak HH-60 helo deployed to the Aviation Support Facility in Cordova launched to the scene. Another Good Samaritan vessel was able to board and secure the Grayling. The Alaska State Troopers took the Grayling in tow into Cordova. The body of the master was located on shore three days later.

"N/A" indicates that the information is not available.

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

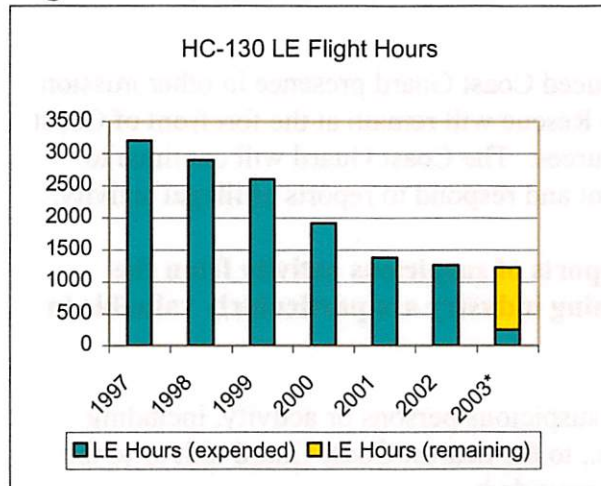
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
05/07/03	Matilda Bay	76ft Seiner	3	N	N	The master radioed Communications Station Kodiak that the vessel was disabled and adrift due to a broken shaft approximately 240NM southwest of Cape Spencer. The communications station placed the vessel on a communications schedule and issued broadcast requesting assistance from vessels in the area. The North Pacific SAR Coordinator contacted four commercial towing companies, while the vessel attempted to make repairs to its shaft. The USCGC Storis diverted to assist. The vessel affected repairs and got underway under their own power enroute to Juneau.
05/09/03	Alaska Packer	325ft Processor	N/A	N	N	The master radioed Communications Station Kodiak requesting a MEDEVAC for a 35-year-old male crewmember who had fallen head-first down a fish hold in Togiak Bay. The duty flight surgeon concurred with the request, and an Air Station Kodiak HH-60 helo launched to the scene. At about the same time, a commercial floatplane from Trident Seafood in King Salmon got airborne in route to the scene. The floatplane was able to load the patient and transport him to Dillingham, where he was stabilized at the Dillingham hospital.
05/17/03	Snopac	174ft Processor	N/A	N	N	While operating in Ouzinkie Narrows approximately 15NM northeast of Kodiak, the master radioed Communications Station Kodiak requesting a MEDEVAC for a 56-year-old male crewmember experiencing symptoms of a heart attack. The crewmember was suffering chest pains and was in and out of consciousness. The duty flight surgeon concurred with the MEDEVAC request and an Air Station Kodiak HH-60 helo launched to the scene. The helo arrived on scene and found the vessel was only 15 minutes from mooring in Kodiak. The helo remained on-scene to monitor the situation until the vessel moored and transferred the crewmember to a waiting ambulance.
05/25/03	Alaska Warri0r	215ft Processor	N/A	N	N	The master radioed Communication Station Kodiak reporting a presumed man overboard. The NPSC issued an Urgent Marine Information Broadcast. An Air Station Kodiak HC-130 launched to the scene and joined in the search with the Alaska Warrior, Alaska Spirit, Alaska Victory, and Alaska Juris . The search continued until it became too dark to see the surface of the water from vessel or air. The four vessels resumed their search at sunrise. The missing crewmember, who was presumed to be overboard, was eventually discovered alive and well on board the fishing vessel.

"N/A" indicates that the information is not available.

IX. CGD17 Resource Summary

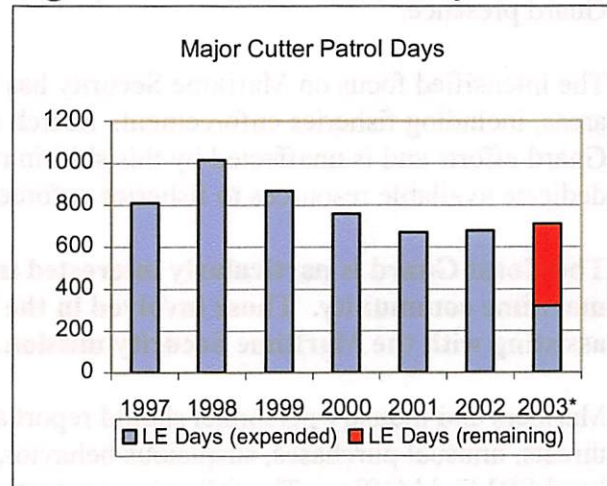
Figures 7 and 8 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only*.

Figure 7. Annual HC-130 Hours



*Flight hour data by calendar year.

Figure 8. Annual Cutter Days



*Patrol day data by calendar year.

MAR 2002 - MAY 2002

3 WHEC's patrolled for 96 days
 3 WMEC's patrolled for 57 days
 4 WLB's patrolled for 32 days (fisheries)
 5 WPB's patrolled for 49 days (fisheries)
Total Cutter days – 234

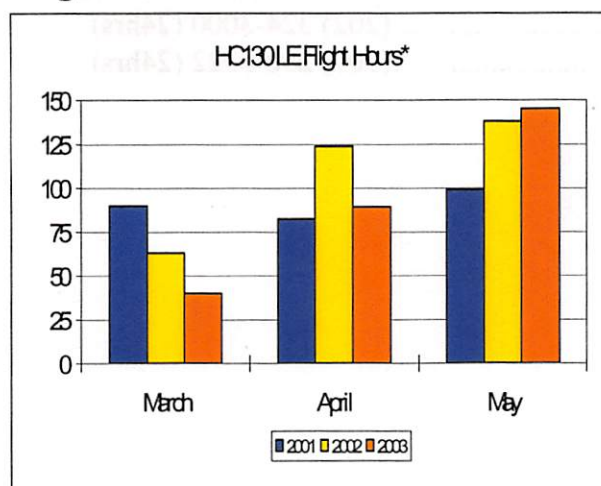
HC130's flew 49 sorties for 325 hours
 HH-60/65's flew 72 sorties for 225 hours

MAR 2003 - MAY 2003

3 WHEC's patrolled for 107 days
 2 WMEC patrolled for 14 days
 3 WLB's patrolled for 34 days (fisheries)
 5 WPB's patrolled for 39 days (fisheries)
Total Cutter days – 194

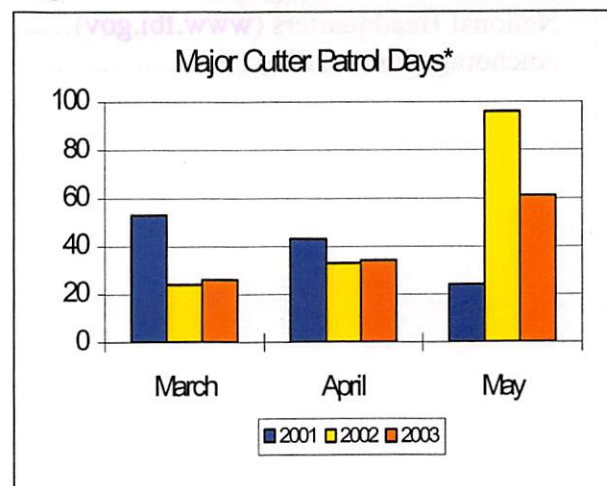
HC130's flew 57 sorties for 274 hours
 HH-60/65's flew 41 sorties for 150 hours

Figure 9. MAR - MAY HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 10. MAR - MAY Cutter Days



*Patrol day data for reporting period ONLY.

X. Maritime Security

The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. The Seventeenth Coast Guard District is committed to maintaining security on Alaska's waters for the protection of passengers, vessels, cargo, and terminals. The Seventeenth District will continue to expand vessel boardings, step up harbor patrols, increase escorts of certain ships carrying dangerous cargo, and broaden Coast Guard presence.

The intensified focus on Maritime Security has reduced Coast Guard presence in other mission areas, including fisheries enforcement. Search and Rescue will remain at the forefront of Coast Guard efforts and is unaffected by this shift in resources. The Coast Guard will continue to dedicate available resources to fisheries enforcement and respond to reports of illegal activity.

The Coast Guard is particularly interested in reports of suspicious activity from the maritime community. Those involved in the fishing industry are particularly valuable in assisting with the Maritime Security mission.

Mariners and industry personnel should report any suspicious persons or activity, including threats, unusual purchases, suspicious behavior, etc., to the nearest Coast Guard unit or to the local FBI Field Office. The following contacts are provided:

Coast Guard Units

National Response Center (www.nrc.uscg.mil)	(800) 424-8802 (24hrs)
District Seventeen Command Center (Juneau)	(800) 478-5555 (24hrs)
(www.uscg.mil/d17)	
Marine Safety Office Anchorage	(907) 271-6700 (24hrs)
Marine Safety Office Valdez	(907) 835-7205 (24hrs)
Marine Safety Office Juneau	(907) 463-2450 (Daytime)
Marine Safety Detachment Kodiak	(907) 486-5918 (24hrs)
Marine Safety Detachment Unalaska/Dutch Harbor	(907) 581-3466 (24hrs)
Marine Safety Detachment Ketchikan	(907) 966-4496 (Daytime)

Federal Bureau of Investigation

National Headquarters (www.fbi.gov)	(202) 324-3000 (24hrs)
Anchorage Field Office	(907) 258-5322 (24hrs)

Appendix A

Boardings Without Violations 15 MAR 2003 – 31 MAY 2003

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
03/18/03	Lindy	Longliner	Halibut	3A
03/19/03	Slayer	Longliner	Pacific Cod	650
03/22/03	Oyang Ho	Trawler	Pollock	550
03/25/03	Alaskan Leader	Longliner	Pacific Cod	521
03/27/03	Augustine	Longliner	Halibut	3A
03/27/03	Red Beard	Longliner	Halibut	3A
03/27/03	Kilkenny	Longliner	Halibut/Sablefish	3A/CG
03/27/03	Ocean Dawn	Longliner	Halibut/Sablefish	3A/CG
03/29/03	Annita J	Trawler	Pollock	517
03/30/03	Cape Horn	Trawler	Yellowfin Sole	517
04/09/03	Windjammer	Longliner	Pacific Cod	509
04/11/03	Sunrise	Tender	No Product	ST
04/12/03	Aleutian Spirit	Longliner	Halibut	2C
04/12/03	Aquaholic	Longliner	Halibut	3A
04/12/03	Cheryll A.	Longliner	Halibut	2C
04/12/03	Island Pride	Longliner	Halibut	2C
04/12/03	Rosie M	Longliner	Halibut	2C
04/12/03	Sea Mac	Seiner	No Product	ST
04/13/03	Astri	Longliner	Halibut	2C
04/13/03	Charles T.	Longliner	Halibut	2C
04/13/03	Fin	Longliner	Halibut	2C
04/13/03	Midnight Ryder	Longliner	Halibut	2C
04/13/03	Silver Dawn	Longliner	Halibut	2C
04/13/03	Southeastern	Longliner	Halibut	2C
04/13/03	Viannese	Longliner	Halibut	2C
04/14/03	Finale	Longliner	Halibut	3A
04/14/03	Ocean Cape	Longliner	Halibut	3A
04/14/03	Baranof	Longliner	Pacific Cod	509
04/15/03	Marantha	Longliner	Halibut	2C
04/15/03	Olympic	Longliner	Halibut	3A
04/15/03	Provider	Longliner	Halibut	2C
04/15/03	Karen Jean	Seiner	Herring	ST
04/15/03	Solstice	Tender	No Product	ST
04/16/03	Topaz	Trawler	Flatfish	630
04/16/03	Night Flight	Longliner	Halibut	3A
04/16/03	Raven	Longliner	Pacific Cod	509
04/16/03	Starward	Longliner	Pacific Cod	509
04/16/03	American No. 1	Trawler	Rex Sole	630
04/17/03	Marathon	Trawler	Flatfish	630
04/17/03	Trailblazer	Longliner	Halibut	3A
04/17/03	Perserverance	Longliner	Pacific Cod	509

Appendix A (Continued)

Boardings Without Violations 15 MAR 2003 – 31 MAY 2003

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
04/17/03	Memories	Longliner	Sablefish	CG
04/18/03	Arctic Wind	Longliner	Pacific Cod	517
04/18/03	Nordic Star	Longliner	Pacific Cod	517
04/23/03	Cape Spencer	Longliner	Halibut	3A
04/26/03	Golden Chalice	Longliner	Halibut	3A
04/26/03	Eclipse	Longliner	Halibut/Sablefish	3A/CG
04/27/03	Amy Rae	Longliner	Halibut	3A
04/27/03	Peregrine	Longliner	Halibut	3A
04/27/03	Island Pride	Longliner	Halibut/Sablefish	3A/WY
04/27/03	Rose Lee	Longliner	Halibut/Sablefish	3A/CG
04/27/03	Alice H	Longliner	Sablefish	CG
04/27/03	Ruff And Reddy	Longliner	Sablefish	CG
04/28/03	Westerly	Longliner	Sablefish/Halibut	CG
04/29/03	Mirage	Longliner	Halibut	3A
04/30/03	Falcon	Longliner	Halibut	3A
04/30/03	Alaska	Longliner	Halibut	3A
05/03/03	Marpacifico	Trawler	Flathead Sole	640
05/03/03	Spicy Lady	Longliner	Halibut	3A
05/06/03	Enterprise	Longliner	Pacific Cod	509
05/06/03	Rebecca Irene	Longliner	Pacific Cod	517
05/22/03	Cherokee	Longliner	Halibut	3A
05/23/03	Bristol Leader	Longliner	Sablefish	CG
05/23/03	Caravell	Trawler	Rock Sole	620
05/23/03	New Life	Trawler	Rock Sole	620
05/29/03	Miz Liz	Longliner	Halibut	3A
05/30/03	Cape Spencer	Longliner	Halibut	3A

Appendix B

Boardings With Violations 01 APR 2002 – 31 MAY 2002

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
03/17/03	Alex Haley	Atlantico	Longliner	Halibut	3B	Fisheries fix-it ticket issued for logbook errors.
04/12/03	Naushon	Tillacum	Tender	No Product	ST	Voyage terminated and vessel escorted to Port Protection for no liferaft on board, expired hydrostatic release for EPIRB, and no documentation.
04/14/03	Naushon	Middle Pass	Pot Boat	Red King Crab	ST	Voyage terminated and vessel escorted to Juneau for expired liferaft, expired liferaft hydrostatic release, expired EPIRB, expired EPIRB hydrostatic release, unserviceable ring life buoy, and expired visual distress signals.
04/16/03	Roanoke Island	Dolphin	Longliner	Halibut/ Sablefish	3A/CG	Safety warning issued for expired liferaft hydrostatic release.
04/16/03	Spar	Bering Prowler	Longliner	Sablefish	CG	Safety fix-it ticket issued for expired visual distress signals.
04/25/03	Anacapa	Carol Louisa	Longliner	Halibut	2C	Fisheries violation issued for failure to use seabird avoidance. Safety violation issued for expired liferaft.
04/29/03	Ketchikan	Malia	Gillnetter	Herring	ST	Safety warning issued for expired visual distress signals.
04/30/03	Mustang	Clipper Surprise	Tender	No Product	ST	Safety violation issued for expired visual distress signals and improperly marked liferings.
05/02/03	Sycamore	Balad	Longliner	Halibut	3A	Safety violation issued for insufficient life rings.
05/03/03	Chase	Irene H	Longliner	Halibut	4A	Fisheries violation issued for failure to carry federal fisheries permit on board.
05/16/03	Roanoke Island	Sedna	Longliner	Halibut	3A	Voyage terminated and vessel escorted to Whittier for insufficient number of immersion suits, no immersion suits for two children on board, expired liferaft, and expired EPIRB hydrostatic release.
05/21/03	Roanoke	Cheerful	Seiner	No Product	ST	Fisheries safety violation issued for expired visual distress signals and no documentation on board.
05/27/03	Acushnet	Mojo	Longliner	Sablefish	CG	Fisheries safety violation issued for exposed hazards.