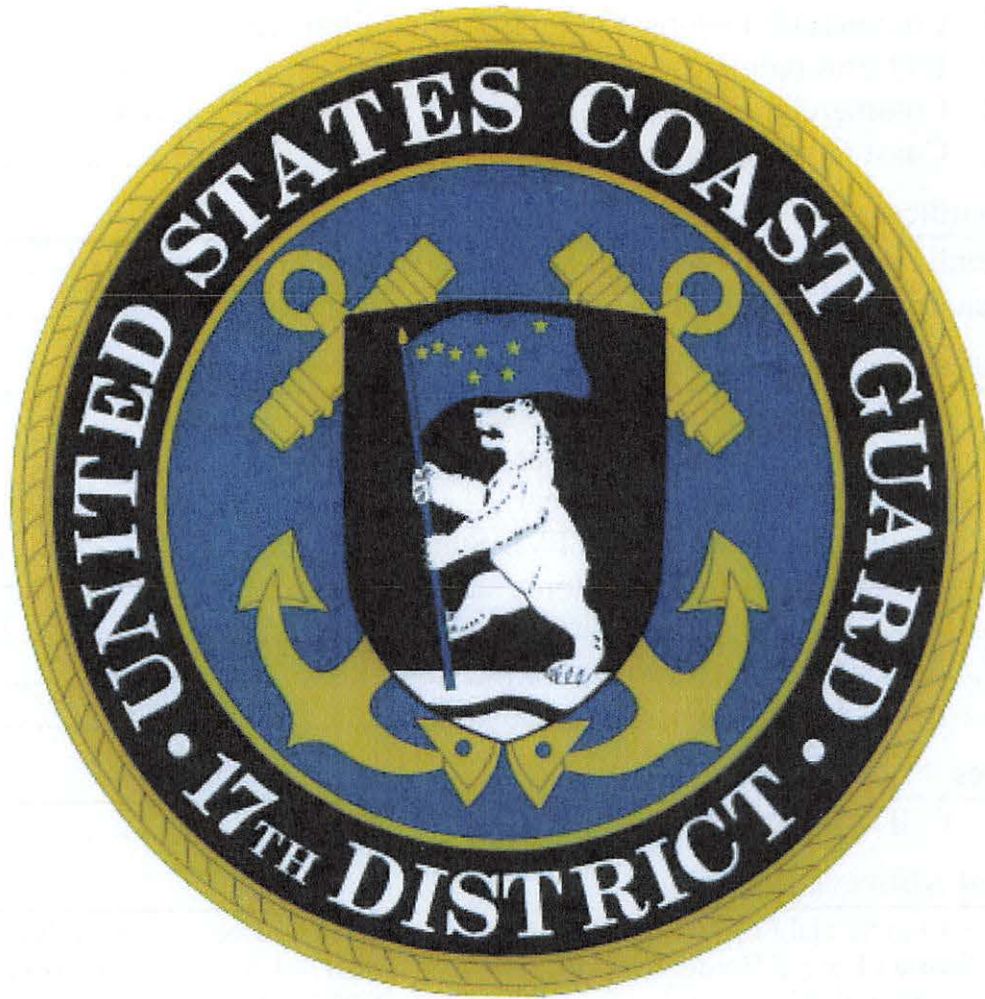


17th COAST GUARD DISTRICT ENFORCEMENT REPORT



April 2011 – May 2011

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List of Abbreviations

CFVS – Commercial Fishing Vessel Safety	HSDN – High Seas Drift Net
FBS - Russian Federal Border Service	MBL – US/Russian Maritime Boundary
FF/V – Foreign Fishing Vessel	NPSC – North Pacific SAR Coordinator
GOA – Gulf of Alaska	SAR – Search and Rescue
HC-130 – USCG Fixed-Wing Aircraft	UMIB –Urgent Marine Info Broadcast
HEC/MEC – High/Medium Endurance Cutters	WLB – 180ft or 225ft Buoy Tender
HH65/60 – CG helicopter	WPB – 110ft Patrol Boat

I. High Seas Drift Net Enforcement

The Coast Guard deployed a C-130 to Shemya to conduct HSDN patrols in the northern convention area. In 2010, activity in this region began in late April, and these patrols were scheduled to determine whether the fleets were moving up once again this year. While no active HSDN activity was detected during these flights, several vessels were sighted, including known transshipment vessels.

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

Activity along the Russian side of the MBL in April was quiet with only one or two long-liners operating in the area. Activity increased in May with more Russian long-liners along the MBL, and some groundfish trawlers beginning to appear in the latter half of the month. CGC BERTHOLF spent 2 Days patrolling along the MBL in May with no incursions detected.

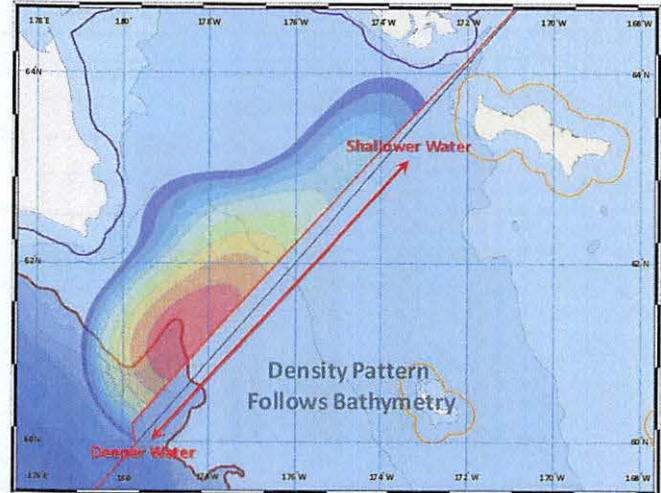


Figure 1: MBL Historical Vessel Density

by

III. Donut Hole Activity

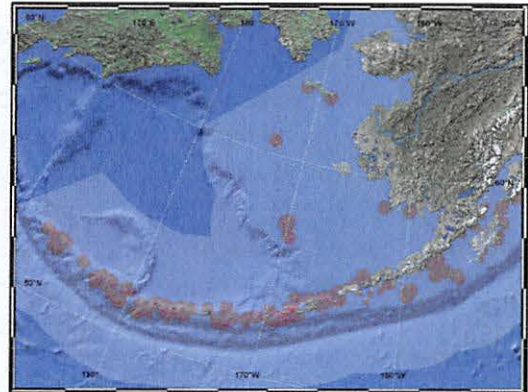
There has been no activity in the Donut Hole throughout the reporting period, and no reports that any trial fishing will be undertaken any Convention nations in 2011.

IV. Bering Sea Crab Fisheries

The Bering Sea Snow Crab fishery concluded in Mid April when the TAC was reached. Two MH-60 helicopters were pre-positioned in St. Paul from 15 January – 01 April, and despite flying on several search and rescue cases, none of them involved crab vessels.

V. Steller Sea Lions and Critical Habitat Enforcement

Cutters monitored critical habitat areas for more than 2048 cumulative hours over the reporting period, and Airstation Kodiak conducted weekly flights in support of Critical Habitat enforcement. Coast Guard assets monitored various critical habitat areas 613 different times during this two month period. Of the 151 SSL critical habitat areas, Coast Guard assets covered 81% in April, and 77.5% in May at least once each month.



VI. Commercial Fishing Vessel Boarding Statistics

There were 144 domestic fisheries and commercial fishing vessel safety boardings during the reporting period. These boardings resulted in a total of nine safety violations and 21 fisheries violations, four of which were significant. Significant violations involved three vessels exceeding their MRA of bycatch species and one vessel fishing without energizing his VMS as required. Figures 2 and 3 show the historic trend for boardings and violations.

Figure 2. Fisheries Boardings By Year

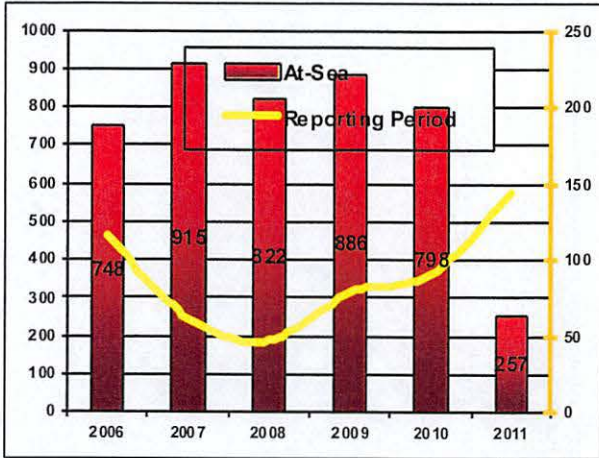
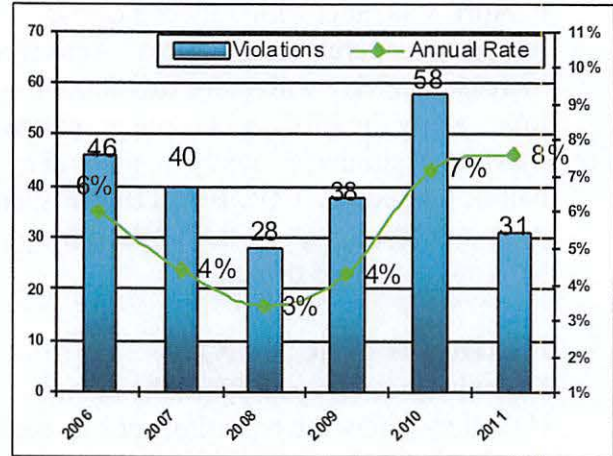


Figure 3. Fisheries Violations By Year



Apr 2010-May 2010 Boardings

F/V Boardings (at sea):113
 Boarding w/fisheries violations:4
 Violation Rate:.....3.5%

Apr 2010 – May 2011 Boardings

F/V Boardings (at sea):144
 Boarding w/fisheries violations:11
 Violation Rate:.....7.6%

VII. IFQ Enforcement

The IFQ Halibut season opened on 12 March. There have been 106 Halibut/Sablefish Boardings during the reporting period, with 7 fishing violations detected on 5 vessels. Violations included 3 for fishing without their IFQ permits on board the vessel, 2 for fishing without a VMS while endorsed for Pacific Cod, 1 Failure to enter offloads in their logbook, and 1 for no FFP on board. For those vessels without permits on board, the masters of those vessels did have valid permits with available quota for the amount of fish on board.



VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, Ten vessels with a total of 13 safety violations were detected. There was one *voyage terminations* during the reporting period, the F/V HELEN A, who had an expired liferaft, expired hydrostatic release, immersion suit deficiencies, expired VDS . The most common safety violations were for expired visual distress signals, PFDs, insufficient firefighting equipment, and documentation.

There were 21 SAR cases, resulting in six lives and two vessels lost. Table 1 below provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.

Figure 4. Historical Overview of CFVS Statistics

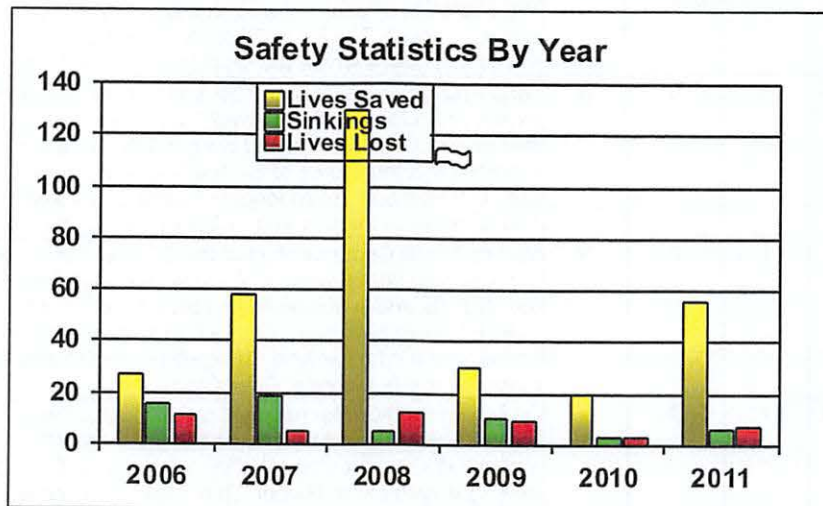


Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Table 1. CGD17 CFVS/Search and Rescue Case Summaries					
Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
4/2/11	FV BRANDT	1	0	N	SCC Juneau received a report from the FV BRANDT that they had a steering casualty and were disabled. They claimed that they are not in distress and only needed a fitting for the hydraulic line. CGC LIBERTY was in the area and delivered the part that was needed to repair the vessel. After repairing the steering the BRANDT got underway and continued normal ops. Case Closed.
4/3/11	FV DEEP PACIFIC	1	0	N	District 17 Command Center received a request from Health Force Partners to consult with the Duty Flight Surgeon concerning an ill crewmember aboard the F/V DEEP PACIFIC, located approx 129 NM NW of St Paul Island. The 45 YOM subject had fainted while on the factory floor for unknown reasons. He was in stable condition. There were no apparent injuries or no known medical history indicating why he fainted. The Duty Flight Surgeon was consulted and he recommended that the subject be moved to his rack, made comfortable and that the DEEP PACIFIC make way toward St Paul. Health Force Partners later determined the patient was seasick and had not been holding down food or fluids. After administering IV fluid the patient recovered significantly, and the DEEP PACIFIC reported they would continue fishing vice proceeding to St. Paul. Case Closed.
4/5/11	FV LADY K	3	0	N	Sector Anchorage notified D17CC of a 36' F/V with 03 POB making the decision to abandon ship due to weather. AIRSTA Kodiak was directed to respond. A Good Samaritan, F/V LINDA MARIE arrived on scene calming the crew and escorting them to safe harbor. AIRSTA Kodiak was stood down prior and Sector Anchorage placed the F/V LADY K on a communications schedule. Case Closed.

4/6/11	FV KATIE LANAE	2	0	N	D17 received call from Pat Worrell stating that his son missed a 0530U check in 06 April and that he was currently unreported. Katie Layne, 40ft F/V with 2 POB, Zach Worrel and Jake Vogen. Last report of the Katie Layne was 05 April 2200 local Alaska time. Position 5937.8n 14713.9w 30nm S of Cape Hinchinbrook headed south at 8 kts. The vessel stated that they were having problems with the alternator during that deck in. Case Closed.
4/10/11	FV SILVERLANC E	0	0	N	NPSC received a 50/50 Beacon First Alert Site ID 05735. Beacon is registered to the F/V Silverlance. The owner of F/V Silverlance contacted NPSC and claimed that his vessel was not in distress, and the beacon was located in his vehicle. When he went to check the beacon ID number, the beacon had been stolen. NPSC further investigated the beacon to determine whoever had the beacon was not in distress. A ground search party with DF gear was launched from Air Station Sitka. The beacon was not located but the search party did concur that the beacon was on land. Sitka Mountain Rescue mounted a ground search and located the beacon in a dumpster. Case Closed
4/12/11	FV ALASKAN GYRE	3	0	N	SECTOR JUNEAU received notification on VHF-FM Channel 16 from the FV ALASKAN GYRE who was disabled and adrift in Cross Sound. The vessel reported they were in no immediate danger and were still troubleshooting to determine the cause of the engine failure. The FV ALASKAN GYRE is a 50ft fishing vessel with 3 adults on board. FV VICTORIA overheard the conversation on VHF-FM Channel 16 and reported he was willing to assist. The FV VICTORIA arrived on scene and took the FV ALASKAN GYRE in tow to Elfin Cove where the vessel was moored safely. Case Closed.
4/21/11	FV COHO	3	0	N	SEC Anchorage heard a distress call transmitted by F/V Coho located in Whale Passage (North of Kodiak) taking on water with decks awash. F/V Leslie Lee was in vicinity and responded. CGR6014 arrived o/s and F/V Coho declined any assistance. F/V Coho reported that the source of the flooding was an open fish hold hatch. F/V Coho dewatered their fish hold and are no longer in need of any assistance. F/V Coho is ENR Kodiak and should arrive in the morning on 22APR11. Case Closed.
4/23/11	FV LIL DAVID	1	0	N	Valdez Traffic Center contacted the CG25440 after being contacted by a SERVS vessel, of a disabled vessel west of "A" buoy. The CG25440 made way to the vessel along with the SERVS vessel and when on scene found that the vessel needed fuel. The DA talked to SERVS and had them retrieve fuel for them, meanwhile the CG25440 stood by on scene until the fuel arrived. After getting the DA running, CG25440 escorted them into the harbor to a safe mooring. Case Closed.
5/1/11	FV ALASKA SPIRIT	1	0	N	D17 Command Center received a MEDEVAC request from Health Force Partners for a 47 YOM aboard FV ALASKA SPIRIT located 155 NM SW of Dutch Harbor. Patient experiencing progressive swelling in legs/groin for approx. one week. ALASKA SPIRIT making way to Dutch Harbor. Duty Flight Surgeon was consulted and deemed no CG MEDEVAC was necessary. D17 CC will check on patient status through HFP every four hours. ALASKA SPIRIT is a 203 FT Seattle based catcher/processor (O.N. 554913). Case Closed.
5/8/11	FV MELANIE	1	0	N	Sector Anchorage received a call from the F/V Melanie, a commercial long liner reporting an injury to a crewmembers (26yom) eye. The report was that a hook hit him in the eye and it was bloodshot but not pierced and not bleeding. After briefing the Duty Flight Surgeon, and him not recommending a MEDEVAC, Sector Anchorage placed the vessel on a 6hour communications schedule while enroute to Kodiak. After the meds took effect the crewman no longer reported pain in eye. The vessel will reevaluate fishing vs. returning to homeport at 0530 local time once the entire crew wakes up. The vessel has arrived safely in Kodiak Harbor and the injured person will see a doctor this morning. Case Closed.
5/8/11	FV DUWAMISH	2	0	N	SCC Juneau received a phone call from the reporting source, Vickie Adams, stating that she had just spoken to Kenny Earnst onboard the F/V DUWAMISH and the VSL and all persons onboard were safe. SCC Juneau contacted the VSL and confirmed they were not in distress and had not intended to return to port until 07 MAY. The VSL had gone to Naha Bay to conduct testing on the reduction gear, and were IVO Knudson Cove when SCC Juneau established communications with them. They arrived in Ward Cove, Ketchikan at 1700Z where Station Ketchikan conducted a post SAR boarding with no discrepancies. Case Closed.
5/17/11	FV DIVALU	1	0	N	Sector Anchorage received a MAYDAY relay reporting the F/V DIVALU, a 32ft bow picker participating in the Copper River sockeye salmon fishery, was taking on water 20 NM South of Cordova. Sector Anchorage assumed SMC and launched CGR-6014 from AVSUFAC Cordova. The DIVALU was able to stabilize the flooding using the dewatering pump with assistance of the rescue swimmer and returned safely to Cordova on her own power. Case Closed.

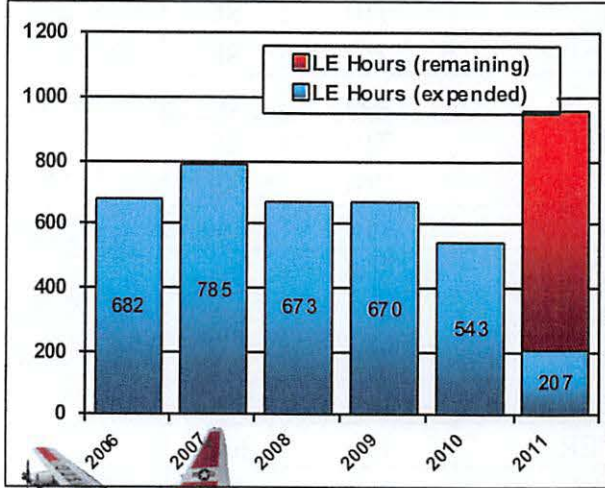
5/18/11	20 FT Skiff	5	5	Y	171541U: SECANC received a report of a Pacific Alaska Shellfish Company clam skiff overdue with 5 POB on a transit from Crescent Creek to Polly Creek (~4.5nm) in Cook Inlet. 171607U: Another clam skiff in the area returned to the last known position and found one deceased person on shore. SECANC directed the launch of CG-1790 and CG-6015 from A/S Kodiak and diverted CGC ROANOKE ISLAND to search for the remaining missing persons. 171802U: CG-6015 located 2 deceased persons partially submerged along with other articles of clothing. Searches continued throughout the night and into the morning. 181048U: CG-6015 located the remaining 2 persons deceased on the mud flats below the high tide line. The skiff was located nearby upright and full of water. Case closed for SAR, investigation pends.
5/19/11	FV ABBY GAIL	1	0	N	MAYDAY CALL - F/V ABBY GAIL - IVO EGG ISLAND: 191134U May 11 Sector Anchorage received a MAYDAY call on channel 16 from F/V ABBY GAIL. The vessel did not respond to call outs. Sector Anchorage issued a UMIB and requested launch of AVSUFAC Cordova H60. Prior to launch, Sector determined from good sam vessels on scene that ABBY GAIL was not in distress and was having electrical malfunctions. ABBY GAIL was able to continue fishing/transit. Case closed.
5/19/11	FV KNEE DEEP	3	0	Y	DISABLED AND ADRIFT - F/V KNEE DEEP - 16 NM SOUTH OF CORDOVA: 192024U May 11 Sector Anchorage received a distress call from the F/V KNEE DEEP disabled and adrift with 03 POB. CG-6014 diverted from WAR HAWK case and determined that the only solution to the situation, given on scene conditions, was to hoist the persons off. Wx on scene was winds 30-40 knots, seas 15 feet, 01 NM vis. The rescue swimmer was deployed, CG-6014 conducted the hoists and delivered the survivors to EMS at AVSUFAC. They were mildly hypothermic, but otherwise in good condition. Sector issued BNM for the drifting vessel. Water in the fuel tank is suspected cause of engine failure. KNEE DEEP is a 28 FT aluminum bow-picker with approx 50 gallons of gasoline on board. SAROPS drift modeling shows vessel could have made landfall by now on east side of Hinchinbrook Island. Case closed for SAR.
5/19/11	FV WAR HAWK	1	0	N	T.O.W. - F/V WAR HAWK - 17 NM SOUTH OF CORDOVA: 191815U May 11 Sector Anchorage received a distress call from WAR HAWK taking on water with 01 POB. AVSUFAC Cordova H60 was launched and CGC SYCAMORE was diverted to assist. Good Sam vessel OUTLAW arrived on scene and reported that WAR HAWK had stabilized and was making way toward Cordova. Sea water had been taken over the bow from 12-15 foot waves. CG-6014 continued to scene to escort and SYCAMORE was released. After diverting and responding to a separate case (see F/V KNEE DEEP below), CG-6014 returned to Pt. Whittier where the operator of WAR HAWK had beached the vessel. He did not respond to radio hails or acknowledge the presence of the helicopter while tending to nets on deck. CG-6014 observed no distress, took photos and was released from the case. MSU Valdez is engaged. WAR HAWK is a 28 FT fiberglass bow-picker on the CFVS look out list. Case closed for SAR.
5/21/11	FV NAKCHAMIK	2	0	N	Overdue - F/V NAKCHAMIK - Seward to Sand Point via Kodiak - 211605U May: Sector Anchorage received a report of an overdue 38' F/V NAKCHAMIK with 2 POB on a voyage from Seward to Sand Point with a stop in Kodiak expected on the 18th of May. The vessel departed Seward on 17 May and was not sighted since. SECANC assumed SMC, issued a UMIB, and conducted PRECOMMS/EXCOMMS. At 2200U a family member was contacted by F/V NAKCHAMIK operator and confirmed they were located at Afognak Island and in no distress. Case closed.
5/22/11	FV NEW WAVE	1	0	N	MEDICO - F/V NEW WAVE - IVO Naked Island, Prince William Sound: F/V NEW WAVE contacted Sector Anchorage via VHF requesting medical advice for a crewmember suffering from stomach pain and vomiting. MEDEVAC not recommended. Subject was transported to Whittier by good sam vsl, KAYAK CHIEF, where he was treated by awaiting EMS. Case closed.

5/25/11	FV NOR'QUEST	2	0	N	<p>Aground - F/V NOR'QUEST - Hagemeister Isl - 250220U: Sector Anchorage CC received a report via VHF of the 110' F/V NOR'QUEST aground IVO Togiak Bay after their anchor line gave way, causing them to drift ashore with 02 POB. D17 CC was notified, assumed SMC for the case and directed Sector Anchorage CC to issue a UMIB. D17 CC launched AIRSTA Kodiak C-130 to get eyes on scene and establish a CG presence. The F/V is aground on a sand bottom, with no damage or pollution reported and 15,000 gallons of fuel oil onboard. Low tide was at 0457U and high tide was at 1106U. At high tide, the vessel did not refloat. Sector Anchorage (COPT) has directed the NOR'QUEST to submit a salvage and lightering plan by 1530U. In addition, the M/V ADVENTURE attempted to assist the NOR'QUEST and hit a rock, disabling their steering. The ADVENTURE is currently anchored approximately 1 NM from the NOR'QUEST awaiting the arrival of the tug VIKING QUEEN, ETA 2200U. The VIKING QUEEN will tow the ADVENTURE to Anchor Point. Sector Anchorage personnel conducting on site assessment. Preliminary salvage and lightering plan and been submitted. Magone Marine has been contracted for salvage operations and is en route eta 27 May. They will develop the site safety plan en route. Case Pends.</p>
5/25/11	FV ALASKA VICTORY	1	1	N	<p>SAR - PIW - F/V ALASKA VICTORY - IVO Togiak Bay - 250640U May 11: At approximately 0642U, COMMSTA Kodiak received a PIW report from the F/V ALASKA VICTORY IVO Togiak Bay. The person had been in the water approximately 15 minutes before the Coast Guard was notified. The vessel and multiple Good Samaritans had already begun searching. A C130 returning from an overflight of F/V NOR'QUEST was on scene at 0740U, searched for approximately two hours and then returned to Kodiak. 1715 and 6007 were launched from Air Station Kodiak to assist the search and arrived on scene at 1300U and 1350U, respectively. The vessel and approximately six Good Samaritan's remained on scene to search until sunset. The man was confirmed to be a 55 YOM Japanese citizen. He was dressed in blue and green rainjacket and no life jacket. On scene weather conditions are east winds 20 kts, seas 6-8 ft, visibility 5-8 miles, broken skies. Based on SAROPS, the functional time is 1.6 hrs, the survival time is 3.0 hrs. ACTSUS Granted 261050Z May 11.</p>

IX. Coast Guard 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 in the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours

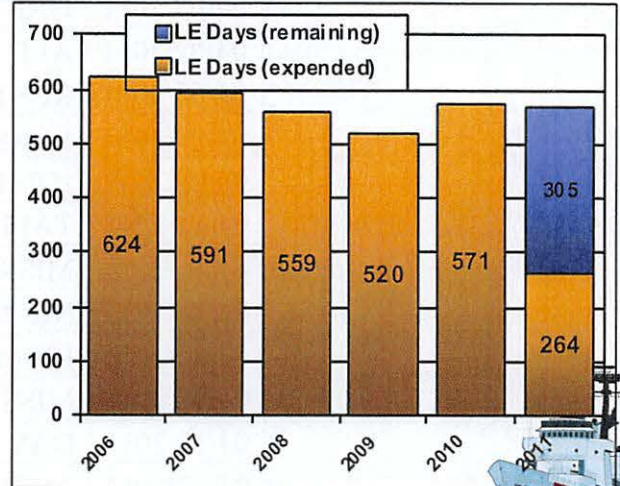


APR 2010 – MAY 2010

1 WHECs patrolled47 days
 1 WMECs patrolled19 days
 1 WLBs patrolled.....12 days
 6 WPBs patrolled79 days
Total Cutter patrol.....157 days

HC-130s flew134 hours
 HH-60/65s flew.....273 hours

Figure 6. Annual Major Cutter Days



APR 2011 – MAY 2011

3 WHECs patrolled.....77 days
 1 WMEC patrolled.....40 days
 1 WLB patrolled01 days
 5 WPBs patrolled.....40 days
Total Cutter patrol.....158 days

HC-130s flew157 hours
 HH-60/65s flew.....161 hours

Figure 7. APR – MAY HC-130 Hours

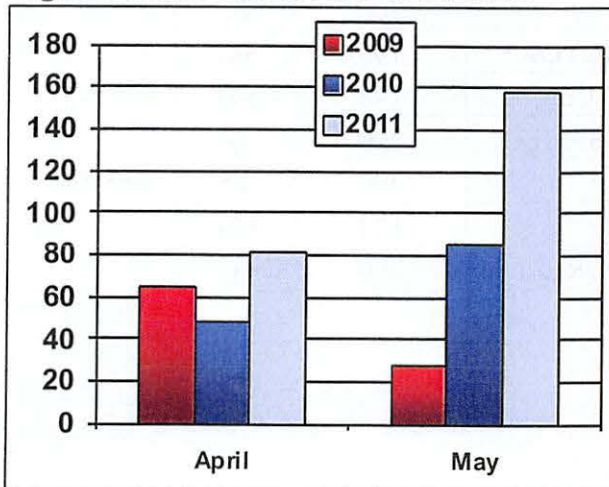
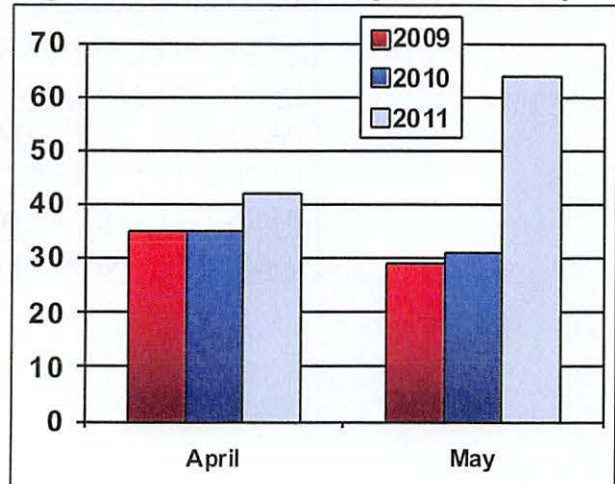


Figure 8. APR – MAY Major Cutter Days



Appendix A

01 APR – 31 MAY Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
04/02/2011	VIKING SPIRIT	200	3A
04/05/2011	PACIFIC SOJOURN	710	BS
04/05/2011	GAFF RK	710	SE
04/07/2011	ALITAK	710	SE
04/08/2011	RUSTLER	200	2C
04/09/2011	LORELEI II	710	SE
04/09/2011	JON K	710	SE
04/11/2011	TALISMAN	110	630
04/11/2011	MISS EMILY	200	3A
04/11/2011	NIP N TUCK	710	WY
04/12/2011	LIBERTY BAY	110	630
04/12/2011	MISS MICHELLE	110	630
04/12/2011	DAY TRIPPER	110	630
04/12/2011	AUTOMATIC	200	3A
04/13/2011	SAGA	200	2C
04/14/2011	LAURA	121	630
04/14/2011	TOPAZ	125	630
04/14/2011	CASCADE MARINER	710	BS
04/15/2011	CHELLISA	121	630
04/15/2011	BAY ISLANDER	121	630
04/16/2011	WINDJAMMER	270	509
04/16/2011	JEDI	200	3A
04/22/2011	CRUSADER	200	2C
04/24/2011	ORION	200	2C
04/25/2011	ALASKA VICTORY	193	541
04/25/2011	OCEAN PEACE	193	541
04/25/2011	ALEUTIAN SABLE	200	4A
04/26/2011	KELSEY	200	3A
04/26/2011	DEFENDER	122	521
04/26/2011	NEW VENTURE	200	2C

Appendix A (Cont.)

01 APR – 31 MAY Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
04/27/2011	CAPTAIN COOK	200	3A
04/27/2011	WONIYA	710	CG
04/28/2011	DUNDAS	200	2C
04/29/2011	CAPE RELIANT	710	CG
04/29/2011	US INTREPID	127	513
04/29/2011	ARICA	127	513
04/30/2011	AK7778AK	200	2C
04/30/2011	COURAGEOUS	110	513
04/30/2011	ALEUTIAN LADY	110	516
05/01/2011	EVE	200	2C
05/01/2011	ST PAUL	110	517
05/01/2011	ICY MIST	110	519
05/01/2011	GRANT	200	3A
05/02/2011	CYNOSURE	200	4A
05/03/2011	TAURUS	200	4A
05/04/2011	SPECTRE	710	3A/CG
05/05/2011	DISTANT	710	SE
05/05/2011	CHIKAMIN	710	SE
05/05/2011	NAVIGATOR	200	3A
05/05/2011	SIERRA MAR	200	3A
05/05/2011	VANSEE	200	3A
05/05/2011	SUNWARD	200	3A
05/05/2011	POLAR STAR	200	4A
05/05/2011	HUNTRESS	200	4A
05/05/2011	SHEMYA	200	4A
05/05/2011	SEAFISHER	121	541
05/05/2011	SEAFREEZE ALASKA	121	541
05/05/2011	LEGACY	121	541
05/06/2011	NORTH STAR	710	SE
05/06/2011	ODIN	710	SE

Appendix A (Cont.)

01 APR – 31 MAY Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
05/06/2011	VIKING SPIRIT	710	SE
05/06/2011	EVENING STAR	200	3A
05/06/2011	SPICY LADY	200	3A
05/06/2011	SEYMOUR	710	CG
05/09/2011	VENGEANCE	200	3A
05/09/2011	SHAWNA RAE	200	3B
05/10/2011	OCEANAIRE	200	3A
05/10/2011	SEBRIKA	200	3A
05/10/2011	NOMAD II	200	3A
05/10/2011	LAURA S	200	3A
05/10/2011	STAR WATCHER	110	630
05/10/2011	DELIVERANCE	200	4A
05/10/2011	BERING LEADER	110	521
05/11/2011	ENTERPRISE	127	509
05/12/2011	EXCELLAR	200	3A
05/12/2011	SURRENDER	200	3A
05/12/2011	SHEIK	200	3A
05/12/2011	BALLYHOO	710	BS
05/12/2011	MISS ROXANNE	200	3A
05/12/2011	DAWN		630
05/12/2011	CALLIE MARIE		630
05/14/2011	JUDI B	200	4B
05/15/2011	OLYMPIC	200	3A
05/15/2011	DREAM MAID	200	3A
05/16/2011	BEAUTY BAY	110	524
05/16/2011	SHINAKU	200	3A
05/18/2011	LETUN	710	BS
05/21/2011	VALLE LEE	200	3A
05/22/2011	VIXEN	200	3A
05/22/2011	SILVER TIP	200	3A

Appendix A (Cont.)

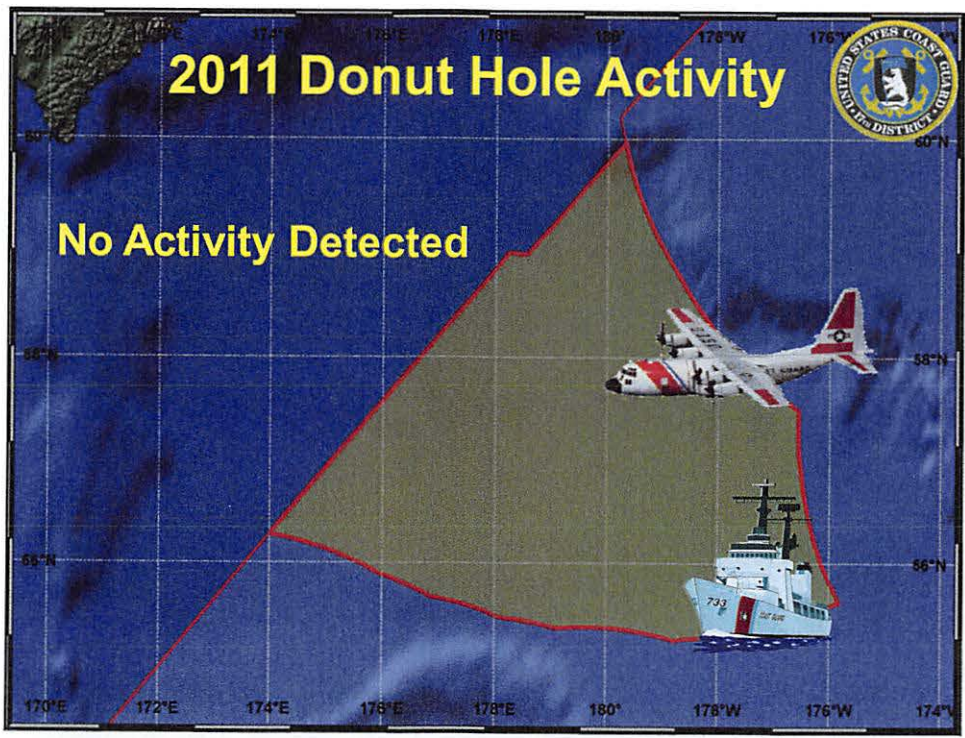
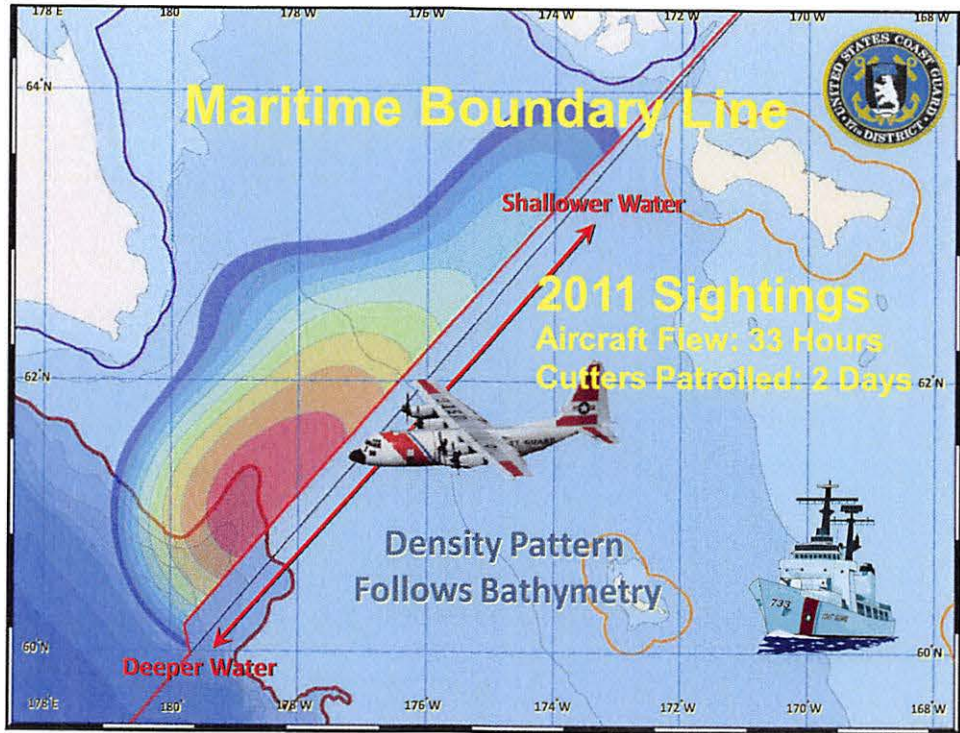
01 APR – 31 MAY Boardings Without Violations

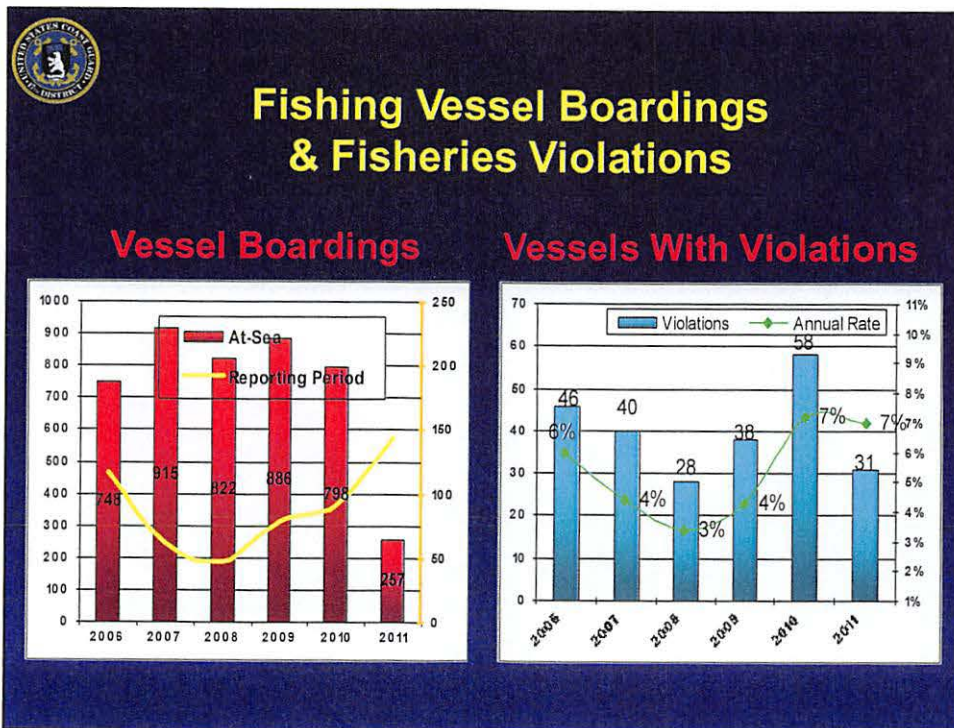
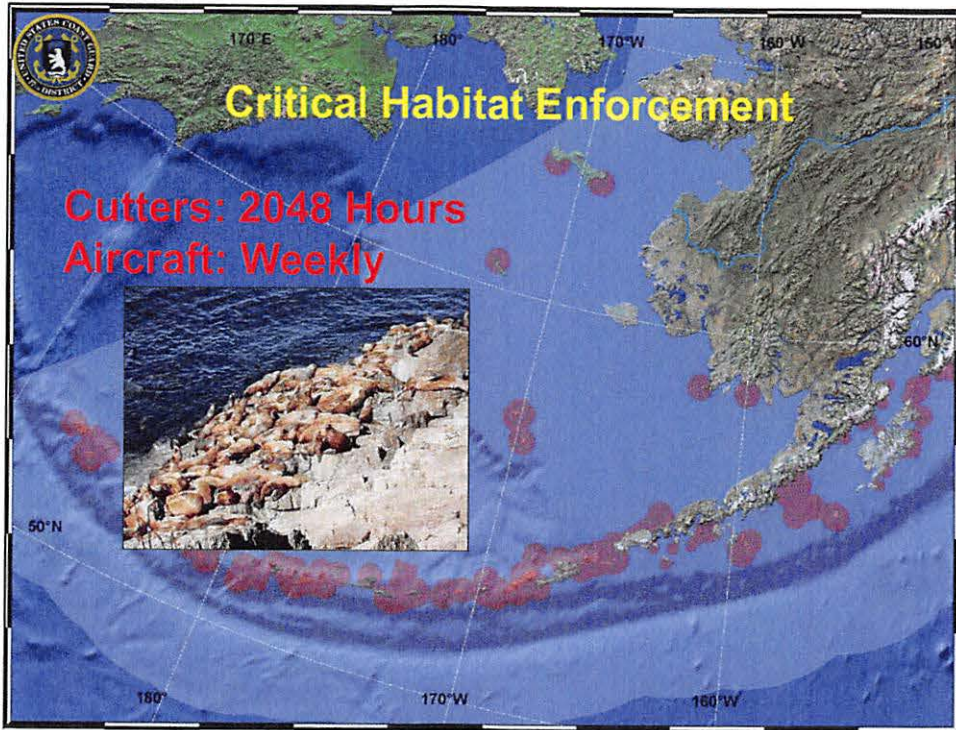
DATE	VESSEL NAME	FISHERY	AREA
05/22/2011	PACIFIC CAWN	200	3A
05/22/2011	KELTIE	200	3A
05/23/2011	CASTAWAY	710	CG
05/23/2011	AK8762AL	200	3A
05/23/2011	JAEGER	200	3A
05/23/2011	STJILBE	200	3A
05/23/2011	HARDY	200	2C
05/23/2011	QUIANA	200	3A
05/23/2011	FASCINATION	200	2C
05/23/2011	HANS HALVOR	200	2C
05/24/2011	VIGOROUS		
05/24/2011	ARROW		
05/24/2011	PILLAR BAY		
05/24/2011	ANDRONICA	710	BS
05/25/2011	ROSE-LYNN	200	2C
05/25/2011	CINNABAR	200	2C
05/26/2011	TAASINTE	200	3A
05/26/2011	STILLWATER	710	WG
05/26/2011	BLACK PEARL	710	WG
05/26/2011	CHALLENGER	200	3B
05/26/2011	ALASKA DREAM	110	519
05/27/2011	ALASKAN	200	3B
05/27/2011	WESTERN FREEDOM	200	3B
05/28/2011	KRUZOF	710	AI
05/28/2011	PRIMUS	710	WG
05/28/2011	MEMORIES	200	3B
05/29/2011	LUCKY LADY	200	4B
05/29/2011	VIS	710	WG
05/29/2011	MISS LORI	710	WG
05/30/2011	FRONTIER MARINER	710	AI
05/30/2011	EVENING STAR	710	WG
05/30/2011	STILLWATER	200	3B
05/31/2011	ANNA LANE	200	3A

Appendix B

01 APR – 31 MAY Boardings With Violations

DATE	UNIT	VESSEL NAME	FISHERY	VIO NOTES
04/03/2011	LIBERTY	HELBENT	200	IFQ Permit not onboard. NO TYPE IV THROWABLE PFD AND ALL VDS ON BOARD EXPIRED
05/16/2011	RUSH	CONSTANCE	130	FFP NOT O/B, MASTHEAD LT, EXP VDS,
05/17/2011	BERTHOLF	BRISTOL LEADER	110	LLP NOT O/B, MRA OVERAGE, INSUFF VDS
05/03/2011	BERTHOLF	LUCKY ISLAND	200	FFP NOT ONBOARD, HALIBUT PERMIT NOT ONBOARD, SABLEFISH PERMIT NOT ONBOARD, CURRENT COD NOT ONBOARD
04/12/2011	ROANOKE ISLAND	SHAMAN	110	EXPIRED VDS
04/30/2011	ALEX HALEY	MISS CORINNE	710	Liferaft Service, Hydrostatic Release, FCC License, EPIRB Registration
05/09/2011	LIBERTY	CASTAWAY	710	MSD
05/25/2011	NAUSHON	DRAKE	710	EXP VDS
05/26/2011	MUSTANG	ANGELETTE	200	EXPIREDEPIRB REG
04/07/2011	LIBERTY	ICY QUEEN	200	VMS NOT TURNED ON (ENDORSED FOR P-COD)
05/01/2011	MUSTANG	KAMILAR	200	OFFLOADS NOT ENTERED IN LOGBOOK
05/06/2011	LIBERTY	SARA DAWN	710	VMS NOT ONBOARD
04/28/2011	BERTHOLF	US LIBERATOR	110	LOGBOOK ERRORS AND FAILURE TO SUBMIT VPR ON TIME
04/22/2011	BERTHOLF	OCEAN ALASKA	125	Exceed MRA, logbook errors, failure to submit VPR in a timely manner
05/30/2011	RUSH	SEA VENTURE	710	Logbook/Clerical Errors
04/25/2011	BERTHOLF	GLACIER BAY	110	Exceed MRA, logbook vios, failure to submit VPR in a timely manner, and LLP not onboard
04/16/2011	RUSH	HELEN A	130	Expired/Improperly installed liferaft, improper SOLAS kit, Expired Hydrostatic Release, Insufficient Immersion Suits, Insufficient VDS.

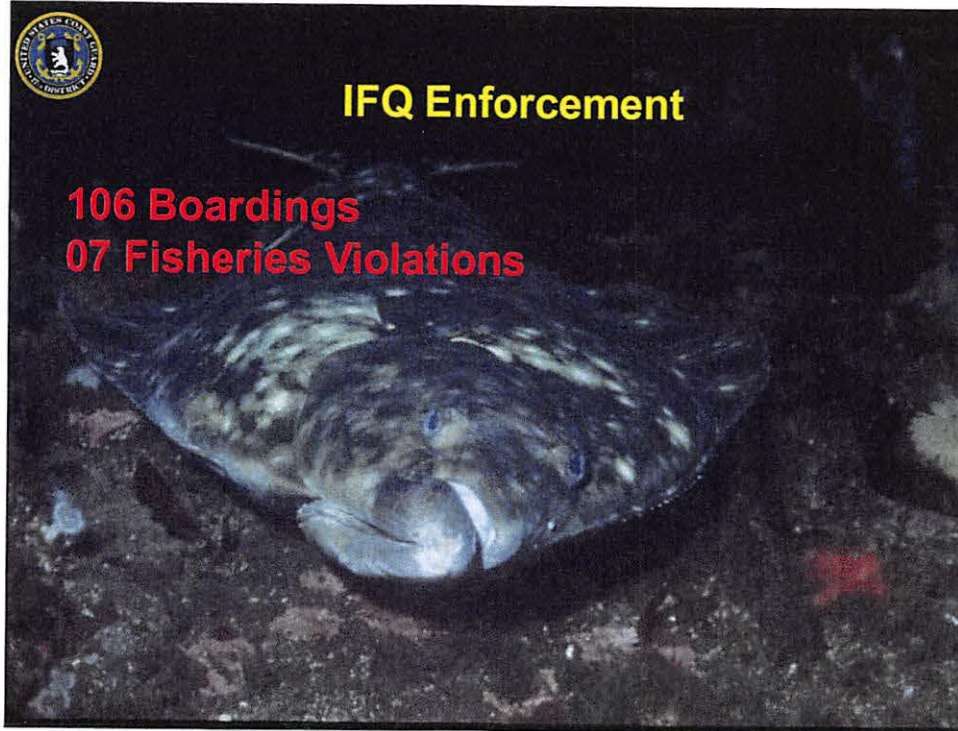






IFQ Enforcement

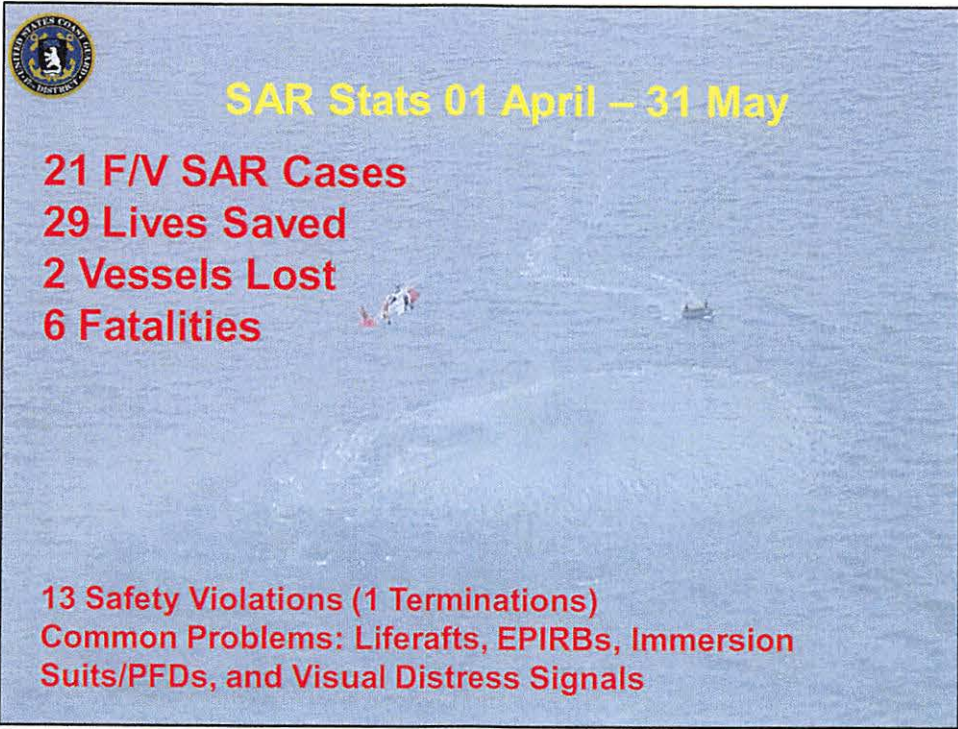
106 Boardings
07 Fisheries Violations



SAR Stats 01 April – 31 May

21 F/V SAR Cases
29 Lives Saved
2 Vessels Lost
6 Fatalities

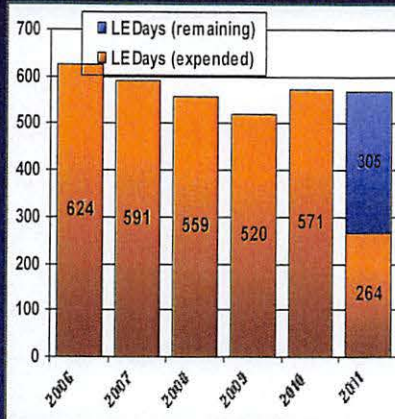
13 Safety Violations (1 Terminations)
Common Problems: Liferrafts, EPIRBs, Immersion Suits/PFDs, and Visual Distress Signals



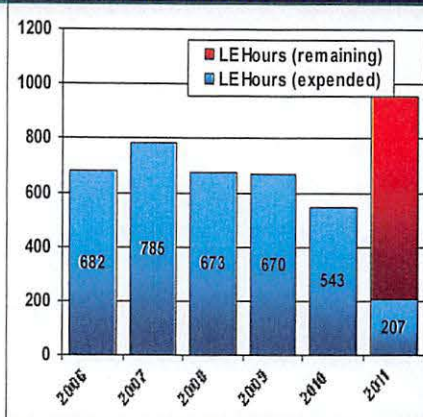


Major Cutter & C-130 Effort

Major Cutter Days



Aircraft Hours



Questions?



LT Anthony Kenne
Response Division, Enforcement Branch
7 June 2011