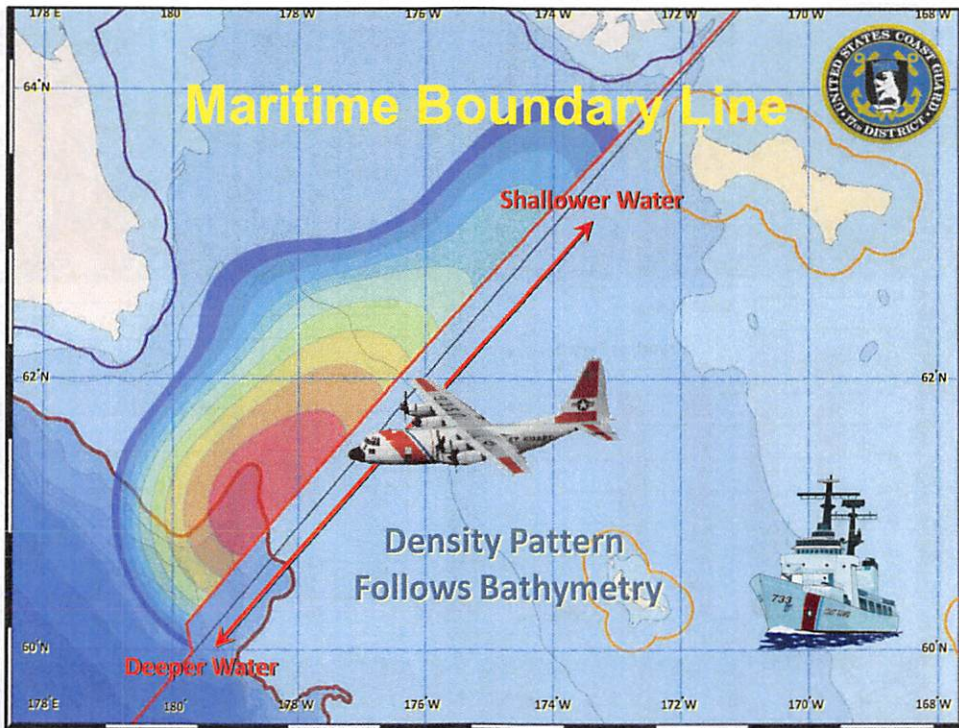
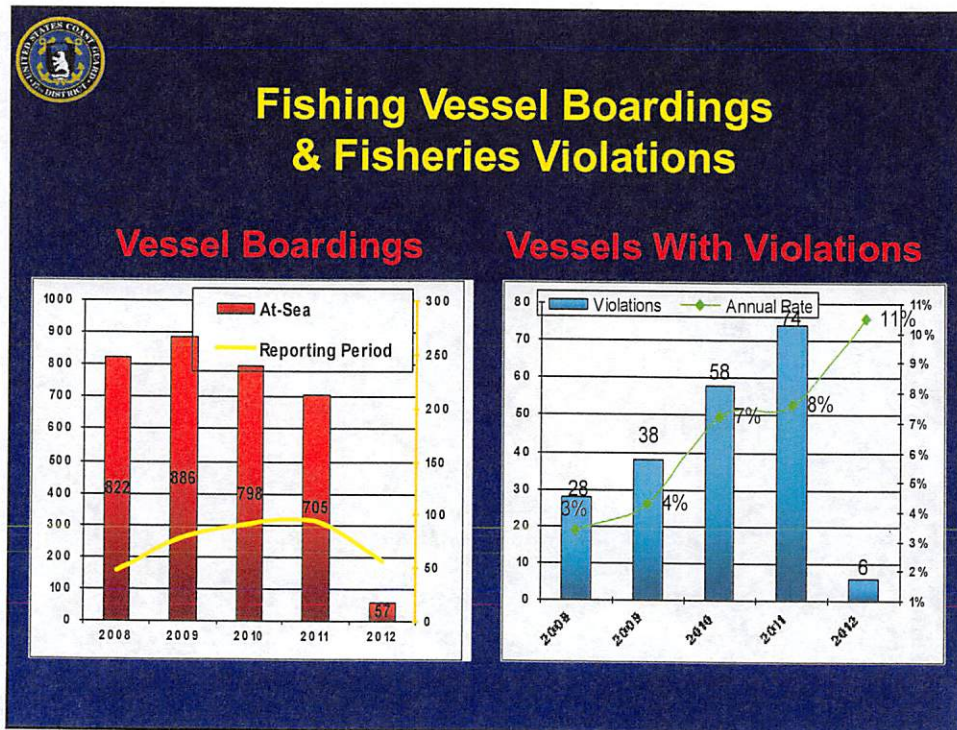
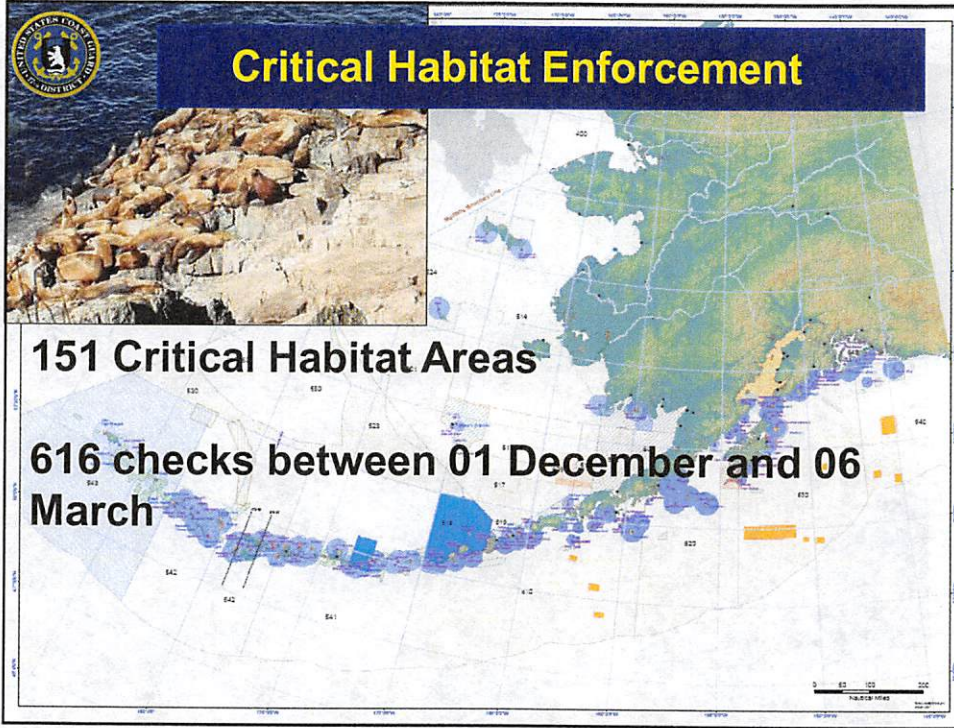


17th Coast Guard District Enforcement Report December 2011 – March 2012



LT Anthony Kenne
Response Division, Enforcement Branch
28 March 2012







IFQ Enforcement

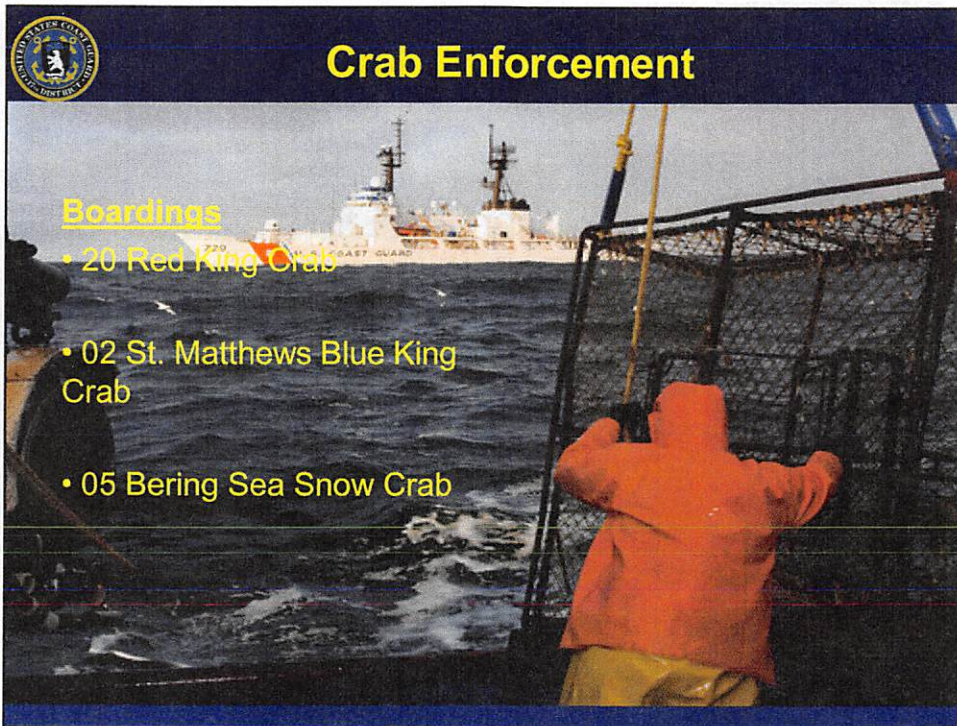
IFQ Halibut Fishery opened 17 Mar 2012



Crab Enforcement

Boardings

- 20 Red King Crab
- 02 St. Matthews Blue King Crab
- 05 Bering Sea Snow Crab





SAR Stats 01 December – 31 March 2012

34 F/V SAR Cases
25 Lives Saved
4 Vessel Lost
2 Fatalities

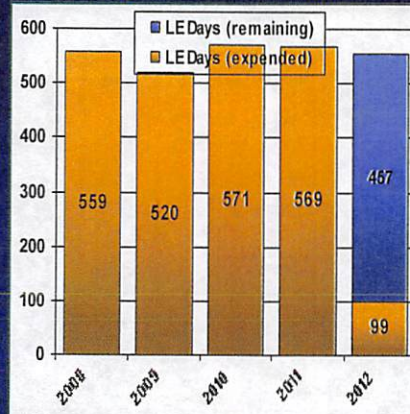


6 Safety Violations
Common Problems: Visual Distress Signals, sound producing device, expired hydrostatic release, and high water alarms

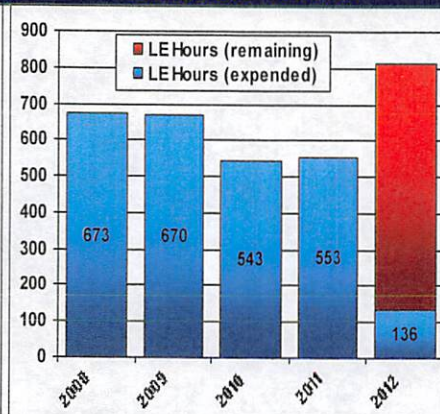


Major Cutter & C-130 Effort

Major Cutter Days



Aircraft Hours



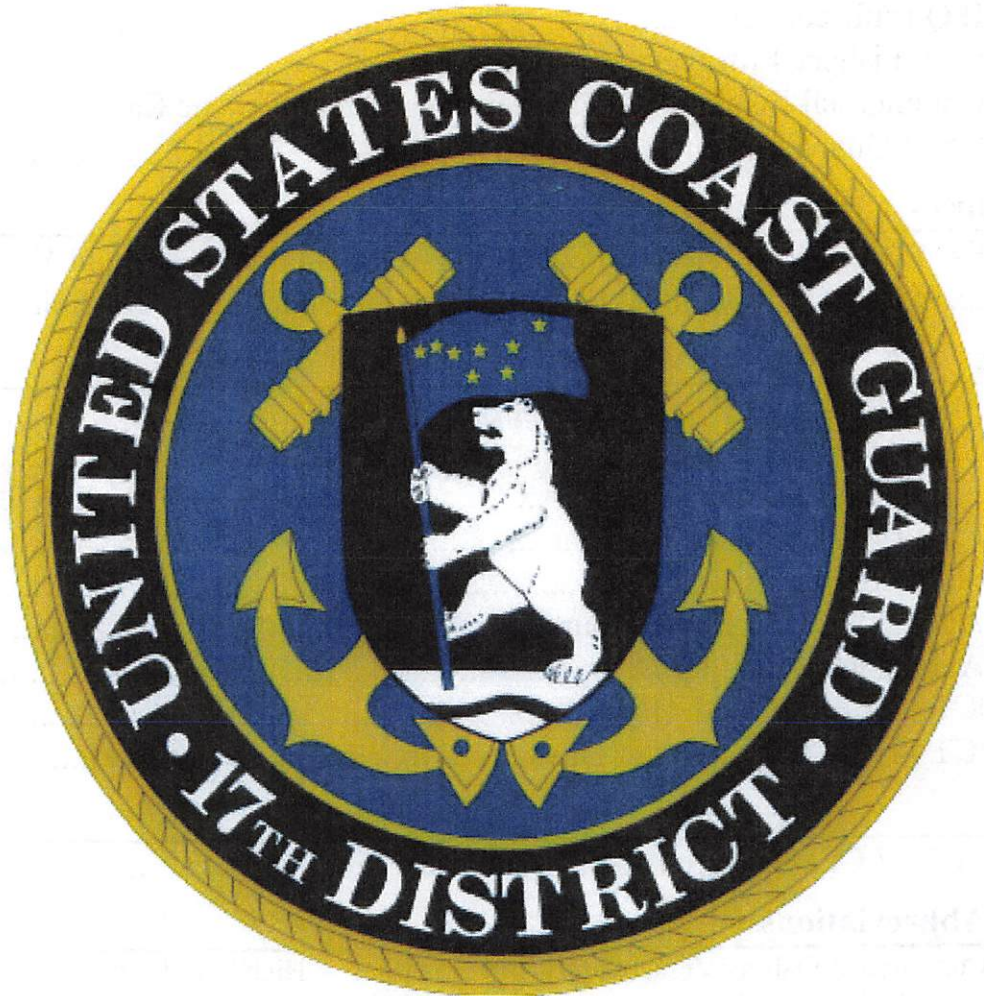


Questions?



LT Anthony Kenne
Response Division, Enforcement Branch
28 March 2012

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



December 2011 – March 2012

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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

There has been no HSDN Enforcement activity during the reporting period. Members of the Coast Guard 17th District enforcement staff will meet with the NPAFC Enforcement Committee in Jeju, Korea from 27-29 March to plan for the 2012 combined enforcement activities and establish patrol plans for the upcoming HSDN/IUU season.

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

Activity along the MBL has been light throughout the reporting period, with no activity noted since January. The Russian Pollock fishery closed in mid-January, and the ice edge has descended covering a large portion of the area. No incursions have been detected during the reporting period.

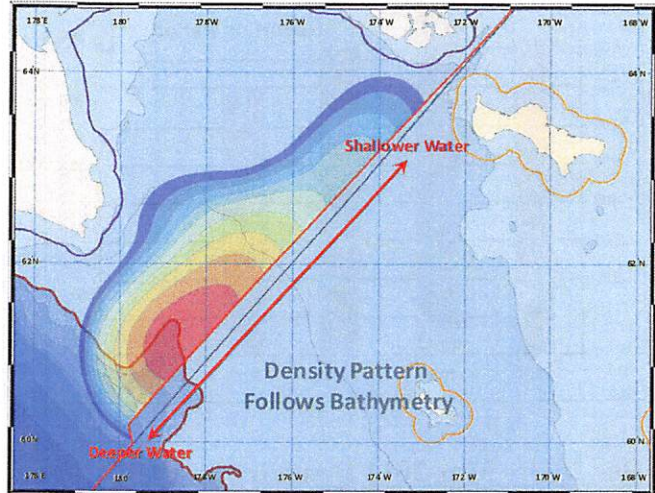


Figure 1: MBL Vessel Density

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 by any Convention nations in 2012.

IV. Steller Sea Lions and Critical Habitat Enforcement

Coast Guard Cutters and Aircraft monitored critical habitat areas on a near daily basis. Over the reporting period, Coast Guard assets monitored various critical habitat areas 616 different times between 01 December and 06 March. Of the 151 SSL critical habitat areas, Coast Guard assets covered 45% in December, 44% in January, and 85% in February. A significant number of our flights were cancelled due to weather conditions in December and January. There was one Steller Sea Lion take noted on a fishing vessel on 12 March. Basic information relating to this take was relayed to the NOAA Alaska Region Protected Resources Division, with additional details expected to be relayed to from the on board observer to the program.

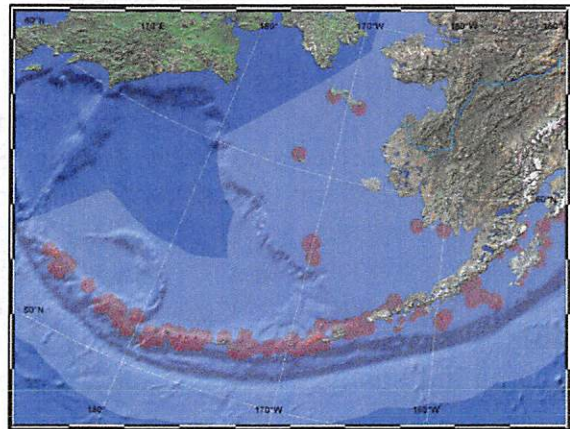


Figure 2: SSL Critical Habitats

V. Fishing Vessel Boarding Statistics

There were 57 domestic fisheries and fishing vessel safety boardings during the reporting period. These boardings resulted in a total of five safety violations and six fisheries violations. Figures 3 and 4 show the historic trend for boardings and violations.

Figure 3. Fisheries Boardings By Year

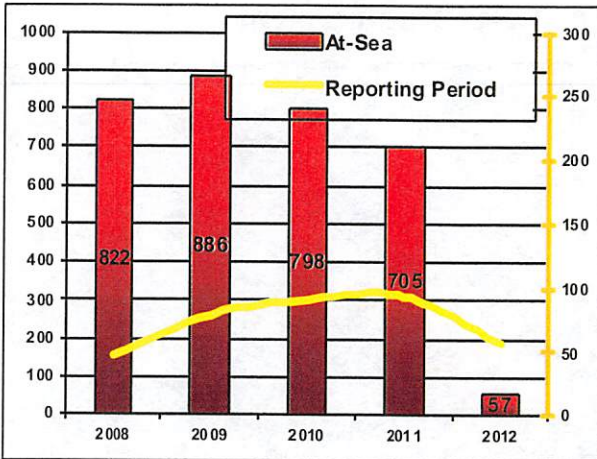
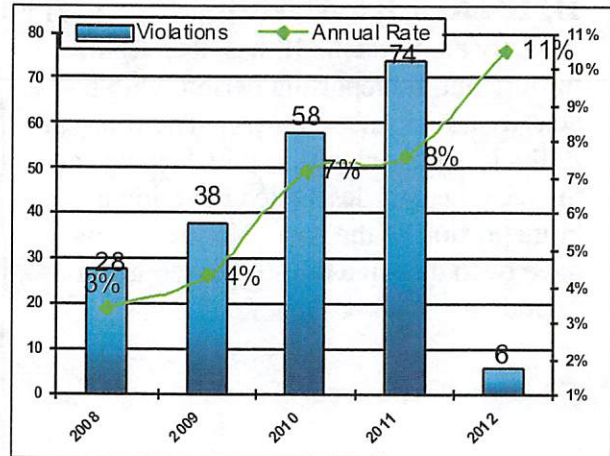


Figure 4. Fisheries Violations By Year



Dec 2010 - Mar 2011 Boardings

F/V Boardings (at sea):117
 Boarding w/fisheries violations:7
 Violation Rate:.....6.0%

Dec 2011 – Mar 2012 Boardings

F/V Boardings (at sea):55
 Boarding w/fisheries violations:04
 Violation Rate:.....7.3%

VI. IFQ Enforcement

The IFQ halibut fishery opened at 1200 Alaska Standard Time on 17 March 2012. No violations or early fishing were detected.

VII. Crab Fisheries Enforcement

Coast Guard enforcement effort over the period was focused on the Bering Sea Snow Crab fishery. Activity commenced in early January, and USCGC RUSH conducted 5 boardings on vessels targeting Opilio Crab with no violations detected. Ice has hampered deliveries to St. Paul off and on throughout this year's snow crab fishery.



VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, 5 vessels with a total of 6 safety violations were detected. There were no *voyage terminations* during the reporting period. Safety violations for the reporting period were for high water alarms, visual distress signals, sound producing device, injury placard, and expired hydrostatic releases.

There were 34 SAR cases, resulting in two lives lost, and four vessels lost. Table 1 below provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.

Figure 5. Historical Overview of CFVS Statistics (05 Mar)

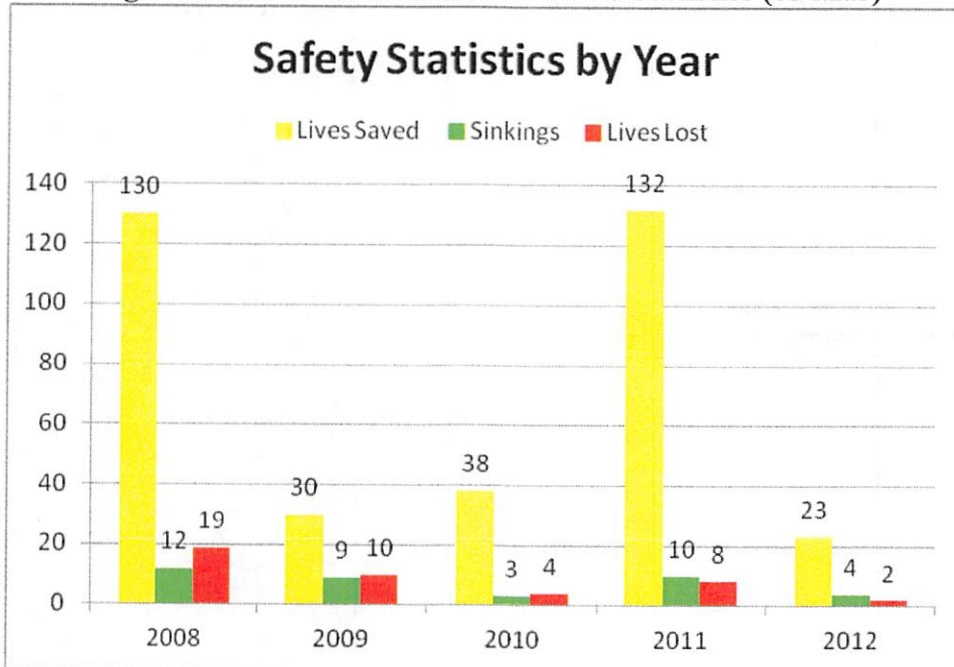


Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Table 1. CGD17 CFVS/Search and Rescue Case Summaries					
Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
01JAN2012	F/V CAPTAIN KIDD	1	0	N	SECTOR ANCHORAGE RECEIVED A MEDEVAC REQUEST FROM THE F/V CAPTAIN KIDD ON VHF CH. 16. THE VESSEL WAS NEAR PASAGSHAK BAY, KODIAK, AND HAD 27 YEAR OLD CREW MEMBER THAT HAD HIS ARM BECOME ENTANGLED IN THE ANCHOR LINE. HE SUFFERED A SEVERE FRACTURE OF THE ARM, AND WAS IN AND OUT OF CONSCIOUSNESS. SECTOR ANCHORAGE CONTACTED D17 AND D17 BRIEFED THE FLIGHT SURGEON. FLIGHT SURGEON RECOMMENDS MEDEVAC. A C-130 AND HH-60 WERE IN THE AREA DO TO PRIOR TASKING. THE HH60 RETRIEVED THE PERSON AND TOOK THEM TO KODIAK

					WHERE THEY WERE TRANSFERRED TO LOCAL EMS.
03JAN2012	F/V INCENTIVE	2	0	N	COMMSTA KODIAK WAS NOTIFIED THAT THE F/V INCENTIVE IS REQUESTING A MEDEVAC OF A 29YOM CREWMEMBER SUFFERING FROM POSSIBLE HEART ATTACK SYMPTOMS. F/V INCENTIVE WAS 50NM SOUTHWEST OF ST. PAUL ISLAND MAKING 6-8KTS WITH AN ETA TO SAINT PAUL OF 7-8HRS. CREWMAN WAS TRANSFERRED TO THE ST. PAUL CLINIC.
04JAN2012	F/V CAPE CAUTION	1	0	N	DISTRICT 17 COMMAND CENTER RECEIVED A REPORT OF A 406 EPIRB FROM THE F/V CAPE CAUTION NEAR PORT MILLER. D17 CONFIRMED FROM OWNER THAT VESSEL WAS UNDERWAY AND FISHING. SECTOR ANCHORAGE AND COMMUNICATIONS STATION KODIAK CONDUCTED CALLOUTS AND ISSUED A UMIB WITH NEG RESULTS. D17 DIVERTED C-130 AND LAUNCHED MH-60 FROM A/S KODIAK. VIA COMMUNICATIONS RELAY BY A NEIGHBORING FISHING VESSEL, D17 CONFIRMED NON-DISTRESS AND BEACON I.D. VESSEL'S 406 WAS KNOCKED LOOSE DUE TO ICY CONDITIONS.
11JAN2012	F/V CAPE RELIANT	4	0	N	COAST GUARD SECTOR ANCHORAGE RECEIVED A BROKEN VHF FM RADIO TRANSMISSION FROM THE 58-FT F/V CAPE RELIANCE REPORTING THAT THEY WERE TAKING ON WATER IN SOUTHERN SHELIKOF STRAIT. A UMIB WAS ISSUED AND LAUNCH OF READY H60 FROM AIR STATION KODIAK AUTHORIZED. CGR 1709 AND CGR 6006 DEPARTED KODIAK ENROUTE DISTRESSED VESSEL POSITION. UMIB WAS ANSWERED UP TO BY F/V CLIPPER SURPRISE WHO BEGAN HEADING TO DISTRESSED LOCATION. 1709 ARRIVED ON SCENE AND STAYED ON SCENE UNTIL CGR 6006 WHEN IT WAS RELEASED FROM CASE. CGR 6006 REMAINED ON SCENE UNTIL F/V CLIPPER SURPRISE ARRIVED ON SCENE THEN ORELEASED. CLIPPER SURPRISE ESCORTED CAPE RELIANT UNTIL SAFELY MOORED IN AKHIOK. VESSEL WAS ESCORTED UNTIL THEY WERE SAFELY MOORED IN AKHIOK. ALL ASSETS RELEASED.
15JAN2012	F/V CLIPPER SURPRISE	1	0	N	MASTER OF THE F/V CLIPPER SURPRISE REQUESTED MEDICAL ADVICE FROM THE D17CC FOR A 21YOM CREWMEMBER SUFFERING FROM ABDOMINAL PAIN AND VOMITING. D17CC CONSULTED THE DUTY FLIGHT SURGEON WHO CONCURRED WITH VESSEL'S ACTIONS TO PROCEED TO SAND POINT FOR MEDICAL CARE. D17CC MONITORED F/V INTO PORT WHERE PATIENT WAS TRANSFERRED TO CLINIC

					AND COMMERCIAL TRANSPORT TO ANCHORAGE.
17JAN2012	F/V KATHERINE	5	0	N	SECTOR ANCHORAGE WAS NOTIFIED BY THE F/V KATHERINE THAT THEY WERE DISABLED AND NEEDED ASSISTANCE. ENGINE FAILURE WAS DETERMINED TO BE DUE TO LOSS OF MOTOR OIL. F/V ORION RESPONDED TO UMIB AND REMAINED ONSCENE STANDING BY TO ASSIST. F/V KATHERINE ABLE TO AFFECT REPAIRS TO ENGINE, CONTINUED FISHING WITH PLANS TO SUBMIT 2692 TO MSD KODIAK.
18JAN2012	F/V REDHEAD	5	0	N	SECTOR JUNEAU COMMAND CENTER RECEIVED A PHONE CALL FROM THE F/V REDHEAD, REPORTING THAT IT WAS CONDUCTING A MEDEVAC FROM METLAKATLA AND HAD BECOME DISABLED. STATION KETCHIKAN WAS DIRECTED TO LAUNCH CG 47260 TO ASSIST. THE COMMAND CENTER THEN RECEIVED A SUBSEQUENT PHONE CALL FROM 911 DISPATCH, REPORTING THAT THE F/V REDHEAD HAD SUFFERED AN EXPLOSION, AND THERE WERE MULTIPLE INJURIES INCLUDING SMOKE INHALATION AND CHEMICAL BURNS. CG 47260 AND 25773 PROCEEDED IMMEDIATELY TO THE LOCATION. ONCE ONSCENE IT WAS DETERMINED THAT THERE HAD BEEN NO EXPLOSION OR INJURIES. THREE PERSONNEL WERE TRANSPORTED SAFELY TO KETCHIKAN AND TRANSFERRED TO EMS. A GOOD SAMARITAN COMPLETED THE TOW OF F/V REDHEAD BACK TO METLAKATLA.
19JAN2012	F/V GLACIER BAY	23	0	N	154' F/V GLACIER BAY (23POB) REPORTED TO COMMSTA KODIAK THAT THEY HAD AN ENGINE ROOM FIRE, THE FIRE HAD BEEN SECURED AND THEY LOST STEERING. THEY REPORTED THAT THEY WOULD BE SETTING THE FIRE WATCH AND ASSESSING DAMAGE. COMMSTA LOST COMMUNICATIONS WITH THE VESSEL AND THEN D17CC RECEIVED AN EPIRB ALERT FOR THE GLACIER BAY. COMMSTA WAS UNABLE TO REGAIN COMMUNICATIONS, AND CG6503, TWO FOL ST. PAUL MH60'S, AND AIR STATION KODIAK C130 WERE REQUESTED TO LAUNCH. SHORTLY AFTERWARDS, COMMSTA REGAINED COMMUNICATIONS AND CLARIFIED THAT THE VESSEL WAS NOT IN IMMEDIATE DISTRESS. ALL ASSETS WERE STOOD DOWN PRIOR TO LAUNCH. GLACIER BAY RETURNED THE MAIN ENGINES POWER AND THE VESSEL MADE WAY TOWARDS DUTCH HARBOR (100NM OUT). THE VESSEL WAS OPERATING UNDER EMERGENCY BATTERY POWER AND EMERGENCY STEERING. THE VESSEL'S AGENT ARRANGED FOR COMMERCIAL TOW. GOOD SAMARITAN F/V

					CLIPPER EPIC EN ROUTE TO PROVIDE ASSISTANCE UNTIL TUG ARRIVES. THE MASTER IS UNSURE OF WHETHER OR NOT INMARSAT WILL BE FUNCTIONAL BUT COMMS WILL BE PASSED TO THE CLIPPER EPIC WHO WILL RELAY TO THE GLACIER BAY'S HANDHELD VHF IF THE VESSEL LOSES EMERGENCY POWER. VESSEL WAS PUT ON A COMMUNICATION SCHEDULE WITH COMMSTA KODIAK DURING THEIR TRANSIT TO DUTCH HARBOR.
24JAN2012	F/V KIMBERLY	4	0	Y	17CC RECEIVED A CALL FROM ARLENE KOPUN, REPORTING THE 58' FV KIMBERLY AGROUND IN PORTAGE BAY IN SHELKOF STRAIT. 4 ADULT POB, INCLUDING HER 66YO HUSBAND. D17CC DIRECTED LAUNCH OF AIRSTA KODIAK MH-60, THEN SHIFTED SMC TO SECTOR ANCHORAGE. SECTOR ANCHORAGE ASSUMED SMC, ISSUED URGENT MARINE INFORMATION BROADCAST, AND LAUNCHED MH-60 READY CREW FROM A/S KODIAK, AND C-130 FROM ELMENDORF. AFTER THE FIRST TWO MH60 SORTIES WERE PREVENTED BY WEATHER FROM RESCUING THE SURVIVORS. AT FIRST LIGHT CONDITIONS IMPROVED, AND CGR6005 WAS ABLE TO CONDUCT, AND SAFELY HOIST ALL CREWMEMBERS FROM LIFE RAFT. CGR6005 REPORTED THAT 2 OF CREWMEN WERE SEVERLY HYPERTHERMIC, AND OTHER 2 WERE IN GOOD CONDITION. CGR6005 TRANSFERRED ALL 4 CREWMEN TO AWAITING EMT AT KODIAK FOR FURTHER EVALUATION. THE SURVIVORS WERE TRANSPORTED TO KODIAK FOR FURTHER TRANSFER TO PROVIDENCE HOSPITAL.
25JAN2012	F/V HERITAGE	7	0	Y	COAST GUARD SECTOR ANCHORAGE RECEIVED A MAYDAY BROADCAST FROM THE FISHING VESSEL HERITAGE STATING THEY WERE TAKING ON WATER IN VICINITY OF TANNER HEAD. CGR 6010 WAS ALREADY ON SCENE WITH AN ONGOING CASE ON WEST SIDE OF SHELKOF STRAIT DIVERTED DUE TO SERIOUSNESS OF CASE. CGR 6010 ARRIVED ON SCENE AND RECOVERED 2 PERSONS FROM THE WATER. THE F/V TUXEDINI ARRIVED ON SCENE AND RECOVERED 5 PERSONS FROM A LIFE RAFT. VERIFICATION WAS MADE THAT ALL 7 PERSONS ONBOARD THE VESSEL WERE ACCOUNTED FOR. CG 6010 TRANSPORTED 2 SURVIVORS TO KODIAK AND F/V TUXEDINI REPORTED THEY WOULD TAKE SURVIVORS TO KODIAK. F/V HERITAGE REPORTED AS SUNK IN OVER 200 FEET OF WATER.
28JAN2012	F/V ARCTIC SEA	?	0	N	D17CC RECEIVED A CALL FROM D13CC OF AN UNLOCATED 406 EPIRB FOR THE FV ARCTIC SEA, A CRABBER HOME PORTED IN SEATTLE. D13CC REQUESTED

					UMIBS BE SENT IN D17 AOR. LOCATED ALERT RECEIVED FOR VESSEL IN POSN UNDERWAY 13NM SW OF ST. PAUL ISLAND. D17 ASSUMED SMC FROM D13. ORDERED LAUNCH OF AIRSTA KODIAK FOB ST. PAUL MH-60 CREW. RECEIVED WORD FROM COMMSTA KODIAK VIA RELAY WITH FV PINNACLE THAT THE ARCTIC SEA WAS OK AND ACCIDENTALLY ACTIVATED THEIR 406 WHEN IT GOT KNOCKED OUT OF ITS BRACKET. STOOD DOWN MH-60 AND CANCELLED UMIBS.
29JAN2012	F/V NORTHERN SPIRIT	7	0	N	SECTOR ANCHORAGE COMMAND CENTER RECEIVED A TELEPHONE CALL FROM THE MASTER OF THE F/V NORTHERN SPIRIT, HE REPORTED THAT HE HAD GROUNDED HIS VESSEL AT 0325V THIS MORNING, RESULTING IN SOME MINOR ABRASION DAMAGE TO HULL AND WAS TAKING ON SOME WATER. THE MASTER WAS CONFIDENT THAT HE HAD PLUGGED THE HOLE IN THE HULL AND WAS NO LONGER TAKING ON WATER AT A CONSIDERABLE RATE AND WAS CONFIDENT THAT HE COULD TRANSIT BACK TO DUTCH HARBOR WITHOUT PROBLEMS. VSL SAFELY ARRIVED IN DH AND MOORED AT MAGONE MARINE DOCKS. DIVERS FOUND A 23IN LONG BY 1 1/2IN WIDE GASH IN HULL AND DAMAGE TO HOUSING BOX. MSD CONDUCTED INTERVIEW WITH CAPTAIN, ADMITTED TO FALLING ASLEEP AT WHEEL.
30JAN2012	F/V GOLDEN ALASKA	1	0	N	D17CC RECEIVED A CALL FROM HEATH FORCE PARTNERS (HFP) REQUESTING A MEDEVAC FROM THE F/V GOLDEN ALASKA THAT HAS A 49 YOM SUFFERING FROM BREATHING DIFFICULTIES - DFS RECOMMENDED NO MEDEVAC AND TO PROCEED TO DUTCH HARBOR FOR FURTHER TREATMENT. F/V GOLDEN ALASKA CURRENTLY HAS AN ETA OF 302300ZJAN12, 1400V. D17 ESTABLISHED A COMMUNICATION SCHEDULE VIA HFP FOR PATIENT STATUS UPDATES. F/V GOLDEN ALASKA ARRIVED IN UNALASKA BAY AND PATIENT WAS SAFELY TRANSPORTED TO AWAITING EMS VIA SMALL BOAT AND IS EN ROUTE TO DUTCH HARBOR CLINIC FOR FURTHER MEDICAL TREATMENT.
04FEB2012	F/V QUINNAT	2	0	N	SECTOR ANCHORAGE COMMAND CENTER (SCC) OVERHEARD THE F/V QUINNAT MAKE A "PAN PAN" BROADCAST OVER VHF CH16, STATING THEY WERE IVO OF VALDEZ ARM BETWEEN TATITILEK, AND GLACIER ISLAND. SCC RESPONDED TO CALL, AND VESSEL REPORTED THAT THEY WERE ABOUT TO LOSE CONTROL OF VESSEL, WITH 2 POB. SCC ASSUMED SMC, ISSUED URGENT MARINE INFORMATION BROADCAST, DIRECTED LAUNCH OF STATION VALDEZ, AND CGC MUSTANG TO ASSIST. PRIOR TO LAUNCH

					OF ANY ASSETS, VESSEL WAS ABLE TO REGAIN CONTROL AND STATED THEY WERE NO LONGER IN NEED OF ASSISTANCE. F/V QUINNAT SAFELY MADE IT TO ROCKY POINT, N. OF TATITLEK WHERE THEY DECIDED TO ANCHOR FOR A COUPLE OF DAYS AND WAIT OUT THE WEATHER.
05FEB2012	F/V OCEAN ROVER	1	0	N	D17 CC RECEIVED A CALL FROM HEALTH FORCE PARTNERS REQUESTING A MEDEVAC OF A 21YOF SUFFERING FROM ABDOMINAL PAINS. D17CC CONTACTED DFS; CONDUCTED A CONF CALL WITH DFS AND HEALTH FORCE PARTNERS TO DISCUSS PATIENT'S CONDITION. DFS RECOMMENDED THAT PATIENT STAY O/B VESSEL WHICH WILL PROCEED TO DUTCH HARBOR. BRIEFED SMC WHO CONCURS WITH RECOMMENDATION. D17 CC HAD F/V ON COMMS SCHEDULE UNTIL THEY ARRIVED IN DUTCH HARBOR WHERE THE CREWMEMBER IS GETTING FURTHER TREATMENT.
06FEB2012	F/V SACHEM	1	0	N	SECTOR JUNEAU COMMAND CENTER RECIEVED A VHF-FM RADIO CALL FROM THE FISHING VESSEL SACHEM WHO REPORTED THAT THEIR ENGINE HAD FAILED AND THE VESSEL WAS NOT MAKING WAY. AFTER SCC ISSUED A MARB THE F/V IDA MARIE ANSWERED THE MARB AND TOWED THE VESSEL TO SITKA.
10FEB2012	F/V BERING STAR	6	0	N	COMMUNICATIONS STATION (COMMSTA) KODIAK RECEIVED A REPORT OF THE F/V BERING STAR SUFFERING FROM AN ENGINE ROOM FIRE; FIRE WAS EXTINGUISHED IMMEDIATELY. GOOD SAM VESSEL JENNIFER A ARRIVED ON SCENE TO ASSIST. NO COAST GUARD ASSISTANCE WAS REQUESTED. COMMSTA KODIAK ESTABLISHED COMMUNICATIONS SCHEDULE WITH VESSEL. BERING STAR ESTABLISHED POWER AND IS HEADING DIRECT TO DUTCH HARBOR ON OWN POWER.
10FEB2012	F/V LUCKY LADY	4	0	N	ON 10FEB12 AT 1202V SECTOR ANCHORAGE COMMAND CENTER (SCC) RECEIVED A CALL ON VHF CH 16 FROM THE F/V LUCKY LADY STATING THEY LOST PROPULSION, POSSIBLY DUE TO THEIR PROPELLER COMING OFF, WITH 04 PERSONS ON BOARD. VESSEL STATES THEY AREN'T IN DANGER OF RUNNING AGROUND AT THIS TIME, DRIFTING AT A SPEED OF 1.5 KNOTS. F/V STATED THEY WOULD ACCEPT A MARINE ASSISTANCE REQUEST BROADCAST, AND OR COMMERCIAL ASSISTANCE IF SCC CAN ARRANGE. SCC THEN CONTACTED THE CGC ROANOKE ISLAND, AND BRIEFED THEM ON THE F/V LUCKY LADY STATUS. CGC ROANOKE ISLAND IS IN THE VICINITY OF PORT GRAHAM, WITH ESTIMATED TIME OF ARRIVAL TO THE

					VESSEL OF 4-5 HOURS. THE F/V MICHELLE RENEE WAS ABLE TO ASSIST AND TOW THE F/V LUCKY LADY SAFELY BACK TO KODIAK. ROANOKE ISLAND STOOD DOWN ONCE TOW WAS ESTABLISHED. F/V LUCKY LADY ARRIVED SAFELY IN KODIAK.
14FEB2012	F/V ALLIANCE	1	0	N	SEC ANCH RELAYED TO D17 THAT THE F/V ALLIANCE, 107FT CATCHER/PROCESSOR, REPORTING THEY HAVE AN INJURED 28YOM CREWMEMBER O/B SUFFERING FROM LOSS OF ALL DIGITS ON LEFT HAND. SHIP ROLLED AND HIS HAND WENT INTO THE BAIT MULCHER TAKING ALL 5 FINGERS TO THE PALM OF HAND. F/V ALLIANCE 80NM FROM DUTCH HARBOR, AND EN ROUTE AT 10KTS WITH ETA OF 8HRS. DFS BRIEFED AND RECOMMENDS MEDEVAC TO DUTCH HARBOR TO AWAITING COMMERCIAL SERVICES. DUE TO WX COAST GUARD HELICOPTER UNABLE TO LAUNCH. VSL MOORED IN DH AND TRANSFERRED PATIENT TO CLINIC.
14FEB2012	F/V CORAL SEA	3	0	N	F/V CORAL SEA DISABLED IN SCOW BAY BY BEAUCHAMP ISLAND (SE OF SITKA). SITKA MOUNTAIN RESCUE LAUNCHED, LOCATED VESSEL AND TOWED VSL TO SAFE AREA (SECOND NARROWS OFF MIDDLE CHANNEL). ALTHOUGH THE MASTER STAYED WITH THE VESSEL, TWO PERSONS WERE TAKEN OFF VSL AND RETURNED TO SITKA W/SMR. THE RETURNING CREWMEMBERS WERE GOING TO GET THE NECESSARY PARTS TO AFFECT REPAIRS AND RETURN ON 16FEB TO ASSIST THE CORAL SEA.
16FEB2012	F/V VALLE LEE	3	0	N	SECTOR JUNEAU RECEIVED REPORT FROM F/V VALLE LEE (47 FT, O.N. 606651) HARD AGROUND ON ROCK BOTTOM. ALL THREE POB EVACUATED INTO SKIFF. VESSEL HIGH AND DRY AND CURRENTLY LISTING 40-45 DEGREES TO STARBOARD. NO SIGNIFICANT HULL (FIBERGLASS) DAMAGE OR POLLUTION OBSERVED. VALLE LEE GROUNDED AT HIGH TIDE. GOOD SAM VESSELS ON SCENE ASSISTED OFFLOADING ICE, FISHING GEAR AND WATER IN ORDER TO INCREASE BUOYANCY. 170900V VALLE LEE SUCCESSFULLY REFLOATED WITH NO APPARENT SIGNIFICANT DAMAGE, FLOODING OR POLLUTION. VALLE LEE TRANSITED TO SITKA UNDER OWN POWER.
20FEB2012	F/V VAGABOND QUEEN	0	0	N	D17 RECEIVED CALL FROM RCC ANCHORAGE STATING THAT THEY HAVE RECEIVED REPORTS FROM MULTIPLE AIRCRAFTS OF A 121.5 ELT. ONCE SCC ESTABLISHED A REASONABLE SEARCH AREA SCC LAUNCHED AIRSTA SITKA TO THE VICINITY OF HOONAH TO LOCATE IT. ONCE ON SCENE CG6038 WAS ABLE TO PINPOINT THE ELT'S LOCATION TO

					THE HOONAH HARBOR. SCC THEN CONTACTED THE HOONAH HARBOR MASTER AND HE STATED THAT HE WILL TRY AND LOCATE THE VESSEL WITH HIS HANDHELD DIRECTION FINDER. HARBOR MASTER SUSPECTED THE F/V VAGABOND QUEEN, HE GOT IN TOUCH WITH THE OWNER OF THE VSL AND OWNER WAS ABLE TO REMOVE BATTERIES FROM AN OLD ELT AND HARBOR MASTER CONFIRMES THERE IS NO LONGER AN ELT TRANSMITTING FROM THE VSL OR SURROUNDING AREAS.
20FEB2012	F/V ISLAND ENTERPRISE	1	0	N	D17CC RECEIVED A CALL FROM HEALTH FORCE PARTNERS REQUESTING A MEDEVAC OF A 52YOM FROM THE F/V ISLAND ENTERPRISE. THE CREWMAN HAD COLLAPSED WHILE WORKING AND WAS UNCONSCIOUS FOR APPROX 15-20 SECONDS. BASED ON THE VITALS AND CONDITION OF THE CREWMAN AT THE TIME OF NOTIFICATION, DFS DID NOT RECOMMEND A MEDEVAC AND ADVISED THE CC TO MONITOR HIS SITUATION. THE PARAMEDIC ON BOARD THE F/V ISLAND ENTERPRISE REPORTS STABLE CONDITIONS AND COORDINATED A TUG TO ARRIVE FROM ST. PAUL TO TAKE THE CREWMAN ASHORE. THE ARRANGED TUG WAS UNABLE TO MAKE THE TRANSIT DUE TO ICE AND THE CREWMAN WAS RE EVALUATED. NEW DETAILS ON THE CREWMAN'S CONDITION WARRANTED A MEDEVAC. D17CC LAUNCHED THE READY CREW FROM FOL ST. PAUL. CGR6044 CONDUCTED THE MEDEVAC WITHOUT INCIDENT AND DELIVERED THE CREWMAN IN STABLE CONDITION TO ST. PAUL CLINIC TO WAIT ON THE ARRIVAL OF LIFE FLIGHT.
26FEB2012	F/V MISS BERDIE	1	0	N	24YOM ABDOMINAL PAIN - 77FT F/V MISS BERDIE - 500NM SE DUTCH HARBOR - 261830V FEB 12: AIR STATION KODIAK FORWARDED A PHONE CALL TO THE D17 COMMAND CENTER; THE MASTER OF F/V MISS BERDIE REQUESTED A MEDICAL OPINION ON HIS POSSIBLY SEA SICK CREWMEMBER WHO WAS DEHYDRATED/VOMITING THE PAST 6 DAYS AND EXPERIENCED ABDOMINAL PAIN WITHIN THE PAST 24 HOURS. DUTY FLIGHT SURGEON DETERMINED PAIN WAS NOT CAUSED BY VITAL ORGANS AND THE CREWMEMBER WAS IN STABLE CONDITION; RECOMMENDED CONTINUING TO PROVIDE LIQUIDS AND FOOD BUT NO MEDEVAC AT THIS TIME. D17 COMMAND CENTER PLACED THE VESSEL ON A DAILY COMMUNICATIONS SCHEDULE UNTIL IT MOORS IN DUTCH HARBOR 290600V FEB; LPOC: OREGON ON 20 FEB.

26FEB2012	F/V NEPTUNE I	3	0	Y	COMMUNICATIONS STATION KODIAK RECEIVED A DISTRESS CALL ON HF FROM THE F/V AS IT WAS ABOUT TO GROUND. F/V NEPTUNE I WAS DIW AFTER EXPERIENCING ENGINE TROUBLE AND RAN AGROUND ON THE N SIDE OF UMNAK ISLAND, JUST W OF UNALASKA ISLAND. THE 3 CREWMEMBERS DID NOT FEEL SAFE REMAINING ON THE VESSEL SO THEY DROPPED SURVIVAL SUITS AND SWAM ASHORE CARRYING THEIR ACTIVATED 406 EPIRB AND HAND HELD VHF RADIO. D17 COMMAND CENTER LAUNCHED CGR-6044 FROM FOL ST. PAUL AND CGR-1709 FROM KODIAK, DIVERTED CGC ALEX HALEY FROM BEAVER INLET AND NEARBY GOOD SAMARITAN F/V ALASKAN ENTERPRISE TO SCENE. F/V ALASKAN ENTERPRISE ESTABLISHED COMMUNICATIONS WITH THE 3 SURVIVORS ON VHF 16 AND CONFIRMED THEY WERE ALL SAFE ON SHORE WITH NO INJURIES. CGR-6044 RECOVERED THE SURVIVORS FROM THE BEACH AND TRANSPORTED THEM WITH NO MEDICAL CONDITIONS TO DUTCH HARBOR EMS.
26FEB2012	F/V COASTAL MERCHANT	?	0	N	TUG PHYLLIS DUNLAP/BARGE BERING TRADER, F/V COASTAL MERCHANT - DUTCH HARBOR: UPDATE 26 FEB 12: COTP WESTERN ALASKA ISSUED CG-835'S REQUIRING BOTH COASTAL MERCHANT AND BARGE BERING TRADER MAKE REPAIRS BEFORE DEPARTING DUTCH HARBOR. BERING TRADER COMPLETED TEMPORARY REPAIRS AND CLEARED ITS 835. BERING TRADER WILL DEPART 27 FEB FOR PERMANENT REPAIRS AT SEATTLE. COASTAL MERCHANT CURRENTLY UNDERGOING PERMANENT REPAIRS. DAMAGE ESTIMATE DOES NOT MEET THRESHOLD FOR SERIOUS MARINE INCIDENT. MSD UNALASKA INVESTIGATING. SITUATION CLOSED FOR MORNING/EVENING REPORTS. MISLE 585138. - COLLISION - TUG & BARGE, M/V - SEC ANC REPORTS TUG PHYLLIS DUNLAP AND BARGE COLLIDED WITH M/V COASTAL MERCHANT. WATERTYPE ENVELOP AT DECK LEVEL PUNCTURED ON COASTAL MERCHANT, NO POLLUTION OR INJURIES. DAMAGE ESTIMATED AT \$25,000 (REPORTABLE MARINE INCIDENT). TUG REPORTS CAUSE OF COLLISION DUE TO 30-35 KT WIND GUSTS.
28FEB2012	F/V HUSTLER	?	0	N	F/V HUSTLER CALLED ON CH 16 TO REQUEST ASSISTANCE. CURRENTLY DIW AND UNABLE TO ANCHOR. STATION KETCHIKAN RESPONDED AND F/V SILVERTIP AND F/V BRIM BOTH OFFERED TO ASSIST. VSL PUT ON A COMMUNICATIONS SCHEDULE UNTIL

					SAFELY MOORED KNUTSON COVE.
01MAR2012	F/V ALASKA JURIS	?	1	N	<p>39 YOM - F/V ALASKA JURIS - 225 NM SW DUTCH HARBOR: 010806V MAR 12 DISTRICT 17 COMMAND CENTER RECEIVED FROM F/V ALASKA JURIS LOCATED 225 NM SW OF DH SOUTH OF THE CHAIN. 39 YOM WAS STRUCK IN THE HEAD FROM A PARTED 1 TO 1-1/4 INCH CABLE. VICTIM UNCONSCIOUS AND BLEEDING FROM THE MOUTH W/ WEAK VITALS. A/S KODIAK WAS DIRECTED TO LAUNCH FOL ST PAUL H60'S, W/ A BACK-UP PLAN OF USING ALEX HALEY'S H65 AT COLD BAY. ALEX HALEY HAS BEEN DIVERTED FROM BEAVER INLET EN ROUTE TO UMNAK PASS IN CASE THEY ARE NEEDED. CG-6544 WILL REMAIN O/D COLD BAY. O/S WX: WINDS NW 25-30 KNOTS, SEAS 10-15 FT, VIS 12 NM, CEILING GREATER THAN 500 FT. SLIGHT DELAY LAUNCHING FROM ST PAUL DUE TO SNOW STORM LAST NIGHT (SNOW REMOVAL). CG-6006 AND CG-6044 LAUNCHED AND LANDED AT DUTCH HARBOR FOR FUEL. CG-6006 IS EN ROUTE TO SCENE. THE PLAN WAS TO HAVE CG-6044 STANDING BY AT DUTCH HARBOR TO TRANSPORT PATIENT TO COLD BAY WHERE AN A/S C-130 (W/ FLIGHT SURGEON AND CORPSMEN) WILL TRANSPORT FROM COLD BAY TO ANCHORAGE. WHEN THE 6006 ARRIVED ON SCENE AND LOWERED THE SWIMMER, THE SWIMMER DETERMINED THAT THE VICTIM WAS DECEASED. 6006 RECOVERED THE SWIMMER AND DEPARTED SCENE WITHOUT THE BODY. ALL ASSETS STOOD DOWN OR RELEASED FROM CASE. ALASKA JURIS WILL MAKE BEST SPEED TO DUTCH HARBOR. ETA 02 MAR 12 AFTERNOON.</p>
02MAR2012	F/V CYCLONE	3	0	Y	<p>MAYDAY - F/V CYCLONE - 20 NM SE KODIAK: 020708Z MAR 12 SECTOR ANCHORAGE AND A/S KODIAK RECEIVED A MAYDAY CALL FROM F/V CYCLONE, STATING HE WAS "GOING DOWN" LOCATED APPROXIMATELY SIX NM EAST OF CAPE CHINIAK. NO OTHER INFORMATION WAS RECEIVED. A/S KODIAK IMMEDIATELY LAUNCHED THE READY H60 AND SECTOR ANCHORAGE ISSUED A UMIB. D17 CC ALSO BEGAN RECEIVING 406 MHZ EPIRB SARSAT ALERTS REGISTERED TO CYCLONE. GOOD SAM F/V GLACIER RESPONDED TO THE UMIB AND RECOVERED ALL THREE POB IN SURVIVAL SUITS FROM THE WATER, IN GOOD CONDITION, AS CYCLONE SANK. A/S WAS STOOD DOWN PRIOR TO LAUNCH. O/S WEATHER: WINDS SW 25 KTS, SWELL 8-12 FT, VISIBILITY 4 NM. VESSEL IS SUBMERGED AND THE</p>

					OWNER IS FORMULATING PLANS FOR POSSIBLE SALVAGE. CYCLONE EXPERIENCED UNCONTROLLED FLOODING IN THE LAZARETTE. 100 GALLON DIESEL POTENTIAL.
05MAR2012	F/V ALASKA OCEAN	?	0	N	SAR - MEDEVAC - 47 YOM - F/V ALASKA OCEAN - 50 NM NW OF COLD BAY - HEALTH FORCE PARTNERS REQUESTED THE MEDEVAC OF A 47 YOM DECK BOATSWAIN FROM THE F/V ALASKA OCEAN WHO HAD BEEN STRUCK IN THE HEAD BY A CABLE. HE HAD LOST CONSCIOUSNESS FOR FIVE MINUTES AND WAS SUFFERING FROM SEVERE SWELLING. DFS RECOMMENDED MEDEVAC TO GET THE CREWMEMBER TO A HOSPITAL WITH A CT SCAN. CG-6003 WAS LAUNCHED FROM COLD BAY, SAFELY HOISTED AND TRANSPORTED THE CREWMEMBER TO AWAITING EMS IN COLD BAY. THE CREWMEMBER WAS LATER TRANSFERRED TO A LIFEMED AIRCRAFT AND TRANSPORTED TO PROVIDENCE HOSPITAL IN ANCHORAGE.
06MAR2012	F/V ARCTIC STORM	?	0	N	SAR - MEDEVAC - 52 YOM - 55NM W. COLD BAY - 062035V MAR 12: HEALTH FORCE PARTNERS REQUESTED MEDEVAC OF 52YOM SUFFERING FROM CARDIAC ISSUES ONBOARD F/V ARCTIC STORM, LOCATED 55NM WEST OF COLD BAY. ALEX HALEY (IVO AKUTAN ISLAND) LAUNCHED 6544; 6544 HOISTED THE PATIENT AND TRANSPORTED THE PATIENT FROM THE VESSEL TO AWAITING COMMERCIAL MEDEVAC SERVICES IN COLD BAY.
08MAR2012	F/V NORTHERN HAWK	?	0	N	DISTRICT 17 COMMAND CENTER RECEIVED A REPORT FROM HEALTH FORCE PARTNERS OF A 57 YOM SUFFERING FROM A HEART ATTACK ON BOARD THE F/V NORTHERN HAWK. DUTY FLIGHT SURGEON WAS BRIEFED AND RECOMMENDED A MEDEVAC. FORWARD OPERATING LOCATION (FOL) ST PAUL LAUNCHED CGR-6006 AND CGR-6044 AND COAST GUARD AIR STATION KODIAK LAUNCHED CGR-1709 FOR A COMMUNICATIONS PLATFORM. CGR-6006 SUCCESSFULLY HOISTED PATIENT AND FLEW DIRECT TO ST PAUL ISLAND WHERE THEY MET COMMERCIAL SERVICES. COMMERCIAL SERVICES PROVIDED TRANSPORTATION TO ANCHORAGE FOR FURTHER EVALUATIONS.
09MAR2012	F/V GLACIER SPIRIT	?	1	N	DISTRICT 17 COMMAND CENTER RECEIVED A CALL FROM ALASKA DEPT. OF FISH AND GAME REPORTING

					THE F/V GLACIER SPIRIT HAD A CREWMAN FALL OVERBOARD. CGR-6544 LAUNCHED FROM COLD BAY AND CGR-1790 LAUNCHED FROM AIRSTA KODIAK; A UMIB WAS ALSO ISSUED. THREE SORTIES WERE FLOWN AND SATURATED 40 SQUARE MILES OVER A SIX HOUR PERIOD WITH NEGATIVE RESULTS.
10MAR2012	Unknown	?	?	?	D17CC RECEIVED SEVERAL REPORTS OF AN AUDIBLE 121.5 MHZ SIGNAL CENTERING ON AN AREA AROUND PRINCE OF WALES ISL WITH APPROXIMATELY A 40NM RADIUS. PRECOMMS AND EXCOMMS DID NOT REVEAL ANY OVERDUE COMMERCIAL OR CIVILIAN FLIGHTS IN THE AREA. SECTOR JUNEAU ASSUMED SMC FOR THE CASE AND REQUESTED CIVIL AIR PATROL, WHO ARE STILL DETERMINING THEIR AVAILABILITY. D17CC AUTHORIZED A MH-60T FROM AIRSTA SITKA FOR THE SEARCH. SEARCH WAS CONDUCTED AND SIGNAL WAS LOCATED IN THE VICINITY OF SEVERAL VESSELS IN HARBOR WITH NO SIGNS OF DISTRESS. CG6030 RTB. MULTIPLE HI-FLYERS REPORTED NOT HEARING THE SIGNAL; VILLAGE PUBLIC SAFETY OFFICER ARRIVED ON SCENE WITH HANDHELD DF GEAR AND THE SIGNAL WAS NO LONGER TRANSMITTING.

IX. Coast Guard Resource Summary

Figures 6 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 8 and 9 show the same information over the last three years for the *reporting period only*.

Figure 6. Annual HC-130 Hours

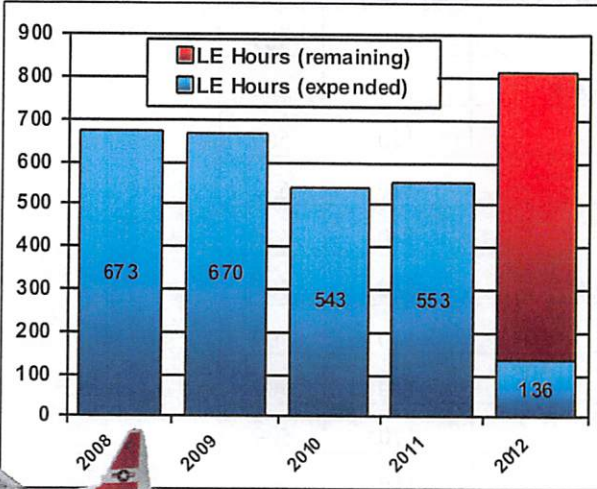
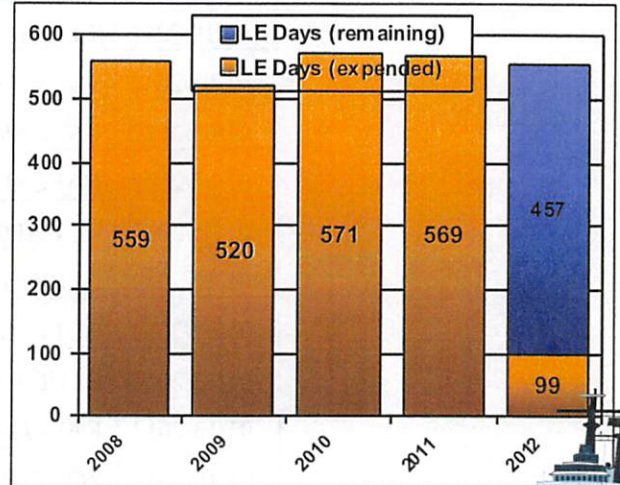


Figure 7. Annual Major Cutter Days



DEC 2010 – MAR 2011

2 WHECs patrolled.....126 days
 2 WMECs patrolled.....71 days
 1 WLB patrolled.....2 days
 5 WPBs patrolled.....86 days
Total Cutter patrol.....285 days

HC-130s flew.....90 hours
 HH-60/65s flew.....250 hours

DEC 2011 – MAR 2012

3 WHECs patrolled.....79 days
 1 WMEC patrolled.....56 days
 2 WLBs patrolled.....23 days
 6 WPBs patrolled.....85 days
Total Cutter patrol.....243 days

HC-130s flew.....136 hours
 HH-60/65s flew.....247 hours

Figure 8. DEC-MAR HC-130 Hours

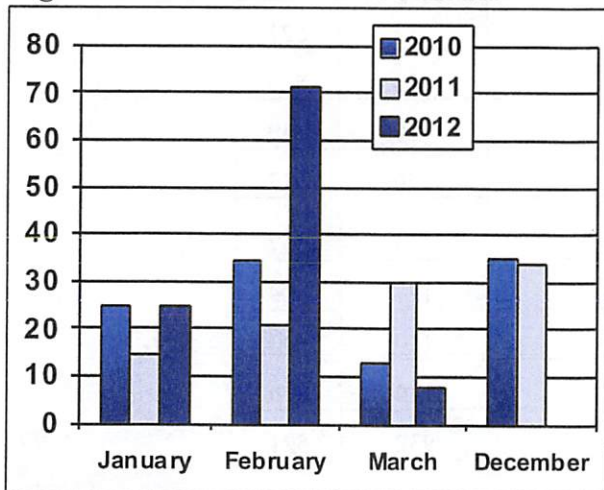
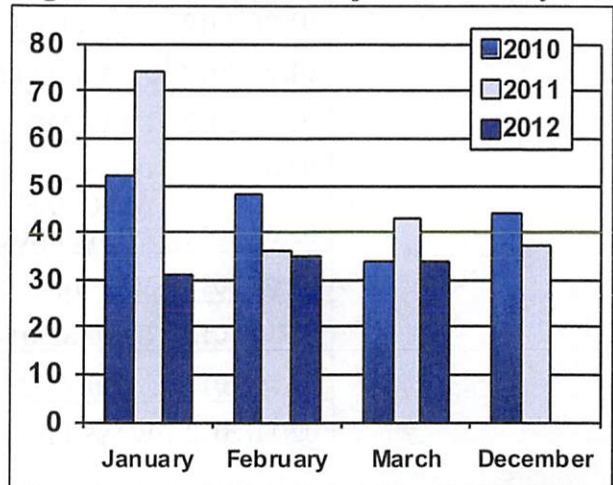


Figure 9. DEC-MAR Major Cutter Days



Appendix A

01 DECEMBER 2011 – 07 MARCH 2012 Federal Fisheries Boardings without Violations

DATE	VSL NAME	FISHERY	AREA
12/19/2011	GLACIER BAY	110	509
01/03/2012	FARWEST LEADER	110	509
01/04/2012	FARRAR SEA	110	509
01/05/2012	CASCADE	110	630
01/05/2012	EL CAPORAL	110	630
01/12/2012	BERING HUNTER	110	509
01/12/2012	BULL DOG	110	509
01/13/2012	BLUE PACIFIC	110	509
01/13/2012	KEVLEEN K	110	509
01/14/2012	ZONE FIVE	110	509
01/20/2012	DEFENDER	110	630
01/20/2012	INDEPENDENCE	110	630
01/21/2012	ALASKAN PRIDE	110	630
01/22/2012	CINDRIA GENE	110	630
01/23/2012	LAURA	110	630
01/23/2012	MAR DEL NORTE	110	630
01/23/2012	WALTER N	110	630
01/23/2012	TOPAZ	110	630
01/25/2012	AMERICAN NO. 1	123	509
01/26/2012	NUKA ISLAND	932	521
01/27/2012	ALASKA SPIRIT	932	523
01/27/2012	SILVERTIP	410	659
02/05/2012	OCEAN LEADER	270	517
02/05/2012	ALEUTIAN CHALLENGER	270	517
02/09/2012	VAERDAL	123	509
02/10/2012	HADASSAH	110	630
02/10/2012	AMBER DAWN	110	630
02/11/2012	WASSILIE B	932	521

Appendix A (Cont.)

01 DECEMBER 2011 – 07 MARCH 2012
Federal Fisheries Boardings without Violations

DATE	VSL NAME	FISHERY	AREA
02/11/2012	BOUNTIFUL	932	521
02/12/2012	COLLIER BROTHERS	270	649
02/12/2012	PACIFIC SOUNDER	932	529
02/16/2012	LIMIT	931	659
02/17/2012	MARATHON	923	659
02/17/2012	FRIDGIDLAND	923	659
02/17/2012	ANGJENL	923	659
02/17/2012	ANGELETTE	923	659
02/17/2012	WESTERN QUEEN	923	659
02/20/2012	SHELIKOV	923	659
02/20/2012	GINNY III	931	659
02/20/2012	MATILDA BAY	923	659
02/21/2012	NORTHERN EAGLE	270	521
02/21/2012	BERING ROSE	270	521
02/21/2012	ALASKA OCEAN	270	521
02/21/2012	ST JILBE	931	659
02/21/2012	COMPETITION	931	659
02/22/2012	MIDDLE PASS	931	659
03/07/2012	COLUMBIA	270	519

Appendix B

01 DECEMBER 2011 – 07 MARCH 2012 Federal Fisheries Boardings with Violations

DATE	UNIT	VSL NAME	FISHERY	DETAILS
12/18/2011	RUSH	PATRICIA LEE	923	6 LOGBOOK/CLERICAL DISCREPANCIES.
01/02/2012	RUSH	ALEUTIAN MARINER	110	INSUFFICIENT HIGH WATER ALARM
01/03/2012	RUSH	PACIFIC SUN	110	ORIGINAL FFP NOT ON BOARD
01/03/2012	RUSH	ALASKAN STAR		BOARDING LADDER VIOLATION
01/06/2012	ROANOKE ISLAND	FAITH	110	VDS EXP, NO SPD, NO INJURY PLACARD;
01/12/2012	RUSH	CLIPPER EPIC	110	EPIRB HYDRO
02/02/2012	RUSH	SEADAWN	110	LLP NOT ONBOARD
02/21/2012	ALEX HALEY	WESTERN DAWN	270	Expired CFVS Decal/Oily Waste Placard
02/22/2012	LIBERTY	VAGABOND QUEEN	931	MSD plumbed to overboard
02/24/2012	AIRSTA Kodiak	PACIFIC RAM	110	VHF RADIO CHANNEL 16 NON-RESPONSE
03/04/2012	AIRSTA Kodiak	COLLIER BROTHERS	110	VHF RADIO CHANNEL 16 NON-RESPONSE