17th COAST GUARD DISTRICT
ENFORCEMENT REPORT

January – March 2024

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List of Abbreviations

- AVDET – Aviation Detachment
- CFVS – Commercial Fishing Vessel Safety
- CGC – Coast Guard Cutter
- DIW – Dead in the Water
- EPIRB – Emergency Position Indicating Radio
- HC-130 – USCG Fixed-Wing Aircraft
- FF/V – Foreign Fishing Vessel
- FOL – Forward Operating Location
- FRC – 154’ Fast Response Cutter
- GOA – Gulf of Alaska
- HSDN – High Seas Drift Net
- IFQ – Individual Fishing Quota
- IUU – Illegal, Unregulated, and Unreported Fishing
- IVO – In the vicinity of
- MARB – Marine Assistance Request Broadcast
- MBL – US/Russian Maritime Boundary
- MEDEVAC – Medical Evacuation
- MEDICO – Passing medical advice at sea
- NPSC – North Pacific SAR Coordinator
- PD – Police Department
- POB – Persons on board
- PRC – People’s Republic of China
- RFMO – Regional Fisheries Management Org.
- SAR – Search and Rescue
- SARSAT – Search and Rescue Satellite Aided Tracking
- SMC – SAR Mission Coordinator
- TERM – Termination
- UMIB – Urgent Marine Info Broadcast
- WHEC – 378’ High Endurance Cutter
- WMEC – Medium Endurance Cutter
- WMSL – 418’ National Security Cutter
- WPB – 110’ Patrol Boat
I. IUU Fishing & High Seas Drift Net (HSDN) Enforcement

There were no HSDN enforcement activities conducted during the reporting period.

II. U.S./Russian Maritime Boundary Line (MBL) Enforcement

There was low activity along the MBL through January and March. There have been no detected incursions by FF/Vs into the U.S. EEZ during this period.

III. U.S./Canadian EEZ Boundary (Dixon Entrance) Enforcement

There was light fishing activity during the reporting period along the U.S.-Canadian EEZ boundary in the vicinity of Dixon Entrance. All Canadian fishing vessels sighted were south of the A-B line and no incursions into U.S. waters were detected.

IV. Marine Protected Resources and Critical Habitat Enforcement

The Coast Guard monitors more than 151 critical habitat areas around Alaska each month as part of routine cutter and aircraft patrol activity. There were no notable protected resources or critical habitat enforcement issues during this period.

V. Commercial Fishing Vessel Boarding Statistics

There were 41 federal fisheries boardings conducted by the U.S. Coast Guard during the reporting period. These boardings resulted in a total of 11 fisheries violations onboard nine vessels. Figures 1 and 2 show the historic trends for boardings and violations. Appendix B lists the boardings that occurred with violations during the reporting period.
VI. Halibut and Sablefish Enforcement

At the time of this report, Coast Guard patrols have not completed boardings on commercial, charter, or recreational vessels targeting halibut and sablefish in 2024.

VII. Forward Operating Locations/MH-60 Helicopter Transition Plan

Air Station Kodiak currently has a rotary-wing fleet of six MH-60s and four MH-65s. The Air Station will shift to a rotary-wing fleet of nine MH-60s in CY25 with the addition of three blade-fold, tail-fold MH-60s. Air Station Kodiak MH-60 crews routinely deploy to Kotzebue, Cordova, and Cold Bay throughout the year in addition to having a ready aircrew at Air Station Kodiak for Search and Rescue response. Air Station Kodiak will be the fourth Coast Guard Air Station to transition to a single rotary-wing fleet of MH-60s. Air Stations Borinquen, Traverse City, and New Orleans all recently completed similar transitions.

Air Station Kodiak will divest their fleet of four MH-65s in CY24 to begin training associated air crews on the MH-60 in advance of the unit’s transition to a single rotary-wing fleet of MH-60s in CY25. This pre-transition training initiative, in addition to the integration of shore-based, ship-capable MH-60 operations, will ensure continuous and predictable operations across Alaska to meet mission demands.

Air Station Kodiak devised this course of action to incorporate valuable lessons learned from prior Coast Guard MH-60 transitions. This transition plan increases rotary-wing coverage in the Arctic, Prince William Sound, and Bering Sea in the near term with the integration of shore-
based, ship-capable operations. It will also allow Air Station Kodiak to rapidly achieve full operating capability in CY25, when it receives three additional MH-60s as it reduces the possibility of pipeline training delays.

Alaska will benefit from the MH-60’s increased range and de-icing capabilities. Additionally, integrating shore-based, ship-capable operations across Alaska will improve operational availability (e.g., improved weather operational parameters) and responsiveness. Shore-based, ship-capable MH-60 proof of concept operations were validated in CY23 by Air Station Kodiak. This plan leverages the flexible repositioning of MH-60s at deployment sites to improve operational availability given the limitations of shipboard helicopter operations in the unforgiving environment of the Bering Sea.

VIII. Crab Fisheries

Coast Guard units conducted one boarding on fishing vessels targeting crab in the Bering Sea. This was a post-SAR boarding conducted when the vessel was towed after becoming disabled at sea.

IX. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, ten safety violations were detected on seven vessels. A comprehensive list of violations can be found in Appendix B.

There were 15 search and rescue (SAR) cases involving fishing vessels in U.S. waters, resulting in six lives saved, no lives lost, and one vessel lost during the reporting period. Appendix A provides a comprehensive list of SAR cases involving fishing vessels over the reporting period.
Figure 3. Historical Overview of CFVS Statistics

Safety Statistics by Year

X. Coast Guard Resource Summary

Figures 4-7 show the annual aircraft law enforcement hours, Major Cutter days, and Patrol Boat hours used in the Seventeenth District. Figures 8-9 show the same information over the last three years for major cutters and patrol boats over the reporting period only.

Figure 4. Annual HC-130 Hours

Figure 5. Annual Major Cutter Days
Jan – Mar 2023
2 WMSL patrolled..................90 days
1 WMEC patrolled..................5 days
1 WLB patrolled ...................6 days
7 WPBs/FRCs patrolled ..........105 days
Total Cutter patrol ...............206 days

HC-130s flew .......................28 hours
HH-60/65s flew .....................29 hours

Jan – Mar 2024
1 WMSL patrolled ..................56 days
1 WMEC patrolled ..................35 days
1 WLB patrolled .....................0 days
7 WPB/FRCs patrolled ..........28 days
Total Cutter patrol ...............119 days

HC-130s flew .......................101 hours
HH-60/65s flew .....................3 hours

Figure 6. Annual H60/65 Hours
Figure 7. Annual Patrol Boat Hours
Figure 8. Jan-Mar Major Cutter Days
Figure 9. Jan-Mar Patrol Boat Hours
# Appendix A
January – March 2024
Search and Rescue Cases

<table>
<thead>
<tr>
<th>Date</th>
<th>Vessel Name</th>
<th>Case Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Jan</td>
<td>F/V TANUSHA</td>
<td>Agency Assist to Alaska State Troopers for disabled/adrift F/V IVO Kodiak</td>
</tr>
<tr>
<td>20 Jan</td>
<td>F/V ALASKAN DREAM</td>
<td>MEDICO – crew member injury</td>
</tr>
<tr>
<td>21 Jan</td>
<td>F/V ALASKA ROSE</td>
<td>Vessel sank E of Kodiak. All 4 POB rescued by CG and Good Samaritan F/Vs.</td>
</tr>
<tr>
<td>30 Jan</td>
<td>F/V WIZARD</td>
<td>MEDICO</td>
</tr>
<tr>
<td>31 Jan</td>
<td>F/V ENTERPRISE</td>
<td>406 MHz alert – false activation in rough seas</td>
</tr>
<tr>
<td>31 Jan</td>
<td>F/V SEAFREEZE ALASKA</td>
<td>MEDICO</td>
</tr>
<tr>
<td>1 Feb</td>
<td>F/V ARCTIC STORM</td>
<td>MEDEVAC</td>
</tr>
<tr>
<td>1 Feb</td>
<td>F/V AMERICAN DYNASTY</td>
<td>MEDEVAC – crew member injury</td>
</tr>
<tr>
<td>5 Feb</td>
<td>F/V GOLDEN ALASKA</td>
<td>MEDEVAC</td>
</tr>
<tr>
<td>19 Feb</td>
<td>F/V FRONTIER EXPLORER</td>
<td>Disabled/adrift</td>
</tr>
<tr>
<td>28 Feb</td>
<td>F/V ARICA</td>
<td>Generator fire</td>
</tr>
<tr>
<td>3 Mar</td>
<td>F/V ALIEN</td>
<td>Disabled/adrift</td>
</tr>
<tr>
<td>19 Mar</td>
<td>F/V ALASKA LEGACY</td>
<td>MEDICO</td>
</tr>
<tr>
<td>26 Mar</td>
<td>F/V VENUS</td>
<td>MEDICO – crew member injury</td>
</tr>
<tr>
<td>28 Mar</td>
<td>F/V BRISTOL LEADER</td>
<td>MEDICO</td>
</tr>
</tbody>
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### Federal Fisheries Boardings with Violations

<table>
<thead>
<tr>
<th>DATE</th>
<th>SPECIES</th>
<th>AREA</th>
<th># SAFETY Violations</th>
<th>ACTION</th>
<th># FISHERY Violations</th>
<th>ACTION</th>
<th>NOTES AND DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/15/24</td>
<td>110</td>
<td>517</td>
<td>1</td>
<td>EAR</td>
<td>Expired FFP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/17/24</td>
<td>110</td>
<td>519</td>
<td>1</td>
<td>EAR</td>
<td>Expired FFP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/25/24</td>
<td>110</td>
<td>517</td>
<td>2</td>
<td>1</td>
<td>EAR</td>
<td>Improper observer coverage, expired fire extinguishers, and expired EPIRB hydrostatic release</td>
<td></td>
</tr>
<tr>
<td>2/1/24</td>
<td>110</td>
<td>509</td>
<td></td>
<td>1</td>
<td>EAR</td>
<td>Flow scale violation</td>
<td></td>
</tr>
<tr>
<td>2/9/24</td>
<td>110</td>
<td>521</td>
<td></td>
<td>2</td>
<td>EAR</td>
<td>Flow scale violations</td>
<td></td>
</tr>
<tr>
<td>2/19/24</td>
<td>110</td>
<td>N/A</td>
<td>2</td>
<td></td>
<td></td>
<td>Expired life raft and expired hydrostatic release</td>
<td></td>
</tr>
<tr>
<td>2/25/24</td>
<td>110</td>
<td>620</td>
<td>2</td>
<td></td>
<td></td>
<td>No Certificate of Documentation and expired fire extinguishers</td>
<td></td>
</tr>
<tr>
<td>3/3/24</td>
<td>270</td>
<td>517</td>
<td></td>
<td>1</td>
<td>EAR</td>
<td>Misrepresentation of statistical area in logs</td>
<td></td>
</tr>
<tr>
<td>3/3/24</td>
<td>270</td>
<td>630</td>
<td>1</td>
<td>2</td>
<td>EAR</td>
<td>Life ring violation, no endorsement for pollock trawl on FFP, and violating terms of Electronic Monitoring permit</td>
<td></td>
</tr>
<tr>
<td>3/3/24</td>
<td>270</td>
<td>519</td>
<td>1</td>
<td></td>
<td></td>
<td>Expired EPIRB hydrostatic release</td>
<td></td>
</tr>
<tr>
<td>3/4/24</td>
<td>270</td>
<td>620</td>
<td>1</td>
<td></td>
<td></td>
<td>Missing fire extinguisher</td>
<td></td>
</tr>
<tr>
<td>3/15/24</td>
<td>110</td>
<td>519</td>
<td>1</td>
<td></td>
<td></td>
<td>Life ring violation</td>
<td></td>
</tr>
<tr>
<td>3/24/24</td>
<td>270</td>
<td>509</td>
<td>1</td>
<td>EAR</td>
<td>Discarding mustretain species</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/24/24</td>
<td>270</td>
<td>509</td>
<td>1</td>
<td>EAR</td>
<td>Discarding mustretain species</td>
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</table>

**EAR** = Enforcement Action Report