

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



January – March 2024

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List of Abbreviations

AVDET – Aviation Detachment	MBL – US/Russian Maritime Boundary
CFVS – Commercial Fishing Vessel Safety	MEDEVAC – Medical Evacuation
CGC – Coast Guard Cutter	MEDICO – Passing medical advice at sea
DIW – Dead in the Water	NPSC – North Pacific SAR Coordinator
EPIRB – Emergency Position Indicating Radio Beacon	PD – Police Department
FBS – Russian Federal Border Service	POB – Persons on board
FCH – Charter Fishing Vessel	PRC – People’s Republic of China
FF/V – Foreign Fishing Vessel	RFMO – Regional Fisheries Management Org.
FOL – Forward Operating Location	SAR – Search and Rescue
FRC – 154’ Fast Response Cutter	SARSAT – Search and Rescue Satellite Aided Tracking
GOA – Gulf of Alaska	SMC – SAR Mission Coordinator
HC-130 – USCG Fixed-Wing Aircraft	TERM - Termination
MH-65/MH-60 – CG helicopter	UMIB – Urgent Marine Info Broadcast
HSDN – High Seas Drift Net	WHEC – 378’ High Endurance Cutter
IFQ – Individual Fishing Quota	WLB – 225’ Buoy Tender
IUU – Illegal, Unregulated, and Unreported Fishing	WMEC – Medium Endurance Cutter
IVO – In the vicinity of	WMSL – 418’ National Security Cutter
MARB – Marine Assistance Request Broadcast	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.

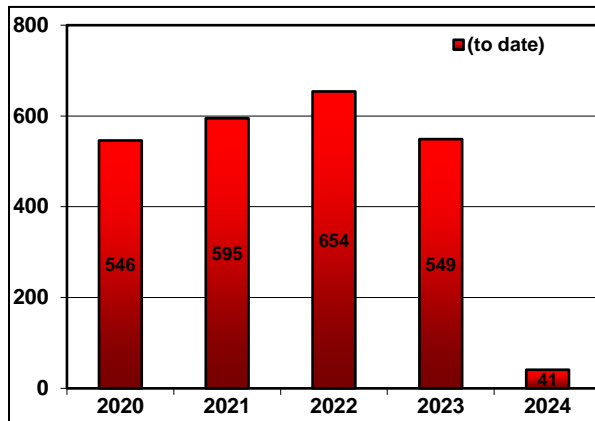
IV. Marine Protected Resources and Critical Habitat Enforcement

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.

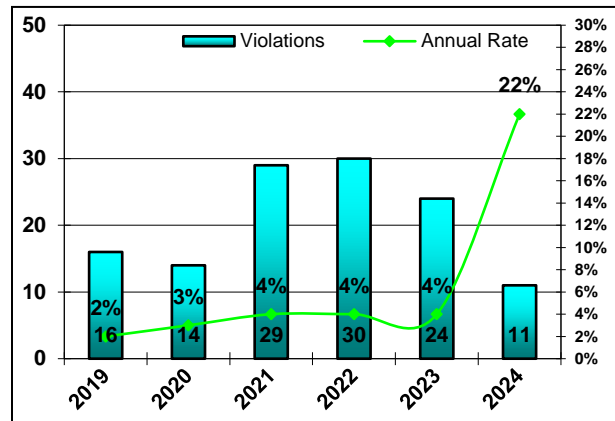
Figure 1. Fisheries Boardings by Year



Jan – Mar 2023 Boardings

F/V Boardings (at sea):60
 Boardings w/fisheries violations:5
 Violation Rate:8%

Figure 2. Fisheries Violations by Year



Jan – Mar 2024 Boardings

F/V Boardings (at sea):41
 Boardings w/fisheries violations:9
 Violation Rate:22%

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

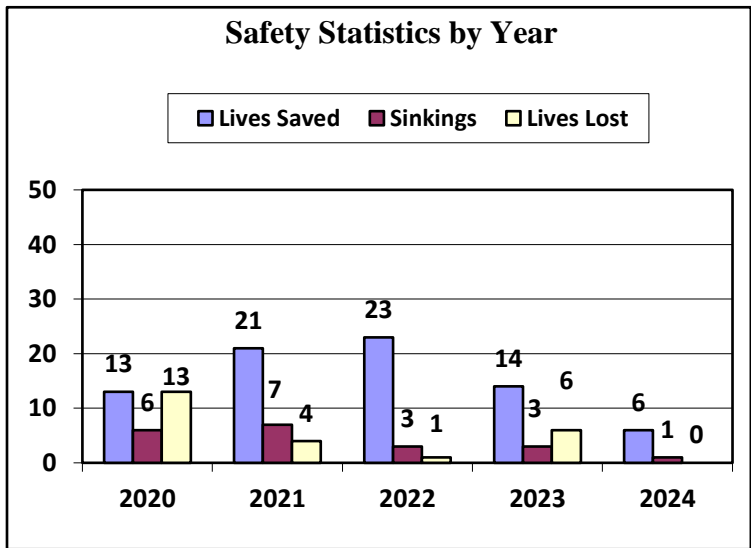
Coast Guard units conducted one boarding on fishing vessels targeting crab in the Bering Sea. This was a post-SAR boarding conducted when the vessel was towed after becoming disabled at sea.

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



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

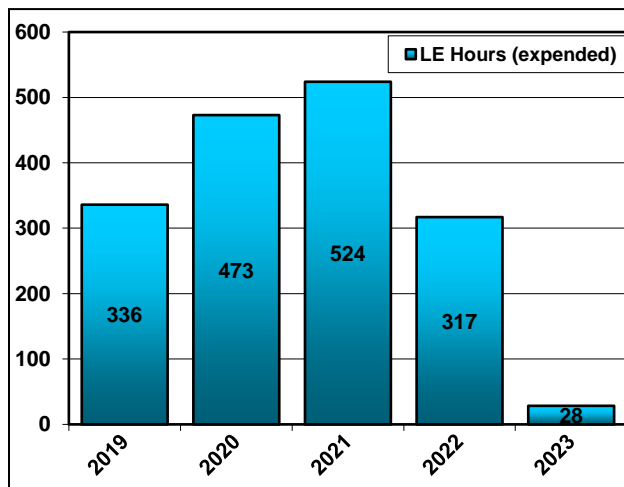
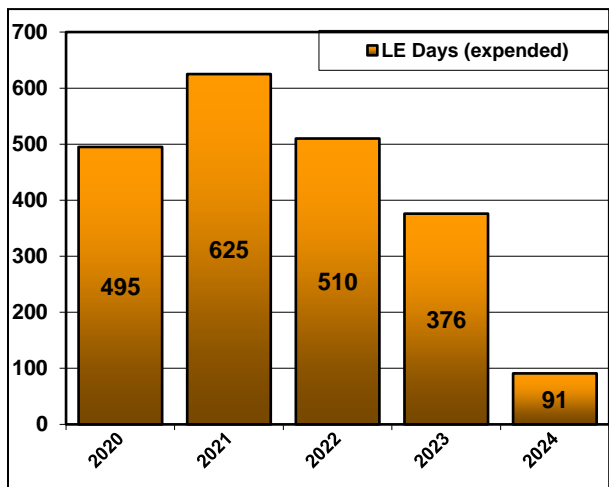


Figure 5. Annual Major Cutter Days



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 patrolled0 days
 7 WPB/FRCs patrolled28 days
Total Cutter patrol.....119 days

HC-130s flew101 hours
 HH-60/65s flew.....3 hours

Figure 6. Annual H60/65 Hours

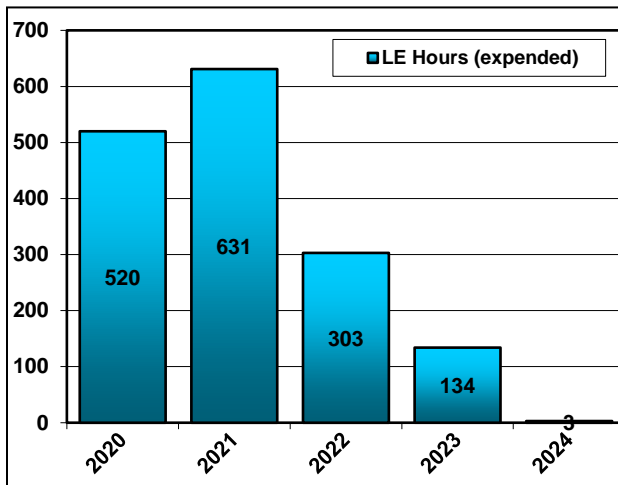


Figure 7. Annual Patrol Boat Hours

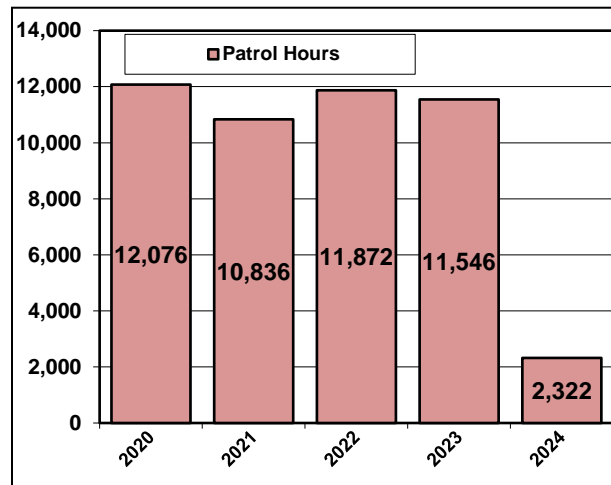


Figure 8. Jan-Mar Major Cutter Days

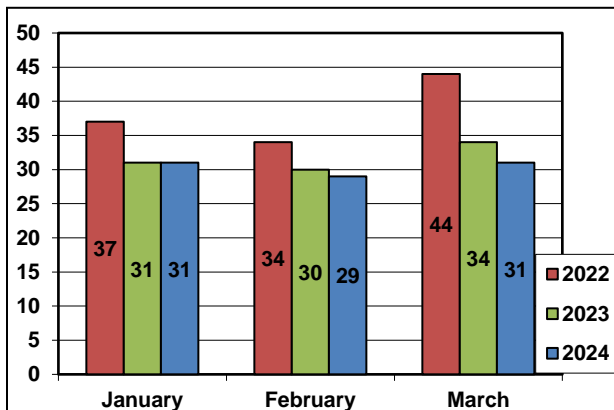
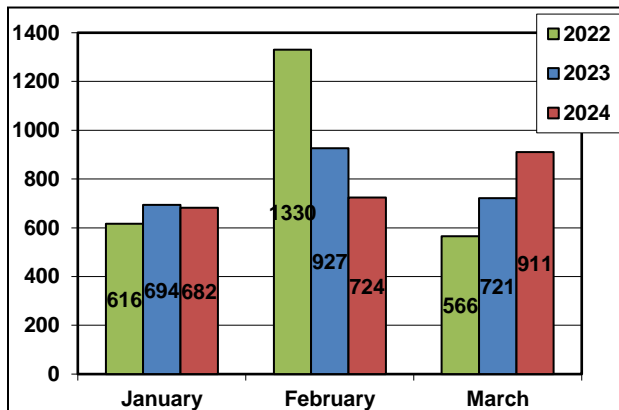


Figure 9. Jan-Mar Patrol Boat Hours



Appendix A
 January – March 2024
 Search and Rescue Cases

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

Appendix B
January – March 2024
Federal Fisheries Boardings with Violations

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

EAR = Enforcement Action Report