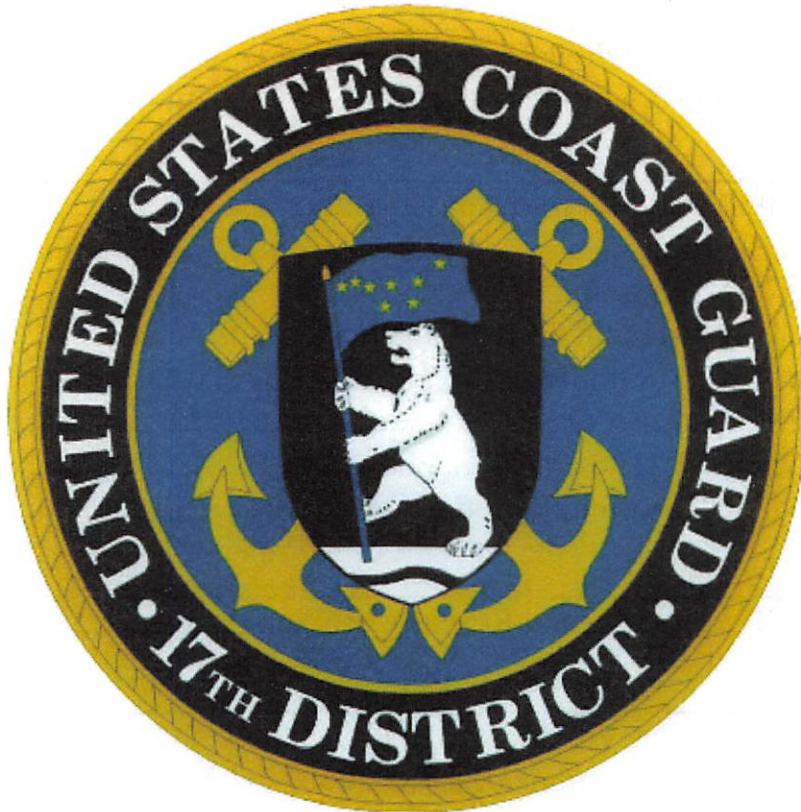


17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 DEC 06 - 31 MAR 07

*Prepared By:
Living Marine Resources Branch
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK 99802-5517*

Table of Contents	Page
I. US/Russian Maritime Boundary Line (MBL) Enforcement	1
II. High Seas Drift Net Enforcement.....	1
III. Donut Hole.....	1
IV. Steller Sea Lions and Critical Habitat Enforcement.....	2
V. CGD17 Commercial Fishing Vessel Boarding Statistics.....	2
VI. IFQ Halibut/Sablefish At-Sea Enforcement.....	2
VII. 2006–2007 Winter Crab Fisheries.....	3
VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases ...	4–8
IX. CGD17 Resource Summary	9
X. Maritime Security	10

Figures

1. 12 MAR 07 MBL Plot (No Activity)	1
2. Fisheries Boardings.....	2
3. Fisheries Violations	2
4. Historical Overview of CFVS Statistics.....	4
5. Annual HC-130 Flight Hours	9
6. Annual Major Cutter Days.....	9
7. DEC – MAR HC-130 Hours.....	9
8. DEC – MAR Reporting Period Cutter Days	9

Tables

1. CGD17 CFVS/Search and Rescue Case Summaries.....	5–8
---	-----

Appendices

A. Boardings Without Violations 01 DEC 2006 – 31 MAR 2007.....	11–13
B. Boardings With Violations 01 DEC 2006 – 31 MAR 2007.....	14–15

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
WHEC/WMEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

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

There has been very little fishing activity along the MBL since early January. Significant activity is not expected to resume until mid-May at which time Coast Guard units will be in position to respond to potential incursions. For the reporting period, Coast Guard HC-130's flew 6 sorties totaling 42 hours.



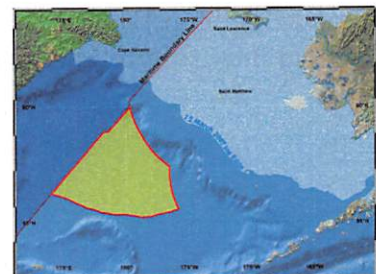
Figure 1. 12 MAR 07 DEC 05 MBL Plot (No Activity)

II. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. Members of the North Pacific Anadromous Fish Commission Enforcement Committee met in Pusan, South Korea from 27 Feb to 02 Mar in order to coordinate enforcement plans for the 2007 season.

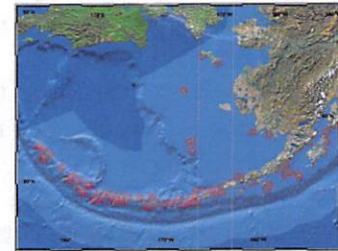
III. Donut Hole

There was no trial fishing activity during the reporting period. Several of the parties to the convention have indicated that they plan to conduct trial fishing during 2007, however, none are planned for the near future. The Coast Guard is actively pursuing joint US/RS boarding opportunities of trial fishing vessels that operate in the central Bering Sea.



IV. Steller Sea Lions and Critical Habitat Enforcement

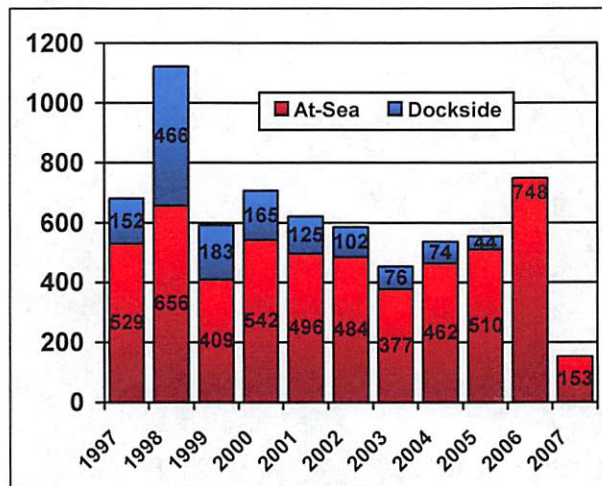
The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 1,708 monitoring hours, and aircraft patrolled 15 hours in support of this mission. There were no violations observed during the reporting period.



V. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends since 1997. Total violation numbers during the reporting-period were one third of those during the same period last year. During the reporting period, one significant fisheries violation was issued for failure to carry adequate seabird avoidance gear. The remainder of the fisheries violations were minor, logbook-related discrepancies. Appendices A and B contain a complete list of boardings and violations for the reporting period.

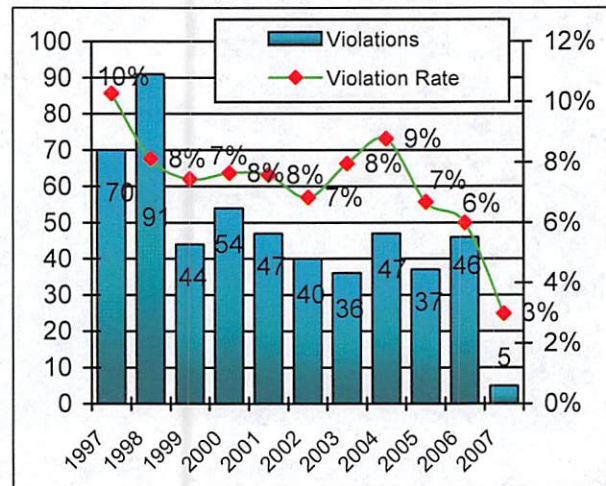
Figure 2. Fisheries Boardings



DEC 2005 - MAR 2006

All F/V Boardings (at sea):.....188
 Boardings w/Fisheries Violations:.....14
 Violation Rate:..... 7.4%

Figure 3. Fisheries Violations



DEC 2006 - MAR 2007

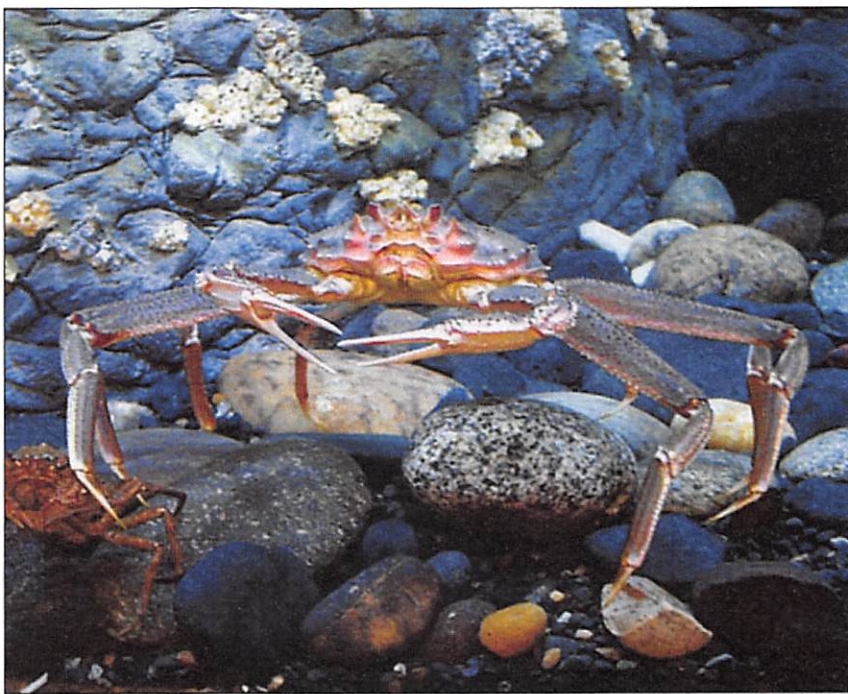
All F/V Boardings (at sea):.....160
 Boardings w/Fisheries Violations:.....5
 Violation Rate:..... 3.1%

VI. IFQ Halibut/Sablefish At-Sea Enforcement

The 2007 IFQ season opened on schedule without incident. Both fishing and enforcement effort were light due to heavy weather early in the season. There had been a few fisheries boardings, but the details of those boardings were not available at the time of this report. Seventeenth Coast Guard District personnel presented a review of 2006 IFQ enforcement effort at the Eighty Third Annual International Pacific Halibut Commission Meeting in Victoria, BC, Canada in January.

VII. 2005 Winter Crab Fisheries

The Bering Sea rationalized crab fisheries have reduced the surge of boats fishing in bad weather in the Bering Sea, consequently reducing SAR cases and lives lost to near zero. Pre-season compliance with training was considered high and safety compliance checks attained 100% coverage. The effort for the Bering Sea opilio fishery has been spread at a relatively low level throughout the season with a maximum 30 to 40 boats participating at any given time. Three survival-gear training sessions were completed with a total of 42



fishermen participating in Dutch Harbor, and another 16 fishermen participated in a pool session in Kodiak. Two Damage Control training sessions were conducted with 16 fishermen and Alaska Troopers participating, and a drill conductor class drew 20 fishermen in Dutch Harbor.

The Coast Guard continued coordinated enforcement planning with NOAA enforcement and the Alaska State Troopers via bi-weekly conference calls. The Coast Guard continues to take a very conservative position due to the history of substantial loss of life and property from the crab fisheries. There have been two lengthy helo deployments to St. Paul for



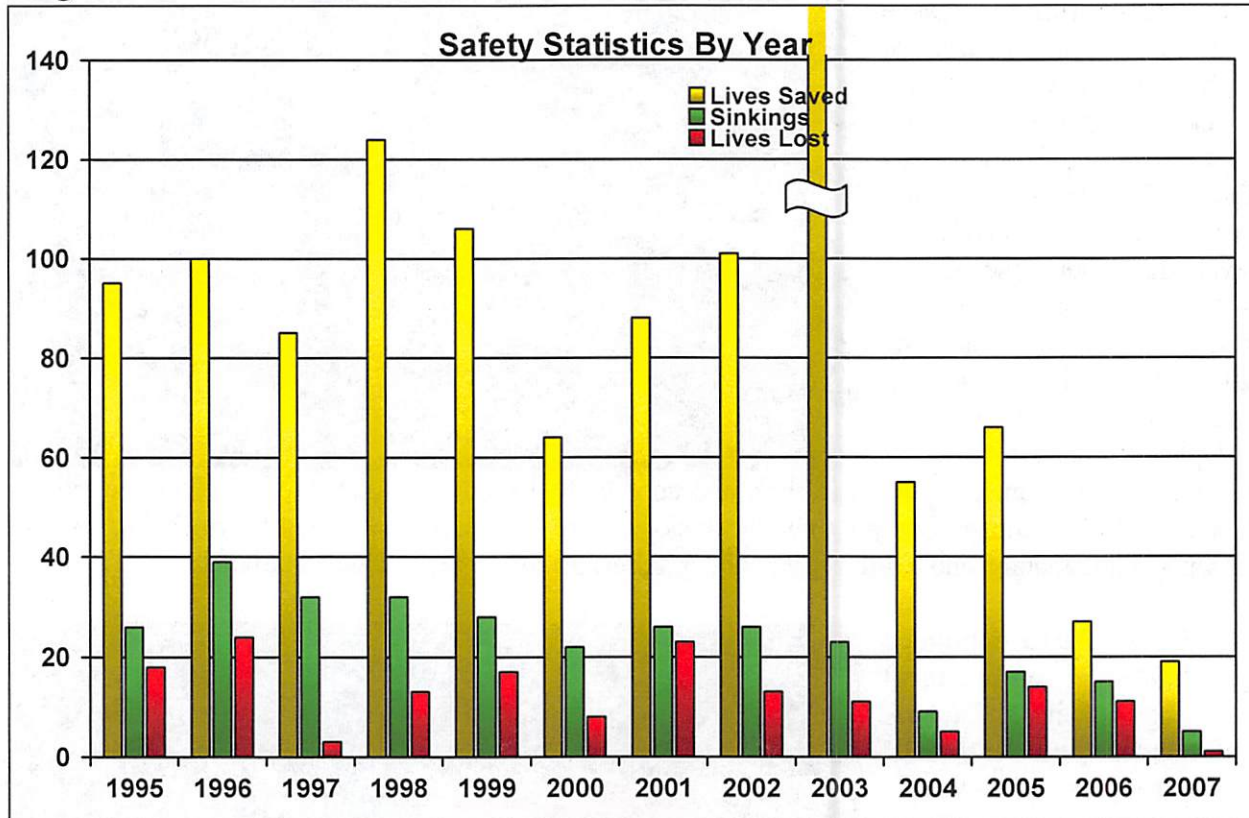
the opilio fishery this winter with no search and rescue cases. Resource allocations have included more than 100 deployed days for helos, 60 days for major cutter coverage, as well as periodic HC-130 aircraft coverage.

The 2007 Southeast Tanner Crab fishery opened 15 February and closed 25 February, with 96 boats participating. There were no SAR cases related to the fishery. Approximately 95% of the vessels received either shoreside Safety Compliance Checks (SCC) or at-sea boardings. Several violations were found during SCCs; all of which were corrected prior to the vessels departing Petersburg. The violations included expired EPIRBs, overdue liferaft inspections, and hydrostatic releases.

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

There were five *voyage terminations* for safety violations. Four voyage terminations were for insufficient liferafts and the fifth was for insufficient immersions suits. An additional 27 vessels were issued violation notices and warnings for a variety of safety discrepancies. The history of casualties and fatalities is summarized in Figure 4.

Figure 4. Historical Overview of CFVS Statistics



There were 19 lives saved 1 fatality, and 6 vessels lost this reporting period. Three sinkings resulted in the crews abandoning ship to their rafts, two of which had the 406MHz EPIRB alert as the only Coast Guard notification of distress.

There were 20 SAR cases with only one MEDEVAC. The one fatality was the result of a man-overboard case. Good Samaritan vessels assisted in several cases. Summaries of the more significant search and rescue cases are included in the table on the following four pages.



PHOTO: MSD personnel inspects liferaft expiration decal during a dockside Safety Compliance Check.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
12/17/06	Sea Fever & Volga	5	N	N	A representative for the fishing vessels SEA FEVER and VOLGA contacted the North Pacific SAR Coordinator reporting the vessels overdue. The vessels were on a fishing trip from Homer to the Chugach Islands near Gore Pt. The vessels departed Homer on 23 NOV and were due to return 25 or 26 NOV. Non-arrival was confirmed by the Homer harbor master, callouts and additional harbor checks yielded negative results. An Urgent Marine Information Broadcast was issued, and an Air Station Kodiak HH-60 helo launched to search the possible routes with negative results. An Air Station Kodiak HC-130 launched and located both vessels in no distress during a first light search.
12/22/06	Lady Taelyr	2	N	Y	Air Station Kodiak Communications Center contacted the North Pacific SAR Coordinator reporting that the 32ft F/V Lady Taelyr was disabled at anchor in Anton Larsen Bay. The vessel was not requesting CG assistance, but requested CG call a friend to attempt to get underway and tow the Lady Taelyr in to Kodiak. The third party was unable to get underway due to prevailing weather and Kodiak Communications Center issued a Marine Assistance Request Broadcast for the vessel. After negative results with the MARB, North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast for the vessel when she began to slip on her anchor and the weather began to deteriorate in blizzard conditions. North Pacific SAR Coordinator consulted Air Station Kodiak on their ability to get airborne in the weather and determined that a launch was possible. An Air Station Kodiak HH-60 helo launched to the scene. The helo arrived on scene and recovered the two persons on board and a dog then returned to Air Station Kodiak.
12/22/06	Della C	N/A	N	N	The master contacted Station Ketchikan reporting that the vessel's anchor fouled and the vessel was drifting towards rocks. Station Ketchikan 47ft Motor Lifeboat launched to the scene, took the vessel in tow, and freed the anchor. Once the vessel was in safe water, the vessel was able to get underway. The MLB escorted the vessel to Thomas Basin where the vessel moored safely.
01/07/07	Hunter	4	N	Y	North Pacific SAR Coordinator received a 406MHz Composite EPIRB alert for the F/V Hunter in Shelikof Strait. The NPSC issued an Urgent Marine Information Broadcast and two Air Station Kodiak assets responded. An HC-130 diverted from another mission to the position of the EPIRB and an HH-60 helo launched to assist. The HC-130 spotted debris and a raft near the position in which the EPIRB was plotting. The helo arrived on scene and hoisted all four of the survivors from the raft then transported them to Air Station Kodiak. The survivors were met by EMS at Air Station Kodiak for further transport to the hospital for care of mild hypothermia.
01/12/07	Katie J	N/A	N	N	North Pacific SAR Coordinator received a 406MHz unlocated SART alert for the F/V Katie J homeported in Sitka. North Pacific SAR Coordinator was unsuccessful attempting contact with the owner. North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast, initiated callouts for the vessel then contacted Sitka SAR to request DF assistance. Sitka SAR was able to locate the 121.5MHz homing signal associated with the 406MHz beacon and trace it to the Katie J, which was tied up in Sitka Harbor and in no distress.
01/14/07	Potluck	2	N	N	The F/V Potluck radioed Sector Juneau Communications Center reporting that the vessel was disabled near Pt. Couverden. Sector Juneau Communications Center issued a Marine Assistance Request Broadcast for the vessel with negative results. A Station Juneau 47ft Motor Lifeboat launched to the scene. The MLB arrived on-scene and determined that the vessel had suffered a reduction gear casualty and towed the vessel to Hoonah.
01/16/07	Stellar Sea	N/A	N	N	Communications Station Kodiak received a MAYDAY from F/V Stellar Sea reporting engine room fire 150nm west of Cold Bay. Engine room fire was subsequently extinguished with no personnel injuries leaving the vessel without power or propulsion. The emergency generator provided power for communications. USCGC Mellon diverted to the scene to evaluate possibility of initiating tow towards Dutch Harbor until commercial services could be contracted. USCGC Mellon established a tow with Stellar Sea. The commercial tug James Dunlop departed Dutch harbor, but was forced to return to Dutch Harbor after fouling its port screw. After freeing the screw, Tug James Dunlop was able to rendezvous with Mellon and relieved Mellon of the tow.

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

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
01/24/07	Seattle Enterprise	N/A	N	N	Health Force Partners in Seattle, WA contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 45yom crewmember on board the F/V Seattle Enterprise approximately 100nm northeast of Dutch Harbor. The crewmember was suffering from an injury to the left eye. North Pacific SAR Coordinator conferenced the Duty Flight Surgeon in with the Health Force Partners physician and determined that a MEDEVAC was warranted. The USCGC Mellon's deployed HH-65 helo launched to the scene, hoisted the patient, and transported him to Dutch Harbor. The patient was transferred to awaiting EMS in stable condition.
01/24/07	Sea Fisher	N/A	N	N	Health Force Partners in Seattle, WA contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 27yom crewmember on board the F/V Sea Fisher approximately 85nm southeast of Atka Island. The crewmember had a sudden on-set of 180-190bpm heart rate, pressure on the chest, and some numbing of the extremities. North Pacific SAR Coordinator conferenced the Duty Flight Surgeon with the Health Force Partners physician and determined that a MEDEVAC was warranted. The USCGC Mellon diverted southwest toward the F/V Sea Fisher's position. The North Pacific SAR Coordinator contacted the F/V Sea Fisher for an update on the patient at which time the Sea Fisher's First Mate relayed information that the patient's heart rate had been at 79-81bpm for the last two hours. The North Pacific SAR Coordinator informed the Flight Surgeon of the patient's status, and at the recommendation of the Flight Surgeon, conferenced HFP to discuss whether the MEDEVAC was still warranted. The Flight Surgeon and the attending physician at HFP determined that patient's condition had stabilized, and the MEDEVAC was no longer warranted. The USCGC Mellon returned to routine patrol.
02/01/07	Northern Victor	N/A	1	N	MSD Unalaska contacted the North Pacific SAR Coordinator reporting a possible missing person/man-overboard from the anchored F/V Northern Victor in Udagak Bay. The North Pacific SAR Coordinator contacted the Northern Victor and determined that the 23yom crewmember was last seen at 02:00 in the crew's lounge and could not be found at a 11:40 abandon ship drill. The F/V Northern Victor's skiff conducted a shoreline and grid search of Udagak Bay while the F/V Adventure searched Udagak Strait. North Pacific SAR Coordinator later learned that the missing crewmember had shaved his head bald and was exhibiting possible signs of depression and moodiness. The F/V's safety officer located all the missing crewmember's jewelry, wallet and passport stored in his locker. The North Pacific SAR Coordinator diverted an HH-65 helo from another mission to conduct a search of the area and requested that a commercial Pen-Air flight divert through the area while returning to Dutch Harbor. The Pen-Air aircraft was unable to search due to poor weather in Udagak Strait. The helo arrived on scene and conducted a thorough search in good conditions with negative results. All assets searched a total of over 58 SQNM in a 5.2 hour period. The search was suspended with the crewmember presumed lost.
02/09/07	Illusion	4	N	Y	The North Pacific SAR Coordinator received a 406MHz un-located EPIRB alert for the F/V Illusion homeported in Homer. Preliminary investigation revealed that the vessel was fishing near Dutch Harbor. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and began to conduct extended communications in Dutch Harbor with the harbormaster. An additional satellite pass produced a location solution in the vicinity of Makushin Bay. The North Pacific SAR Coordinator District Seventeen directed the launch of USCGC Mellon's HH-65 helo. The helo arrived on-scene and located a debris field and a life raft with all four crew members from F/V Illusion. The helo deployed a rescue swimmer and four survival suits to the crew members in the raft. The four crewmembers were hoisted on-board the helo and transported to awaiting EMS at the Dutch Harbor airport for treatment of hypothermia.
02/09/07	Alaskan Pride	N/A	N	N	The F/V Alaskan Pride radioed the North Pacific SAR Coordinator reporting that the vessel had lost steering near TAKU INLET. The vessel's rudder was stuck at 15 degrees right with the vessel drifting toward a shoal approximately 2,000 yards away. The on-scene weather was 35kt winds and six foot seas. Station Juneau's 47ft Motor Lifeboat launched to the scene from Auke Bay. The MLB took the Alaskan Pride in tow and towed them safely back to Juneau.

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

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
02/09/07	Kelcey Michele	N/A	N	N	USCGC Liberty contacted the North Pacific SAR Coordinator reporting that while conducting boat lowering detail prior to conducting a boarding near Hoonah, the bridge watch witnessed a crewman fall overboard as he reached for a float. The cutter's small boat recovered the individual in under a minute and returned him to the F/V Kelsey Michele. During the post SAR boarding USCGC Liberty determined that the Kelsey Michele did not have enough buoyant apparatuses, terminated her voyage and escorted her to Hoonah.
02/21/07	Jade Alaska	3	N	Y	The F/V Chisik Island contacted Air Station Kodiak Communications Center relaying a request for assistance from the F/V Jade Alaska located 25 nm west of Middle Cape in Shelikof Strait. Jade Alaska was reported to be taking on water in the engine room and lost all power. Direct communications with Jade Alaska were unsuccessful and subsequent communications between the two vessels were lost. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and an Air Station Kodiak HH-60 helo launched to the scene with an extra pump onboard. The USCGC Mellon diverted to the scene with an estimated transit time of 14 hours. The helo arrived on scene, located the vessel's life raft, hoisted the three persons from the raft, and transported them to Kodiak with moderate hypothermia but in otherwise good condition.
03/05/07	Ostrich	N/A	N	N	The F/V Ostrich radioed Sector Juneau reporting that the vessel was disabled and drifting toward shore (one-half mile away) near Coffman Cove in Clarence Strait. Further communications indicated that their engine was running erratically. Sector Juneau issued a Marine Assistance Request Broadcast and diverted USCGC Naushon. F/V Ostrich continued towards Thorne Bay under their own power. The USCGC Naushon arrived on scene and evaluated the situation. Naushon's engineer determined that the vessel's problem was a clogged fuel filter. F/V Ostrich got back underway under their own power with Naushon's small boat in escort. As the vessel approached Thorne Bay, Ostrich became disabled. Naushon's small boat towed the vessel into the harbor.
03/05/07	American Patriot	N/A	N	N	The F/V American Patriot contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 45yom crewmember with a lower leg injury near Kasnyku Bay. The North Pacific SAR Coordinator contacted the vessel through Sector Juneau radio to determine further details and then passed this information to the Duty Flight Surgeon. The Duty Flight Surgeon recommended MEDEVAC and an Air Station Sitka HH-60 helo launched to assist. Further communications about the patient's status and the vessel's intention to transit to Sitka to conduct required post marine accident investigation led the North Pacific SAR Coordinator to contact Duty Flight Surgeon for a second recommendation. Duty Flight Surgeon concurred with North Pacific SAR Coordinator that a MEDEVAC was no longer warranted and the North Pacific SAR Coordinator stood down Air Station Sitka. The North Pacific SAR Coordinator continued to monitor situation until vessel safely moored in Sitka where the patient was transferred to EMS.
03/06/07	Chaos	N/A	N	N	The F/V Chaos radioed a MAYDAY, which was intercepted by Air Station Kodiak Communications Center. The master reported that the vessel was taking on water through the fish hold in Shelikof Strait. The master reported that he intended to intentionally ground the vessel on Karluk Island. An Air Station Kodiak HC-130 aircraft and an HH-60 helo launched to the scene and found the vessel still afloat and listing, but stable. Almost simultaneously with arriving on-scene Sector Anchorage received a second mayday from the F/V Star Trek reporting it was aground 25NM west of Chaos along the Alaska Peninsula. The HC-130 remained on-scene to provide comms relay and to monitor situation while helo diverted to F/V Star Trek's position. While the helo was assisting F/V Star Trek, Chaos was able to stem the flooding and stabilize the vessel. The vessel was able to make it to Karluk Bay and anchor. The HC-130 remained on scene until vessel did not require any further assistance.
03/06/07	Star Trek	3	N	Y	While an Air Station Kodiak HC-130 aircraft and an HH-60 helo were responding to the F/V Chaos, the F/V Star Trek radioed Sector Anchorage reporting the vessel aground and with a hull tear in Island Bay. The Star Trek was approximately 25nm from Chaos's position, near Cape Unalshagvak on the Alaska Peninsula. The Star Trek's crew had abandoned ship to the beach and were suffering from hypothermia. The helo on-scene with the F/V Chaos diverted to the F/V Star Trek's position. The helo arrived on-scene with the F/V Star Trek and recovered the crew from the beach. The crew were transported to EMS personnel in Kodiak and then to the hospital for possible hypothermia.

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


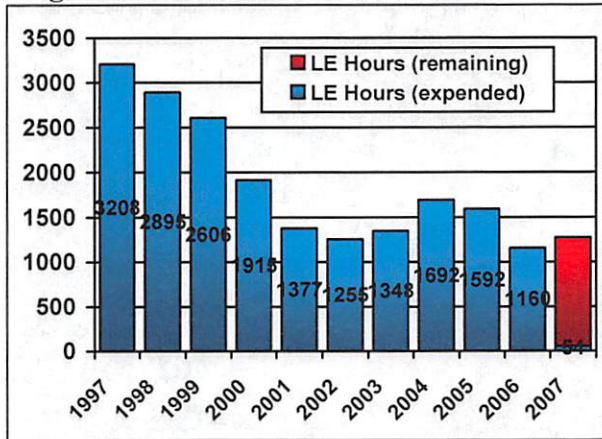
Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
03/13/07	Risky Business	5		Y	Sector Anchorage notified the North Pacific SAR Coordinator relaying a communications schedule request from the F/V Risky Business operating 60nm east of Kodiak. The vessel indicated that they were transiting toward Kodiak, but having difficulty maintaining course and speed due to rapidly deteriorating weather conditions. The vessel had developed an inexplicable portside list. The North Pacific SAR Coordinator directed the USCGC Sycamore (also enroute to Kodiak) to divert toward the position of the F/V Risky Business to provide an escort, a distance of approximately 45nm. F/V Risky Business then requested that the communications schedule be increased to every 15 min, and mentioned that the crew was ready to abandon ship if necessary. The North Pacific SAR Coordinator then issued an Urgent Marine Information Broadcast and directed the launch of an Air Station Kodiak HH-60 helo to the location of the Risky Business to conduct an over-flight and assess the situation. The good Samaritan vessel F/V Shemya, who overheard the Urgent Marine Information Broadcast radioed Communications Station Kodiak and reported that they were approx 3.5nm from the Risky Business and were headed in their direction to potentially render assistance. Shortly after the helo arrived on-scene, the Risky Business reported that it had lost steering, was taking-on water, and the crew was preparing to abandon ship. After the crew members entered the water in properly donned survival suits, the helo safely hoisted all crew members, and returned to Air Station Kodiak where medical personnel were waiting. All survivors were in good condition. The USCGC Sycamore searched the area of last known position to determine the extent of the pollution caused by the remaining fuel but did not locate the vessel or a sheen.
					
03/13/07	Pacific Maid	4	N	N	Communications Station Kodiak contacted the North Pacific SAR Coordinator relaying a distress call from F/V Pacific Maid. The vessel was taking on water in the vicinity of Andronica Island in the Shumagins. F/V Pacific Maid reported that they suspected that the source of their flooding was through a shaft alley and the lazarette. Pacific Maid reported that their pumps were keeping up with the flooding, and they were going to proceed to shallow water to work on the vessel. Due to the distance, the North Pacific SAR Coordinator directed the launch of an Air Station Kodiak HH-60 helo, and diverted an Air Station Kodiak HC-130 to the scene. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast in the event that the situation worsened. Shortly after the Coast Guard aircraft launched, the F/V Pacific Maid reported that they were no longer able to keep up with the flooding and it was progressing into the engine room. The F/V Decision responded to the Urgent Marine Information Broadcast with a one-hour transit time to the scene. After arriving on-scene, the HC-130 reported that the vessel had located the source of the flooding, made temporary repairs, and the engine room had been pumped dry. The Pacific Maid reported that they were no longer in distress and not in need of CG assistance. The HC-130 remained on-scene until the Pacific Maid and Decision were moored alongside each other and anchored for the night.

PHOTO: F/V Risky Business lists to port shortly before sinking.

IX. CGD17 Resource Summary

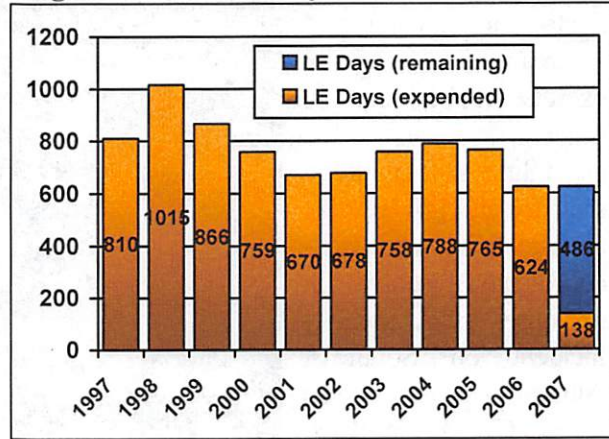
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Total projected major cutter days are expected to be comparable to last year. Flight hours for HC-130 aircraft are projected to be up about 100 hours this year. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours



*Flight hour data by calendar year.
2006 includes projection through December.

Figure 6. Annual Major Cutter Days



*Patrol day data by calendar year.
2006 includes projection through December.

DEC 2005 - MAR 2006

4 WHECs Patrolled for 92 Days
2 WMECs Patrolled for 78 Days
3 WLBs Patrolled for 4 Days (Fisheries)
4 WPBs Patrolled for 105 Days (Fisheries)
Total Cutter Days – 279

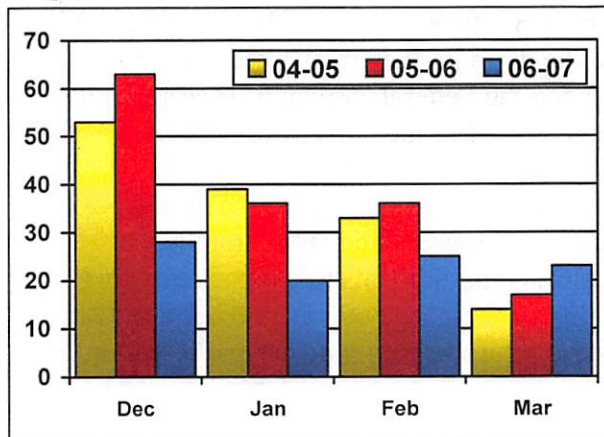
HC130s Flew 49 Sorties for 152 Hours
HH-60/65s Flew 73 Sorties for 321 Hours

DEC 2006 - MAR 2007

2 WHECs Patrolled for 65 Days
3 WMECs Patrolled for 106 Days
4 WLBs Patrolled for 30 Days (Fisheries)
6 WPBs Patrolled for 121 Days (Fisheries)
Total Cutter Days – 322

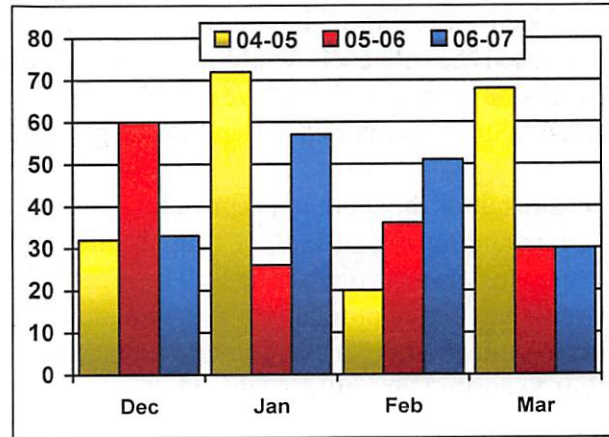
HC130s Flew 32 Sorties for 97 Hours
HH-60/65s Flew 104 Sorties for 365 Hours

Figure 7. DEC - MAR HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 8. DEC - MAR Major 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. Coast Guard Sector Juneau conducted an area maritime security exercise 13-14 March in order to test the capabilities of maritime industry and government to take quick and well-coordinated action in response to a security incident on Southeast Alaska waters. The Coast Guard simulated



Sector Juneau CO CAPT Mark Guillory conducts interagency drill
Security (MARSEC) level in Southeast Alaska from 1 to 2 in response to a fictional scenario in which a ferry reported an explosion on the car deck. The exercise involved a communications drill, during which the Coast Guard quickly notified vessels and facilities of the MARSEC change by phone. The vessels and facilities then increased their security levels, and Coast Guard personnel deployed throughout Southeast Alaska to verify that the additional security measures had been put in place.

The Coast Guard conveys the need to increase security measures on vessels and shore-side facilities by using a three-tiered MARSEC Level System that is similar to the five-tiered Homeland Security Advisory System. Level 1 indicates a baseline risk level calling for routine security. Level 2 indicates heightened risk. Level 3 indicates imminent risk.

Representatives of maritime companies and a wide variety of local, state and federal government agencies gathered at the Juneau Emergency Operations Center to review the formal plans already in place for dealing with a maritime security incident in Southeast Alaska. The participants also discussed the role each would play in responding to the day's particular suspicious ferry explosion scenario. Key players in the exercise included the Federal Bureau of Investigation, Alaska State Troopers, City and Borough of Juneau, Alaska Marine Highway System.

As a result of the meeting, representatives of each agency and company gained a deeper understanding of one another's capabilities and resources. Coordinating law enforcement response was a particular focus. The meeting also afforded participants the opportunity to strengthen personal relationships, enhancing the ability of these individuals to work as a team during a real emergency. General plans are to increase future fishing industry participation in Port Security Committees and exercises.

Appendix A

Boardings Without Violations 01 DEC 2006 – 31 MAR 2007

Date	Vessel Name	Vessel Type	Fishery	Area
02/18/07	American No. 1	Trawler	Yellowfin Sole	509
02/18/07	Legacy	Trawler	Yellowfin Sole	509
02/18/07	Us Intrepid	Trawler	Pacific Cod	509
02/07/07	Bristol Explorer	Trawler	Pacific Cod	517
02/07/07	Golden Dawn	Trawler	Pacific Cod	517
02/16/07	Morning Star	Trawler	Pacific Cod	517
12/30/06	Zenith	Longliner	Greenland Turbot	517
02/25/07	Excellence	Mothership	Pollock	517
02/25/07	Mark 1	Trawler	Pollock	517
02/25/07	Vesterallen	Trawler	Pollock	517
02/25/07	Western Dawn	Trawler	Pollock	517
12/20/06	Terrigal	Pot Boat	Crab	518
02/15/07	Blue Fox	Trawler	Pacific Cod	519
02/15/07	Golden Pisces	Trawler	Pacific Cod	519
02/15/07	Goldrush	Trawler	Pacific Cod	519
02/15/07	Perseverance	Trawler	Pacific Cod	519
02/15/07	Predator	Trawler	Pacific Cod	519
02/15/07	Starward	Trawler	Pacific Cod	519
02/16/07	Exodus Explorer	Trawler	Pacific Cod	519
02/16/07	Kodiak Enterprise	Trawler	Pollock	519
01/08/07	Bountiful	Pot Boat	Pacific Cod	521
01/12/07	Early Dawn	Pot Boat	Pacific Cod	521
01/13/07	North Sea	Pot Boat	Pacific Cod	521
01/13/07	Ocean Olympic	Pot Boat	Pacific Cod	521
02/16/07	Rollo	Pot Boat	Pacific Cod	521
12/17/06	Alaskan Enterprise	Pot Boat	Crab	521
02/26/07	Polar Sea	Pot Boat	Crab	521
03/02/07	Cascade Mariner	Pot Boat	Crab	521
02/26/07	Jennifer A	Pot Boat	Crab	521
01/06/07	Clipper Express	Longliner	Pacific Cod	524
02/08/07	Argonaut	Jig Boat	Pacific Cod	630
01/15/07	Malka	Longliner	Pacific Cod	630
01/15/07	Ocean Ranger	Longliner	Pacific Cod	630
01/17/07	Butterfly	Longliner	Pacific Cod	630
01/17/07	Redoubt	Longliner	Pacific Cod	630
01/20/07	Marona	Longliner	Pacific Cod	630
01/22/07	Clyde	Longliner	Pacific Cod	630
01/24/07	Pheonix	Longliner	Pacific Cod	630
01/26/07	Provider	Longliner	Pacific Cod	630
01/27/07	Highliner	Longliner	Pacific Cod	630
02/01/07	Letun	Longliner	Pacific Cod	630
02/06/07	Cascade	Longliner	Pacific Cod	630

Appendix A – Continued

Boardings Without Violations 01 DEC 2006 – 31 MAR 2007

Date	Vessel Name	Vessel Type	Fishery	Area
02/06/07	Dynasty	Longliner	Pacific Cod	630
02/08/07	Navigator	Longliner	Pacific Cod	630
02/08/07	Nite Lite	Longliner	Pacific Cod	630
02/08/07	Reliance	Longliner	Pacific Cod	630
02/09/07	Avalanche	Longliner	Pacific Cod	630
02/09/07	Concord	Longliner	Pacific Cod	630
02/12/07	Ambassador	Longliner	Pacific Cod	630
02/12/07	Defender	Longliner	Pacific Cod	630
02/18/07	Alaskan Pride	Longliner	Pacific Cod	630
02/18/07	Alitak	Longliner	Pacific Cod	630
01/22/07	Alaska Spirit	Pot Boat	Pacific Cod	630
01/22/07	Ocean Bay	Pot Boat	Pacific Cod	630
01/23/07	Laura S	Pot Boat	Pacific Cod	630
01/23/07	Old Squaw	Pot Boat	Pacific Cod	630
01/24/07	Mary J	Pot Boat	Pacific Cod	630
01/27/07	Sumner Strait	Pot Boat	Pacific Cod	630
02/05/07	Arctic Flyer	Pot Boat	Pacific Cod	630
02/09/07	Jeanoah	Pot Boat	Pacific Cod	630
02/12/07	Norther Jaeger	Pot Boat	Pacific Cod	630
02/22/07	Lucrative	Mothership	Pacific Cod	630
01/25/07	Mar Del Norte	Trawler	Pacific Cod	630
02/03/07	Caravelle	Trawler	Pacific Cod	630
02/03/07	Chelissa	Trawler	Pacific Cod	630
02/03/07	Mar Pacifico	Trawler	Pacific Cod	630
02/03/07	Marathon	Trawler	Pacific Cod	630
02/27/07	Heidi May	Trawler	Pacific Cod	630
01/25/07	Eskimo Princess	Trawler	Rock Sole	630
01/18/07	Northern Mariner	Pot Boat	Crab	630
03/06/07	Aleutian Dream	Pot Boat	Cucumbers	St
01/16/07	Patsy	Troller	Salmon	St
01/17/07	Carol W	Troller	Salmon	St
01/28/07	Northern Explorer	Longliner	Pacific Cod	St
02/09/07	Rymar Jo	Longliner	Pacific Cod	St
02/10/07	Morning Light	Longliner	Pacific Cod	St
02/10/07	Shirley N	Longliner	Pacific Cod	St
02/13/07	Freedom	Mothership	Salmon	St
02/13/07	Freedom	Mothership	Salmon	St
01/22/07	Decision	Troller	Salmon	St
01/22/07	Fin	Troller	Salmon	St
01/22/07	Jessie Marie	Troller	Salmon	St
01/27/07	Sharon Sue	Troller	Salmon	St
01/28/07	Gavia	Troller	Salmon	St

Appendix A – Continued

Boardings Without Violations 01 DEC 2006 – 31 MAR 2007

Date	Vessel Name	Vessel Type	Fishery	Area
02/13/07	Albion	Troller	Salmon	St
02/13/07	Betsy M	Troller	Salmon	St
02/13/07	Lady Helen	Troller	Salmon	St
02/27/07	Ida Marie	Troller	Salmon	St
03/01/07	Prospector	Dive Boat	Cucumbers	St
02/11/07	Marauder	Pot Boat	Crab	St
02/12/07	Signe Lynn	Pot Boat	Crab	St
02/14/07	Tsiu	Pot Boat	Crab	St
02/24/07	Outlook	Pot Boat	Crab	St
03/02/07	Leanna Sea	Pot Boat	Crab	St
02/09/07	Chelsea Dawn	Pot Boat	Crab	St
02/10/07	Competition	Pot Boat	Crab	St
02/10/07	Confidence	Pot Boat	Crab	St
02/10/07	Emily Nicole	Pot Boat	Crab	St
02/10/07	Lady Jo	Pot Boat	Crab	St
02/10/07	Mongoose	Pot Boat	Crab	St
02/10/07	Perseverance	Pot Boat	Crab	St
02/10/07	Pillar Bay	Pot Boat	Crab	St
02/10/07	Providence	Pot Boat	Crab	St
02/10/07	Shelkov	Pot Boat	Crab	St
02/10/07	Star Of The Sea	Pot Boat	Crab	St
02/10/07	Steadfast	Pot Boat	Crab	St
02/10/07	Sunrise	Pot Boat	Crab	St
02/11/07	Ak2134p	Pot Boat	Crab	St
02/11/07	Ak7839n	Pot Boat	Crab	St
02/11/07	Jeanine Ka	Pot Boat	Crab	St
02/11/07	Middle Pass	Pot Boat	Crab	St
02/11/07	Motive	Pot Boat	Crab	St
02/11/07	Pacific Sea	Pot Boat	Crab	St
02/11/07	Seaview	Pot Boat	Crab	St
02/11/07	St. Jo	Pot Boat	Crab	St
02/12/07	Ak6580h	Pot Boat	Crab	St
02/12/07	Logan T	Pot Boat	Crab	St
02/12/07	Stjilbe	Pot Boat	Crab	St
02/12/07	Symphony	Pot Boat	Crab	St
02/15/07	Phoenix	Pot Boat	Crab	St
12/14/06	Pot Luck	Pot Boat	Crab	St
02/15/07	Pot Luck	Pot Boat	Shrimp	St
12/11/06	Kimberly Anne	Shrimper	Shrimp	St
02/27/07	Kelton	Shrimper	Shrimp	St

Appendix B

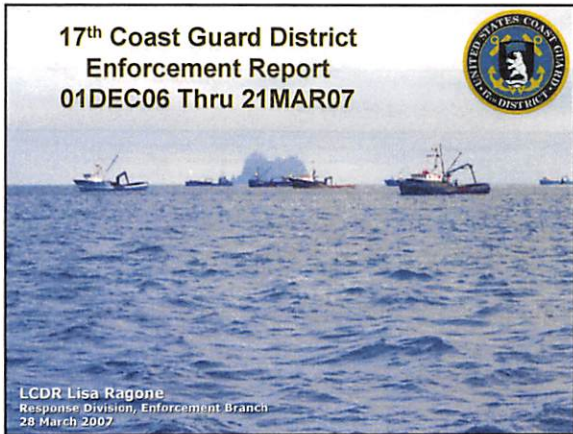
Boardings With Violations 01 DEC 2006 – 31 MAR 2007

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation notes
12/09/06	Hickory	Trident	Longliner	Pacific Cod	630	Safety violation issued for expired EPIRB
12/10/06	Hickory	Maggie B	Longliner	Pacific Cod	630	Safety violation issued for insufficient life ring buoys and missing oil pollution placard.
01/06/07	Alex Haley	Clipper Epic	Longliner	Pacific Cod	524	Fisheries violation issued for failure to properly maintain logbooks.
01/12/07	Alex Haley	Handler	Pot Boat	Pacific Cod	521	Safety violation issued for inoperable high water alarm.
01/12/07	Alex Haley	Erla-N	Pot Boat	Pacific Cod	521	Fisheries summary settlement issued for failure to properly maintain logbooks.
01/15/07	Mustang	Silver Bullet	Longliner	Pacific Cod	630	Voyage terminated for no survival craft on board.
01/17/07	Long Island	Sea Dancer	Longliner	Pacific Cod	630	Safety violation issued for insufficient hull markings.
01/19/07	Long Island	Cindria Gene	Pot Boat	Pacific Cod	630	Safety violation issued for expired EPIRB.
01/19/07	Long Island	Irene H	Pot Boat	Pacific Cod	630	Fisheries violation issued for failure to properly maintain logbooks.
01/26/07	Acushnet	Blueberry	Longliner	Pacific Cod	630	Safety violation issued for missing MSD holding tank, insufficient life ring buoys, improperly stowed life raft, and failure to conduct safety drills.
01/27/07	Anacapa	Outcast	Troller	Salmon	ST	Safety violation issued for failure to carry certificate of documentation.
01/29/07	Anacapa	Spirit	Pot Boat	Crab	ST	Safety violation issued for expired EPIRB
01/29/07	Anacapa	Tora	Troller	Salmon	ST	Safety violation issued for expired visual distress signals, expired EPIRB
02/03/07	Acushnet	Alaskan	Trawler	Pacific Cod	630	Safety violation issued for expired EPIRB.
02/08/07	Long Island	Velocity	Longliner	Pacific Cod	630	Safety violation issued for visual distress signals.
02/08/07	Long Island	Sinai	Longliner	Pacific Cod	630	Safety violation issued for insufficient visual distress signals.
02/08/07	Long Island	Competition	Longliner	Pacific Cod	630	Safety violation issued for insufficient hull markings.
02/08/07	Long Island	Ocean Ranger	Longliner	Pacific Cod	630	Safety violation issued for expired certificate of documentation and insufficient hull markings.
02/08/07	Sycamore	Compromise	Longliner	Pacific Cod	630	Fisheries violation issued for no seabird avoidance gear, and safety violations issued for missing emergency instructions, missing coast pilot, missing records of drills, missing magnetic compass deviation table, insufficient first aid kit, insufficient hull markings.
02/09/07	Long Island	Conquest	Longliner	Pacific Cod	630	Safety violation issued for visual distress signals.
02/09/07	Sycamore	Captain Kid	Pot Boat	Pacific Cod	630	Safety violation issued for missing magnetic compass deviation table and missing light list.
02/09/07	Liberty	Kelcey Michele	Pot Boat	Shrimp	ST	Voyage terminated for expired liferaft and expired liferaft hydrostatic release
02/09/07	Liberty	Kyra Dawn	Longliner	Pacific Cod	ST	Voyage terminated for insufficient liferaft, expired EPIRB hydrostatic release, and insufficient hull markings
02/09/07	Long Island	Wild Thing	Pot Boat	Pacific Cod	630	Fisheries written warning issued for failure to properly maintain logbooks, and safety violation issued for expired certificate of documentation.

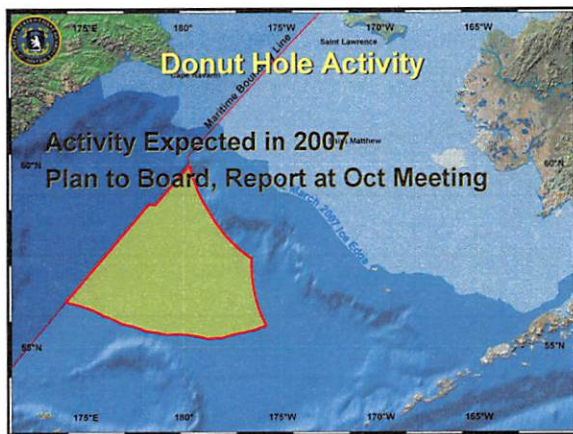
Appendix B – Continued

Boardings With Violations 01 DEC 2006 – 31 MAR 2007

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation notes
02/10/07	Liberty	Little Lady	Pot Boat	Crab	ST	Safety violation issued for expired EPIRB and expired hydrostatic release.
02/10/07	Liberty	Vegabond Queen	Pot Boat	Crab	ST	Safety violation issued for expired EPIRB and expired hydrostatic release.
02/10/07	Liberty	Christian	Pot Boat	Crab	ST	Voyage terminated for insufficient survival suits
02/11/07	Ketchikan	Angelette	Pot Boat	Crab	ST	Safety violation issued for insufficient survival suits.
02/11/07	Ketchikan	Seduction Pt	Pot Boat	Crab	ST	Safety violation issued for insufficient survival suit markings
02/14/07	Liberty	Avalon	Pot Boat	Crab	ST	Safety violation issued for insufficient hull markings.
02/15/07	Mellon	Trailblazer	Pot Boat	Pacific Cod	517	Safety violation issued for unserviceable life ring buoy.
02/16/07	Mellon	Katie Jean	Trawler	Pacific Cod	519	Safety violation issued for inoperative sound producing device and failure to provide a stability instruction.
02/26/07	Anacapa	Vego	Troller	Salmon	ST	Safety violation issued for insufficient reflective tape on life ring buoy.
02/26/07	Anacapa	Parakeet	Shrimper	Shrimp	ST	Voyage terminated for insufficient liferaft and expired visual distress signals.
02/28/07	Anacapa	Skipjack	Dive Boat	Cucumbers	ST	Safety violation issued for expired EPIRB
03/02/07	Acushnet	Pacific Sun	Pot Boat	Crab	521	Safety violation issued for expired visual distress signals and unregistered EPIRB.

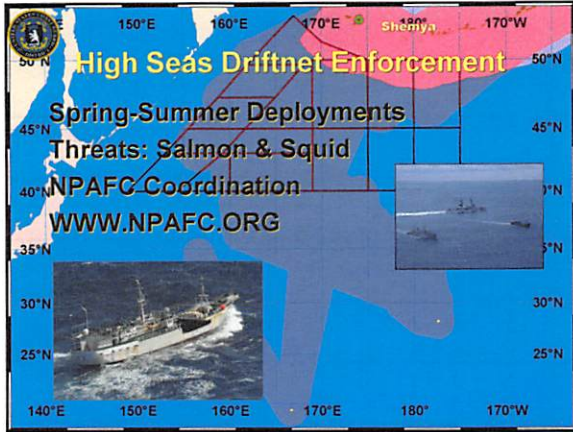


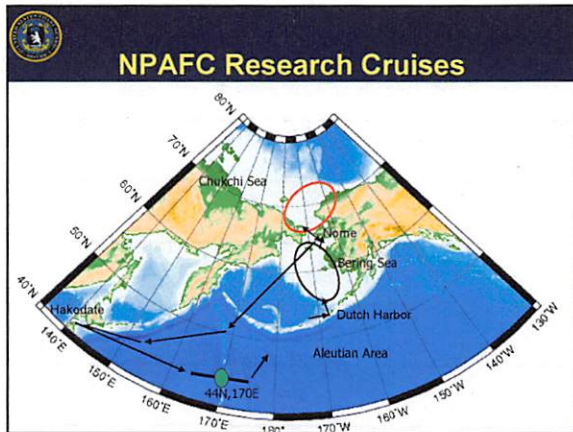




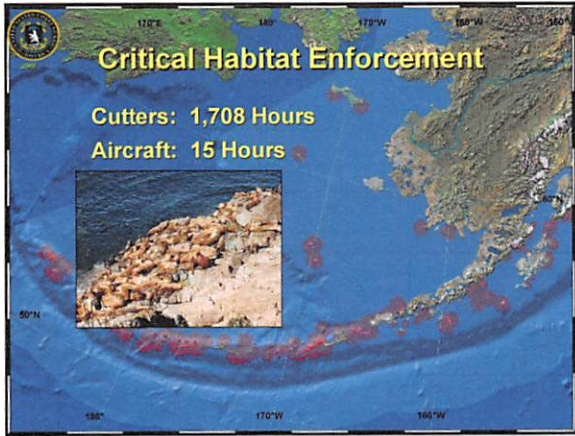
Korea or Japan may

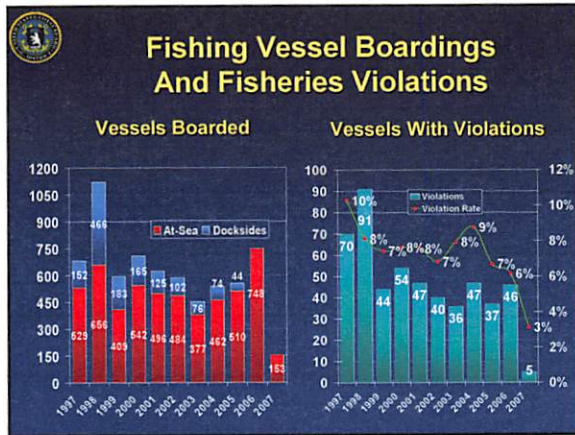
bd as → 98

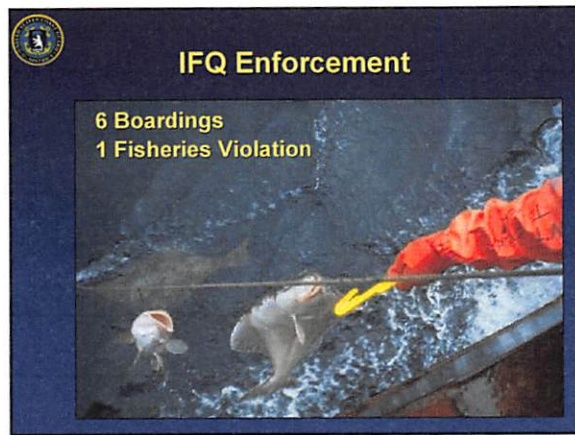




Month	March	April	May	June	July	August	September	October	November
Week	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
USCG Aircraft									
USCG Cutters									
Russia Aircraft									
Russia Cutters									
Japan Aircraft									
Japan Cutters									
Canada Aircraft									
Canada Cutters									







Opiljo & Tanner SAR Summaries

Rationalized Fishery — Effort spread
 Pre-positioned WHEC
 Forward Deployed HH-60 Helo
 Preseason Training & Inspections

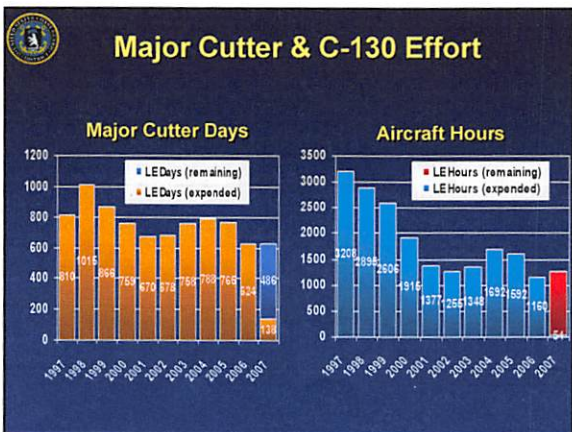
No SAR Cases

SAR Stats 01 DEC 06 – 31 March 07

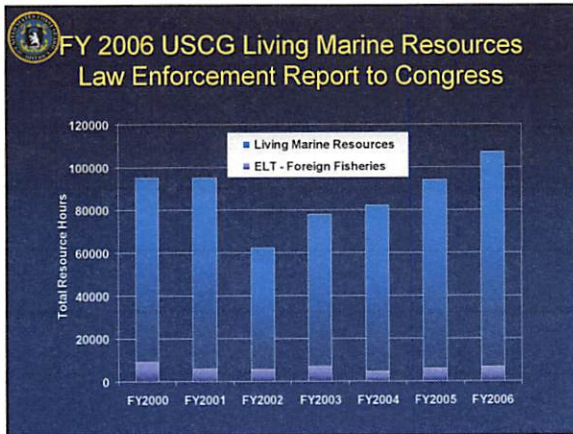
20 F/V SAR Cases
 19 Lives Saved

1 Fatality (MOB)
 6 Vessels Lost

33 Safety Violations
 5 Terminations
 Common Problems
 Liferafts & Immersion Suits







Munitions At Sea

Munitions are dangerous, and may not be easily recognizable!
 Limit handling to reduce risk of an explosion!
 Never bring a munition into port!

REMEMBER THE 3R's

RECOGNIZE! Recognize when you may have found a munition.
RETREAT! If you find a munition, limit handling and carefully put it back in the sea.
REPORT! Record the GPS coordinates where the munition was returned to the sea.

Immediately notify the USCG of the coordinates and describe the munition.

EMERGENCY CONTACTS:
 At sea: Use Channel 16 (156.800MHz)
 (or call 800-424-8802)
 On shore: Call 911 (Local law enforcement)



Munitions At Sea

For more information:

www.denix.osd.mil/UXOSafety

