

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 APR 10 - 31 MAY 10

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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	WLB – 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

The Russian fishing season opened in mid-May. The ice edge as of 26 May 2010 still extended across the area of the MBL where fishing pressure has historically taken place (Figure 1). Despite relatively heavy ice, data provided by the Russian Northeast Border Directorate (NBD) indicates that about six vessels have been operating near the MBL. Significant activity is not expected to resume until mid-June at which time Coast Guard units will be in position to respond to potential incursions.

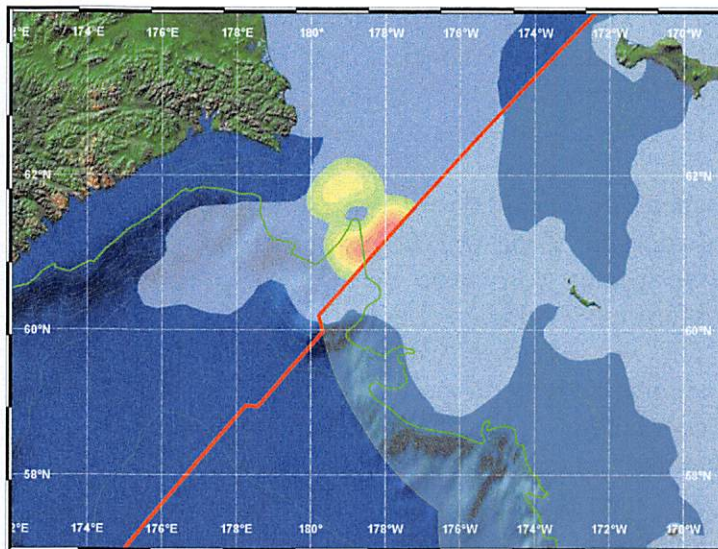


Figure 1. 26May2010 Ice Edge & 2009 MBL Fishing Density

The Seventeenth District recently had the pleasure of hosting the Deputy Chief of the NBD of the Russian Federal Security Service (FSB) in Anchorage, 11 thru 15 April for the bi-annual Commander's meeting. Seventeenth District Commander, RADM Colvin met with the Deputy Chief of the Russian Northeast Border Directorate, RADM Surin. The parties formally renewed their agreement to continue mutual cooperation and joint operations. Both parties considered the meeting to be a positive step forward in strengthening the Seventeenth District and NBD command relationship.

II. High Seas Drift Net Enforcement

Air Station Kodiak began High Seas Driftnet patrol flights in April. A 29 April USCG flight detected a vessel with nearly five nautical miles of net in the water just outside the U.S. EEZ to the southwest of Attu. The vessel was identified as the CAMBODIAN-flagged FF/V ARVID (stern marking said PRIBOI). Air crew observations during initial passes were that the vessel appeared to be retrieving their net. The



Cambodian-Flagged, HSDN Vessel ARVID

vessel cut their net loose when contacted by the USCG aircraft and claimed that they were not fishing. The aircrew was also able to see silver-colored flashes on deck that were thought to be salmon. The USCG notified the Russian Northeast Border Directorate due to the close proximity to Petropovlovsk to the position of the vessel. Russia dispatched a patrol vessel, but it was unable to locate the vessel due to marginal weather conditions and limited air support. The USCGC SHERMAN assumed an alert posture to respond to the activity, and stood by in the Bering Sea while awaiting Statement-of-No-Objection (SNO) authority from Cambodia to board the vessel. The vessel fled the area, however, prior to receipt of the SNO. The U.S. continues to work closely with NPAFC partners to apprehend the vessel. The Coast Guard and U.S. Department of State are preparing a case package for a follow-up Demarche to Cambodia.

III. Donut Hole

The Donut Hole and vicinity continue to be areas of concern for illegal fishing activity. Air Station Kodiak HC-130 aircraft detected four foreign fishing support vessels (FSP) operating inside the U.S. Exclusive Economic Zone (EEZ) just north of the Donut hole near the US/Russia Maritime Boundary Line (Figure 2). The vessels were suspected (due to similar activity in previous years) of conducting unauthorized transshipments of fish caught contrary to international laws controlling commerce of Illegal, Unregulated, and Unreported (IUU) fishing.

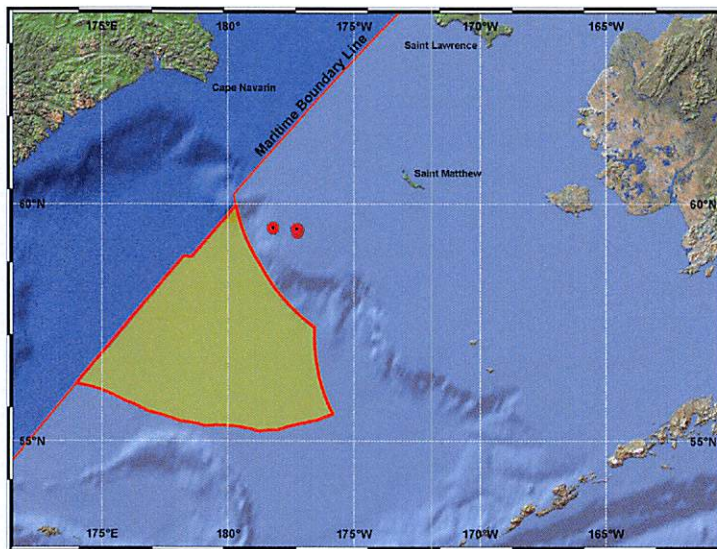


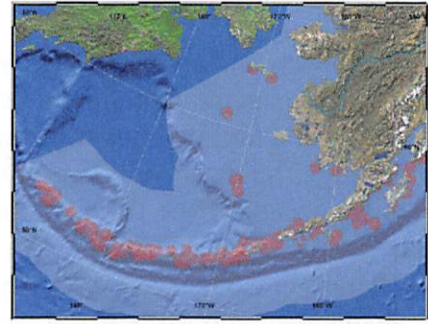
Figure 2. Suspected IUU Vessels Near Donut Hole

The USCGC SHERMAN responded to the area, located the Panamanian-flagged FF/V KODANGBONG, conducted a boarding, and confirmed that the vessel had no U.S. fish on board. The SHERMAN did, however, find considerable product (specifically Blue King crab) that was of Russian origin (based on markings on the boxes and admissions by the KODANGBONG crew). The crab is believed to be illegally caught and transferred from Russian waters. The KODANGBONG crew claimed to be licensed to receive Russian product and claimed to have received the product from a Lithuanian-flagged M/V DORADO in the Russian EEZ. The KODANGBONG also claimed that the DORADO was appropriately licensed to deliver Russian product. The crew produced a Bill-of-Lading with the DORADO's name listed on it as the delivery vessel. Follow-up communications with the Russian Northeast Border Directorate determined all statements by the KODANGBONG crew to be false. The KODANGBONG had no Russian license to receive product, and Russia had no record of a vessel by the name "DORADO" on any license. The DORADO does not exist on any International Maritime Organization (IMO) registry, which would indicate that it is a fictitious vessel listed on a fake Bill-of-Lading. All of the information was conveyed to the Russian Northeast Border Directorate, who indicated that they will be pursuing legal action against the KODANGBONG.

Three other vessels were operating suspiciously in the area, including the FF/V CADIZ and FF/V TOULON (both Cambodian-flagged) and the Panamanian-flagged FF/V ROYAN (new to the IUU suspect list). They were sighted loitering in or near the ice edge close to the KODANGBONG position and continue to be suspected of IUU activity. The SHERMAN was unable to board the other vessels.

IV. Steller Sea Lions and Critical Habitat Enforcement

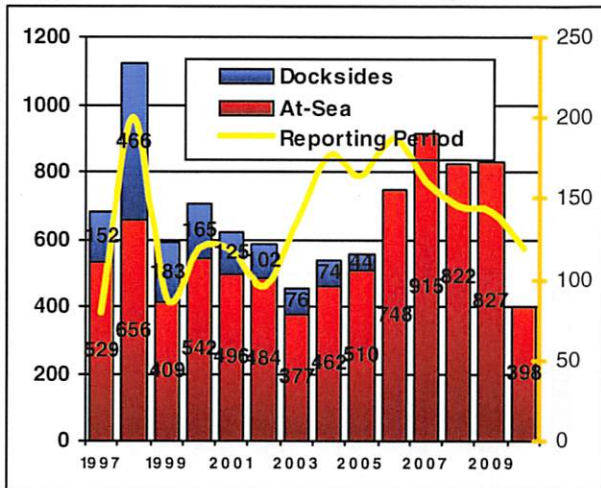
The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 177 monitoring hours, and aircraft patrolled three hours in support of this mission. There was one violation when a vessel failed to observe the Chirikof Island 3nm No-Transit Zone. The violation was found through routine review of Vessel Monitoring System records. The vessel was fishing nearby (outside the no-transit zone), but entered the no-transit zone repeatedly without prior authorization, apparently doing weather avoidance in the lee of the island.



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 small and consistent with previous years. During the reporting period, one significant fisheries violation was detected (see Section IV above). Appendices A and B contain a list of boardings and violations for the reporting period.

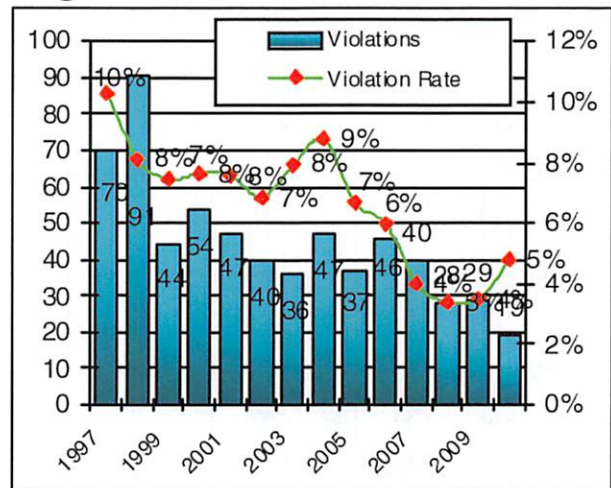
Figure 3. Fisheries Boardings



APR 2009 - MAY 2009

All F/V Boardings (at sea):.....142
 Boardings w/Fisheries Violations:.....3
 Violation Rate:..... 2.1%

Figure 4. Fisheries Violations



APR 2010 - MAY 2010

All F/V Boardings (at sea):.....113
 Boardings w/Fisheries Violations:.....4
 Violation Rate:..... 3.5%

VI. IFQ Halibut/Sablefish At-Sea Enforcement

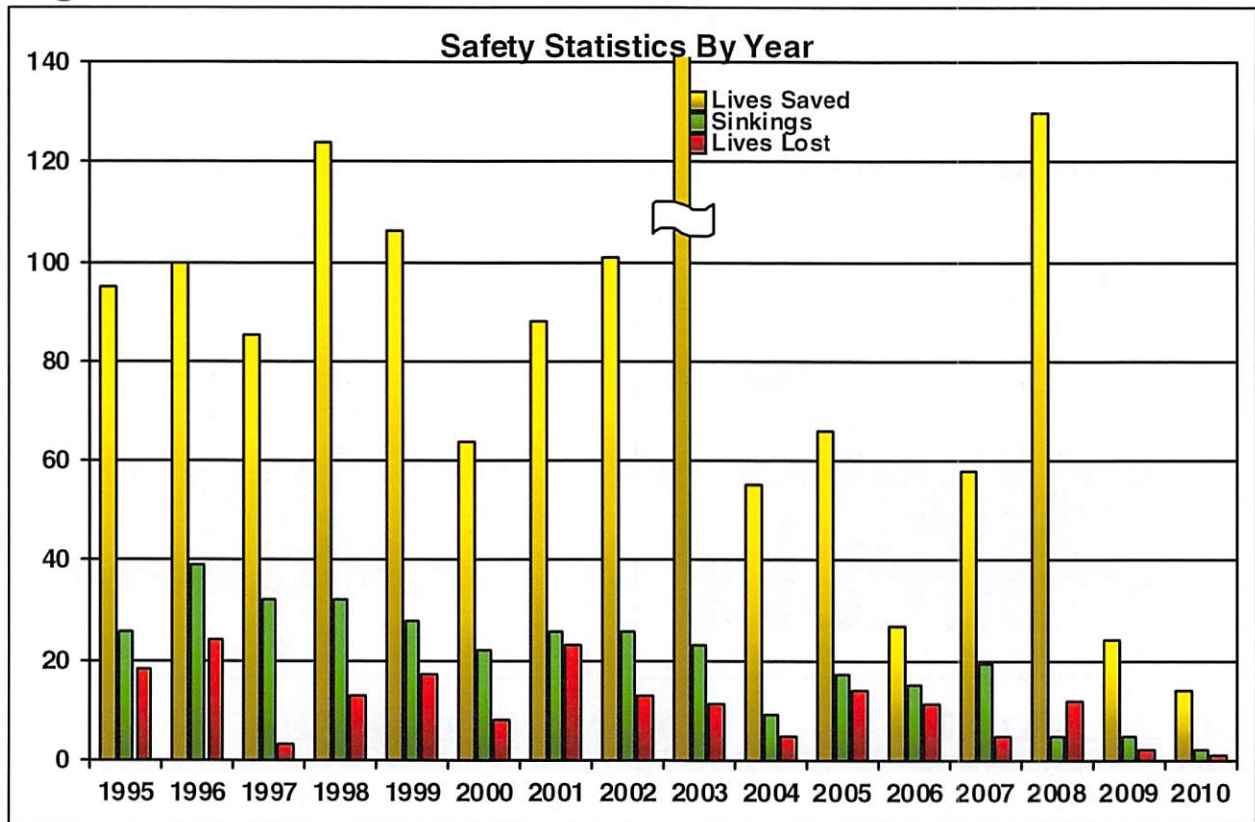
The 2010 IFQ season continues without incident. There were 77 IFQ boardings during the reporting period. Three minor logbook violations were found in the course of the boardings.

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

There were three *voyage terminations* during the reporting period, resulting from a mixture of violations including failure to carry an approved liferafts and insufficient firefighting equipment. One of the terminations was quickly resolved, and the vessel was able to immediately return to fishing. The most common safety violations were for insufficient liferafts, expired EPIRBs, unserviceable Type IV throwable life rings, and expired visual distress signals.


There were five SAR cases including three helo basket-hoist rescues. One crew of four had abandoned ship to their raft, while a second four-person crew was unable to reach their liferaft when the vessel sank (resulting in one fatality). The third basket hoist was a medical evacuation of an ill crewmember. Summaries of the more significant search and rescue cases are included in Table 1. Casualties and fatalities over the last 15 years are summarized in Figure 5.

Figure 5. Historical Overview of CFVS Statistics



There were 13 lives saved, 1 fatality, and 2 vessel lost during this reporting period.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
4/21/10	NORTHERN BELLE	4	1	Y	 <p>Communications Station Kodiak relayed information to Command Center Juneau reporting that the F/V NORTHERN BELLE was taking on water and sinking in the Gulf of Alaska, 50nm southeast of Montague Island. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB). Two Air Station Kodiak aircraft (an HC-130 and HH-60 helo) launched to assist. The USCGC LONG ISLAND already underway on routine patrol 40nm to the north diverted to assist. The HC-130 arrived on scene first and located two persons clinging to debris and two others in the water a distance away. The vessel's liferaft had deployed, but had drifted away from the debris field before the crew could reach it. The HC-130 dropped three rafts. At least one crewmember in the water was able to get into a USCG liferaft and one appeared unresponsive. The helo arrived on scene and hoisted all four aboard. Three were severely hypothermic and the fourth had no vital signs. The crew was delivered to emergency medical services in Cordova, AK where three were treated and expected to fully recover and one was pronounced deceased, likely from injury sustained during the attempt to abandon ship and subsequent exposure. USCGC Long Island recovered all four life rafts.</p> <p>LEFT: Air Station Kodiak HH-60 Helo Maneuvers to Recover NORTHERN BELLE Crewmember from Raft.</p>
4/21/10	SEA FISHER	N/A	0	N	<p>Seattle-based Health Force Partners contacted Command Center Juneau requesting a MEDEVAC for a 23-year-old male crewmember from the F/V SEA FISHER suffering from abdominal pains, numbness in the extremities, high fever, and was passing black stool indicative of gastrointestinal bleeding. The vessel was operating 170nm northeast of Dutch Harbor (80nm southwest of St. Paul Island). Command Center Juneau contacted the St. Paul Clinic, which declined to receive the crewmember, because they were not staffed or equipped to effectively treat a patient in such a severe condition. District Seventeen briefed the duty flight surgeon who recommended immediate MEDEVAC of the crewmember. An Air Station Kodiak HH-60 helo (forward deployed to Cold Bay) launched to assist. The USCGC SHERMAN (patrolling the Bering Sea) and the SHERMAN's HH-65 helo (also ashore in Cold bay) were put on alert in the event that additional rescue capability was needed. An Air Station Kodiak HC-130 launched to provide cover for the helo. The helo located F/V SEA FISHER, conducted a basket hoist of the crewmember, and transported the crewmember to Dutch Harbor. The patient was transferred to local EMS in stable condition.</p>
05/03/10	WAHOO	4	0	N	<p>The F/V WAHOO radioed Sector Anchorage reporting that the vessel had experienced a loss of propulsion due to low engine oil pressure. The vessel was enroute from Kodiak to Homer with four crew. Sector Anchorage issued a Marine Assistance Radio Broadcast with negative results. USCGC ROANOKE ISLAND diverted from routine patrol to the scene and took WAHOO in tow enroute to Homer. On scene weather was seas 20ft with winds 35kts. ROANOKE ISLAND passed the tow of the disabled F/V WAHOO to the Homer Harbor Master's vessel. The vessel was moored safely in Homer harbor.</p>
5/20/10	AMY JO	1	0	N	<p>The Whittier Police Department contacted Sector Anchorage Command Center relaying a report of a vessel disabled in Prince William Sound (East Finger Inlet) due to an electrical casualty. No other information was given. Sector Anchorage relayed the information to Command Center Juneau. East Finger Inlet is known to have very poor VHF coverage and there was negative response to callouts. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and several vessels responded saying that they were within 8 to 10 NM of East Finger Inlet but would not go into the Inlet due to the rocks and shallow water. Due to the fact that it was night, a vessel was reportedly disabled in an area in west Prince William Sound where there were 6ft seas reported, there was no VHF coverage, and no Good Samaritans were able to respond to the location, Sector Anchorage directed the Air Station Kodiak HH-60 helo to launch from Cordova, headed on scene and located the F/V AMY JO with one crewmember. The vessel was disabled but safely anchored in East Finger Inlet. The master stated the vessel had no communications due to the electrical problem, but he had arranged with a friend to head out to tow his vessel in if he had not returned to Whittier by Noon (he was attempting to fix the problem himself come daylight). The helo asked if any assistance was needed by the Coast Guard and he stated he did not need any assistance and will call Sector Anchorage upon his mooring safely in Whittier in the evening. The helo returned to Cordova without further incident.</p>

5/20/10	CAPE SPENCER	4	0	Y	The Command Center Juneau received a relayed distress call of a vessel taking on water in the vicinity of Montague Island in south Prince William Sound. Shortly thereafter, D17 received an un-located 406 MHz Emergency Position Indicating Radio Beacon hit registered to the F/V CAPE SPENCER out of Whittier, AK. An Urgent Marine Information Broadcast (UMIB) was issued and an Air Station Kodiak HH-60 helo deployed to Cordova diverted from a training flight to proceed to the vessel and render assistance. Upon arriving on scene, the crew had donned their survival suits and abandoned ship into their liferaft. The helicopter safely hoisted all crewmembers and transported them to Seward, where they were all determined to be in good health.
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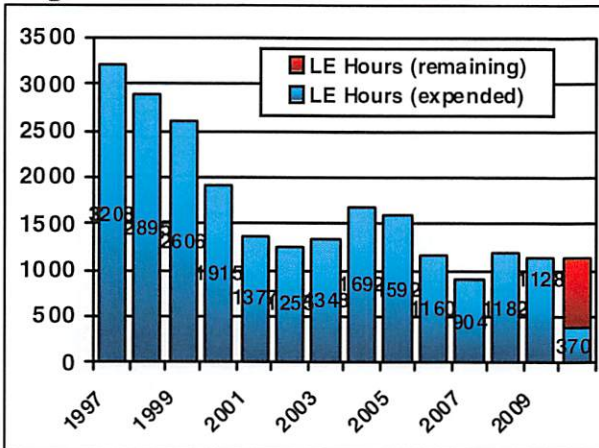


F/V CAPE SPENCER Slips Beneath the Surface.

VIII. CGD17 Resource Summary

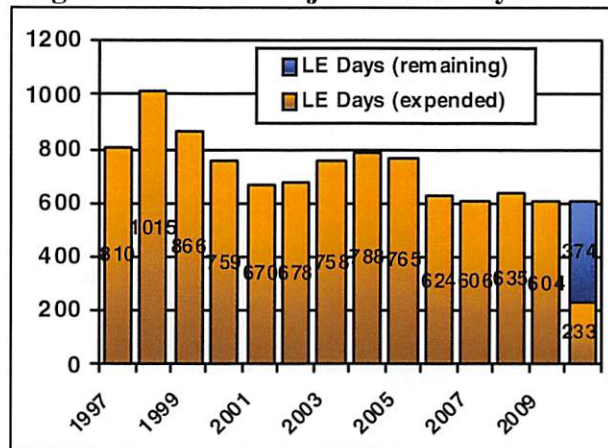
Figures 6 and 7 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days that are remaining and expended for the year. Total projected major cutter days are expected to be comparable to last year. Flight hours for HC-130 aircraft are projected to be nearly identical to last year. Figures 8 and 9 feature the same information over the last three years for the *reporting period only*.

Figure 6. Annual HC-130 Hours



NOTE: Flight hour data by calendar year.
2010 includes projection through December.

Figure 7. Annual Major Cutter Days



NOTE: Patrol day data by calendar year.
2010 includes projection through December.

APR 2009 - MAY 2009

1 WHEC Patrolled 24 Days
 2 WMECs Patrolled 42 Days
 4 WLBs Patrolled 16 Days (Fisheries)
 4 WPBs Patrolled 95 Days (Fisheries)
Total Cutter Days 177

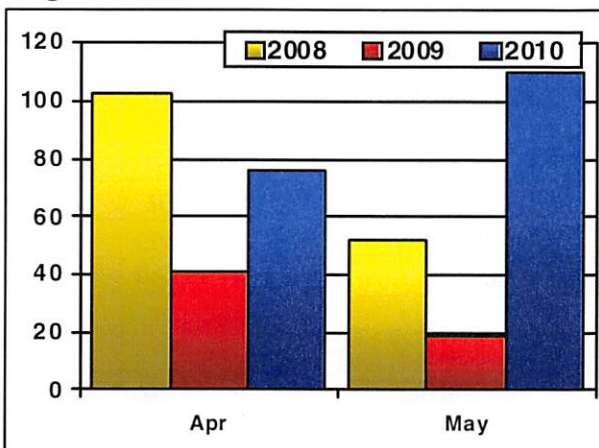
HC130s Flew 48 Hours
 HH-60/65s Flew 227 Hours

APR 2010 - MAY 2010

1 WHEC Patrolled 54 Days
 1 WMEC Patrolled 19 Days
 2 WLBs Patrolled 12 Days (Fisheries)
 6 WPBs Patrolled 170 Days (Fisheries)
Total Cutter Days 255

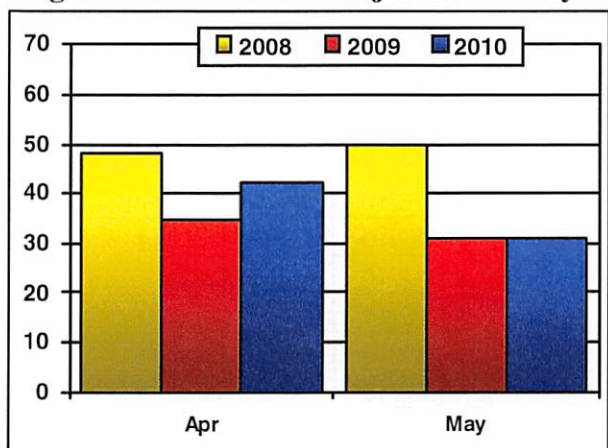
HC130s Flew 186 Hours
 HH-60/65s Flew 170 Hours

Figure 8. APR - MAY HC-130 Hours



NOTE: Flight hour data for reporting period ONLY.

Figure 9. APR - MAY Major Cutter Days



NOTE: Patrol day data for reporting period ONLY.

Appendix A

Boardings Without Violations 01 APR 2010 – 31 MAY 2010

Date	Vessel Name	Fishery	Area
04/01/10	Pacific Sun	Sablefish	CG
04/01/10	St John li	Sablefish	CG
04/01/10	St. John II	Sablefish	CG
04/02/10	St. Nicholas	Halibut	3A
04/04/10	Towego	Halibut	2C
04/06/10	Cobra	Halibut	2C
04/07/10	Jubilee	Halibut	2C
04/07/10	Nip N' Tuck	Halibut	3A
04/07/10	Hungry Raven	Halibut	3A
04/08/10	Angjenl	Halibut	2C
04/08/10	Independence	Halibut	3A
04/08/10	Sierra Mar	Halibut	3A
04/08/10	Sunward	Halibut	3A
04/09/10	Joann Marie	Halibut	3A
04/13/10	Spitfire	Crab	649
04/13/10	St Jilbe	Halibut	2C
04/13/10	San Juan	Sablefish	SE
04/13/10	Unimak	Yellowfin Sole	509
04/14/10	Alaska Juris	Yellowfin Sole	509
04/15/10	Black Hawk	Crab	649
04/15/10	Faithful	Crab	649
04/15/10	Sea Prince	Crab	649
04/15/10	Sherin D	Crab	649
04/15/10	Shiny 90	Crab	649
04/15/10	Wild Life	Crab	649
04/15/10	Grant	Sablefish	SE
04/15/10	Memories	Sablefish	SE
04/16/10	Always Wild	Crab	ST
04/16/10	Gladiator	Crab	ST
04/16/10	Norskip	Crab	ST
04/16/10	Rustler	Halibut	2C
04/16/10	Good Tide	Herring	ST
04/16/10	Goodnews	Herring	ST
04/16/10	Distant	Sablefish	SE
04/22/10	Arica	Yellowfin Sole	509
04/22/10	Ocean Peace	Yellowfin Sole	509
04/22/10	Ak6748p	Halibut	2C
04/22/10	Carlynn	Halibut	2C
04/22/10	Nomad II	Halibut	3A

Appendix A (Continued)

Boardings Without Violations 01 APR 2010 – 31 MAY 2010

Date	Vessel Name	Fishery	Area
04/23/10	Stefany Jo	Pacific Cod	640
04/24/10	Mu Rush	Pacific Cod	640
04/28/10	American No 1	Yellowfin Sole	509
04/28/10	Odin	Halibut	3A
04/28/10	Kalamar	Sablefish	CG
04/29/10	Western Queen	Halibut	3A
05/01/10	Arrow	Halibut	3A
05/01/10	Spicy Lady	Halibut	3A
05/01/10	Intangible	Halibut	3A
05/01/10	Ruff And Ready	Halibut	3A
05/02/10	Perseverance	Halibut	3A
05/03/10	Capt'n Sam	Halibut	3A
05/04/10	Exception	Halibut	3A
05/04/10	Expatriate	Sablefish	CG/WY
05/05/10	Seabrooke	Crab	517
05/05/10	Defender	Halibut	3A
05/06/10	Provider	Halibut	2C
05/06/10	Kimber	Halibut	2C
05/07/10	Pacific Sea	Halibut	2C
05/07/10	Helen Hinto	No Product	ST
05/07/10	Wendy A	No Product	ST
05/08/10	Hardy	Halibut	2C
05/08/10	Quicksilver	Halibut	2C
05/08/10	Tiffany Lee	Halibut	2C
05/08/10	White Cap	Halibut	2C
05/08/10	Aleutian Spirit	Halibut	2C
05/08/10	Lady Jo	Halibut	2C
05/08/10	Njord	Halibut	2C
05/11/10	Blue Attu	Greenland Turbot	542
05/16/10	Madrona	Halibut	2C
05/17/10	Starship	Halibut	2C
05/18/10	Johnny A	Halibut	2C
05/18/10	Tommy L II	Halibut	2C

Appendix A (Continued)

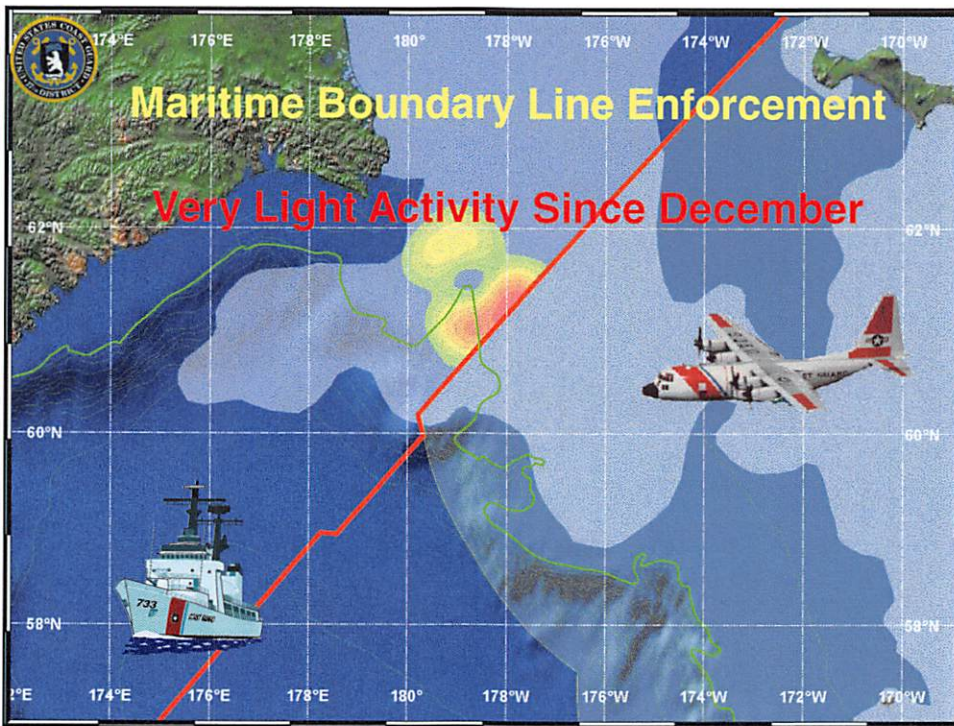
Boardings Without Violations 01 APR 2010 – 31 MAY 2010

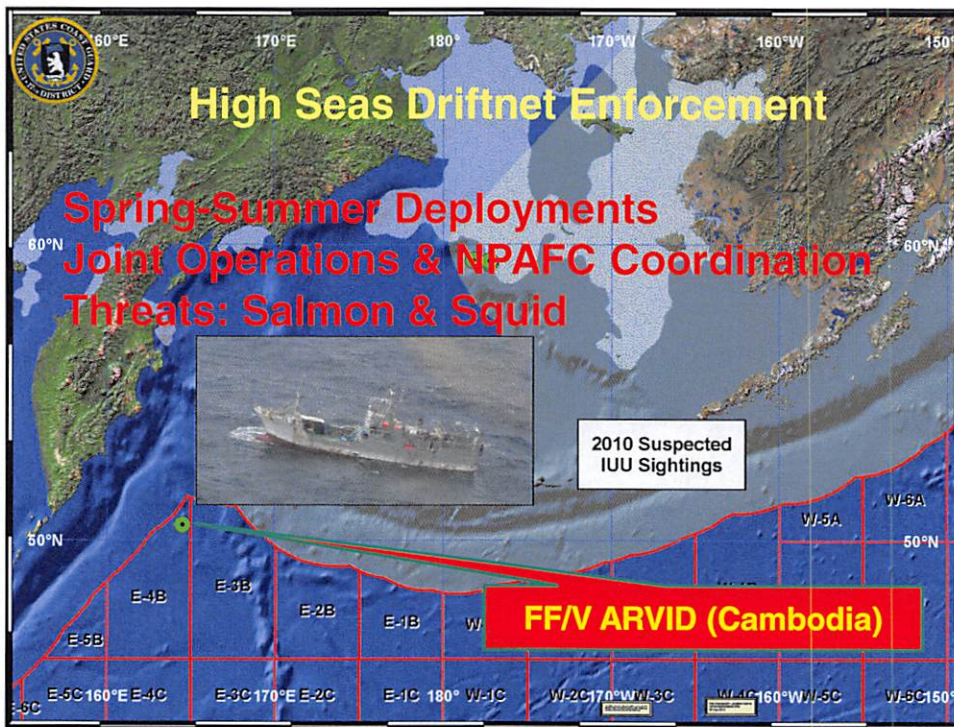
Date	Vessel Name	Fishery	Area
05/18/10	Sisutl	Crab	ST
05/18/10	Valhalla	Halibut	2C
05/19/10	Artic Wave	Halibut	3A
05/19/10	Dues Payer	Halibut	3A
05/19/10	Mikado	Halibut	3A
05/19/10	Silver Lady	Halibut	3B
05/20/10	Falcon	Halibut	3B
05/20/10	Vansee	Halibut	4A
05/20/10	Webbslinger 2	Halibut	3B
05/20/10	Linda K	Salmon	ST
05/21/10	Atka Pride	Halibut	4B
05/22/10	Aleutian Belle	Halibut	3A
05/22/10	Northern Endurance	Halibut/Sablefish	3A/CG
05/22/10	Viking	Crab	ST
05/22/10	Blue B	Halibut	4B
05/25/10	Karma	Halibut	3A
05/29/10	Coral Lee	Sablefish	SE
05/29/10	Phyllis Ann	Sablefish	SE
05/29/10	Mindalina	Sablefish	SE
05/30/10	Alexandra	Halibut	3A

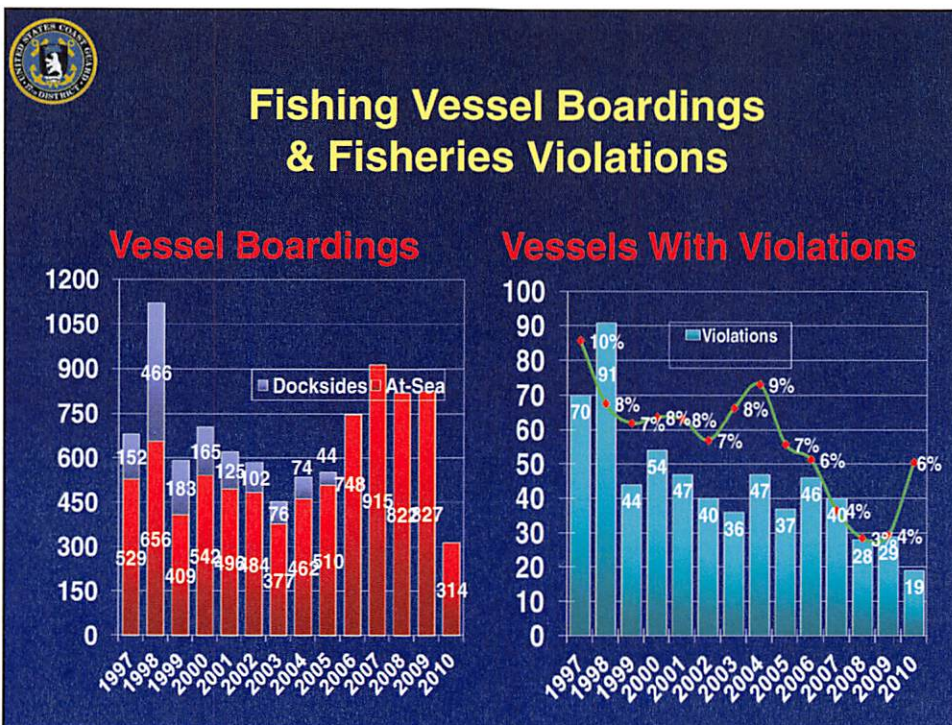
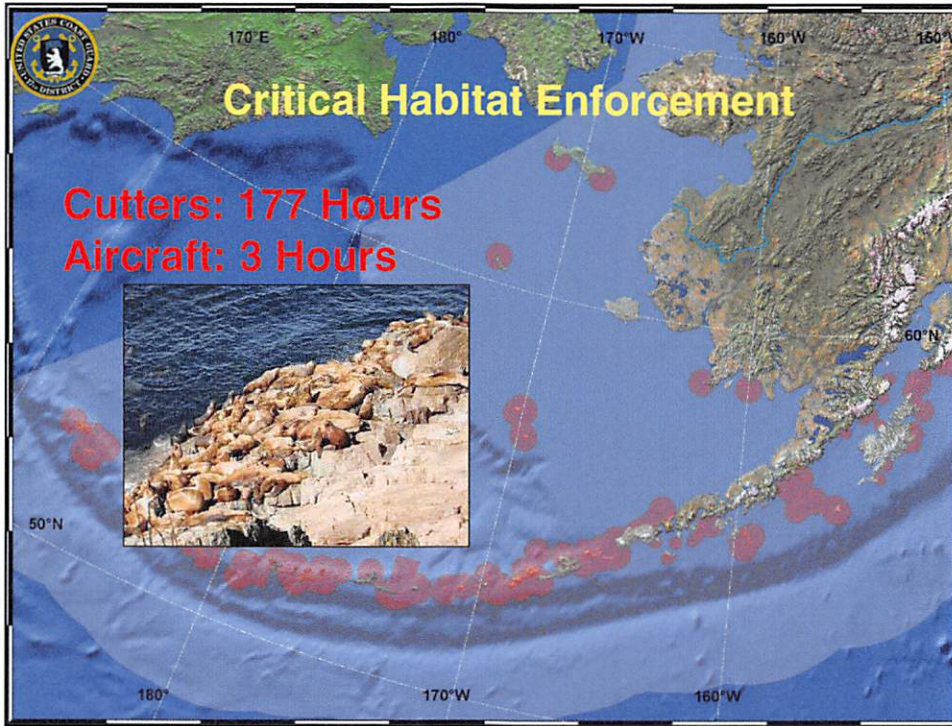
Appendix B

Boardings With Violations 01 APR 2010 – 31 MAY 2010

Date	Vessel Name	Fishery	Area	Violation Notes
04/04/10	Lady Solvay	Crab	2c	Fisheries violation issued for failure to maintain logbooks in a timely manner.
04/07/10	Tiffany Lee	Halibut	2c	Safety violation issued for expired visual distress signals, failure to carry a compass deviation table, failure to carry current navigation charts, failure to maintain qualified in first aid/CPR training.
04/12/10	Westbound	Halibut	2c	Safety violation issued for insufficient life rings.
04/12/10	Oceanaire	Sablefish	Se	Voyage terminated for insufficient firefighting equipment and expired EPIRB hydrostatic release.
04/14/10	Hannah Point	Halibut	2c	Fisheries violation issued for failure to maintain logbooks in a timely manner.
04/15/10	Prophet	Crab	St	Safety violation issued for expired visual distress signals.
04/15/10	Sisu	Crab	St	Safety violation issued for expired visual distress signals.
04/15/10	Early Times	Crab	St	Safety violation issued for failure to carry approved liferaft.
04/15/10	Odyssey	Crab	St	Safety violation issued for failure to carry approved liferaft.
04/15/10	Tri-K	Crab	St	Safety violation issued for failure to carry approved liferaft.
04/15/10	Pillar Cape	Crab	St	Safety violation issued for insufficient immersion suits and failure to carry approved liferaft.
04/15/10	Mikes	Crab	St	Safety violation issued for insufficient immersion suits, failure to carry an approved liferaft, expired EPIRB, and insufficient ring life buoy.
04/15/10	Breakdancer	Crab	St	Safety violation issued for insufficient immersion suits, failure to carry a sound producing device, and insufficient visual distress signals.
04/26/10	Sunny Daze	No Product	St	Voyage terminated for failure to carry approved liferaft.
04/27/10	Reagan	UNK	620	Fisheries violation issued for failure to observe no transit zone.
04/27/10	King Fisher	Halibut	3a	Safety violation issued for insufficient life rings and insufficient firefighting equipment.
04/28/10	Varag	Halibut	3a	Voyage terminated for expired EPIRB battery/registration, improperly mounted EPIRB, and failure to carry an approved liferaft.
04/29/10	Kasatka	Halibut	3a	Safety violation issued for insufficient hull markings.
05/08/10	Stingray	Halibut	2c	Safety violation issued for expired visual distress signals.
05/18/10	Ambassador	Halibut	3a	Safety violation issued for failure to carry current certificate of documentation.
05/19/10	Caribou	Halibut	3a/2c	Fisheries violation issued for failure to maintain logbooks in a timely manner.









IFQ Enforcement

77 Boardings
3 Fisheries Violations (All Minor)

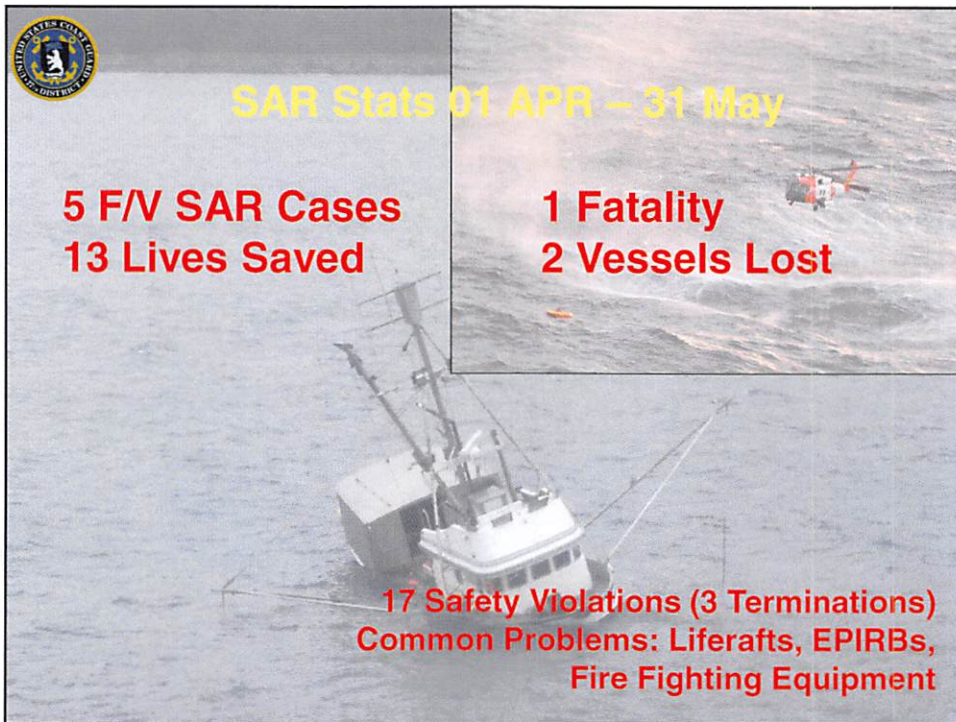


SAR Stats 01 APR – 31 May

5 F/V SAR Cases
13 Lives Saved

1 Fatality
2 Vessels Lost

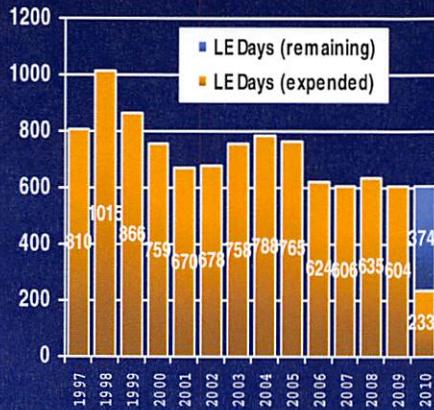
17 Safety Violations (3 Terminations)
Common Problems: Liferafts, EPIRBs,
Fire Fighting Equipment



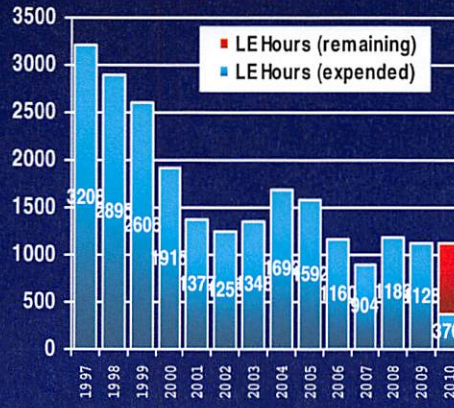


Major Cutter & C-130 Effort

Major Cutter Days



Aircraft Hours



Questions?

LT Justin Forbes
Response Division, Enforcement Branch
09 June 2010