

# 17<sup>th</sup> COAST GUARD DISTRICT ENFORCEMENT REPORT



**December 2010 – March 2011**

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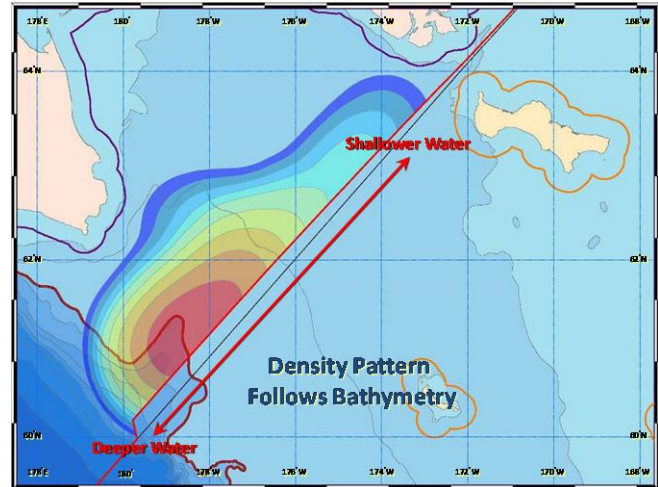
CFVS – Commercial Fishing Vessel Safety	HSDN – High Seas Drift Net
FBS - Russian Federal Border Service	MBL – US/Russian Maritime Boundary
FF/V – Foreign Fishing Vessel	NPSC – North Pacific SAR Coordinator
GOA – Gulf of Alaska	SAR – Search and Rescue
HC-130 – USCG Fixed-Wing Aircraft	UMIB –Urgent Marine 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 detected during the reporting period. Members of the Coast Guard 17<sup>th</sup> District enforcement staff met with the NPAFC Enforcement Committee on 23-24 February in Honolulu, HI, to plan the 2011 combined enforcement activities and establish patrol plans for the upcoming HSDN season.

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

Activity along the MBL has been light throughout the reporting period averaging less than 3 vessels in the region at any time. There have been 3 flights along the MBL and no cutter patrols along the line for the reporting period. The Russian Pollock fishery closes by regulation on 31 March and is schedule to reopen in May. No incursions have been detected during the reporting period, although Coast Guard C130 aircraft sighted a suspected IUU vessel in the vicinity of the Russian fishing vessel Afalina in early March. This



information was passed to the Russian Northeast Borderguard Directorate.

Figure 1: MBL Historical 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 2011.

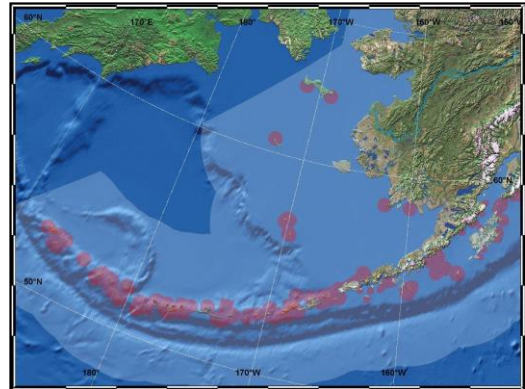
## IV. Bering Sea Crab Fisheries



Activity in the Bering Sea Snow Crab Fishery resumed in mid January. As of 23 March, two percent of the TAC remained, with only seven vessels checked into the fishery. It is expected that this fishery will be wrapped up early in April. The ice edge has not moved significantly south, and consequently, vessels have been able to make their landings in St. Paul. There have been no significant fisheries violations in the Crab Fishery over the reporting period, and no SAR cases. Two MH-60 helicopters have been pre-positioned in St. Paul since 15 January, and will be returning to Kodiak on 01 April.

## V. Steller Sea Lions and Critical Habitat Enforcement

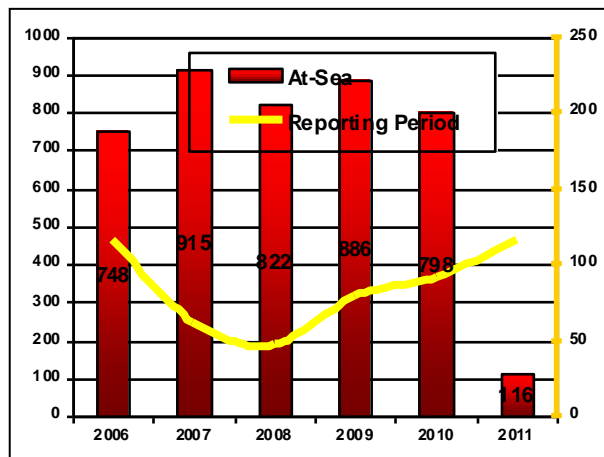
Cutters monitored critical habitat areas for a total of 5212 hours over the reporting period with activities focused around the Pribilof Islands, Slime Bank, Shumigan Islands, Kodiak, and Dutch Harbor regions. Airstation Kodiak conducted weekly flights in support of Critical Habitat enforcement. Of note, F/V BLUE NORTH was detected fishing in the Lighthouse Rocks Steller Sea Lion haulout in mid-January. The vessel was boarded by CGC ACUSHNET and issued a violation for fishing in this Steller Sea Lion Critical Habitat area.



## VI. Commercial Fishing Vessel Boarding Statistics

There were 117 domestic fisheries and commercial fishing vessel safety boardings during the reporting period. These boardings resulted in a total of 15 safety violations and seven fisheries violations, six of which were significant. Significant violations involved one vessel fishing without seabird avoidance gear, one vessel fishing in a closed area, two vessels with inadequate observer coverage, and one vessel with two counts of failure to retain IR/IU species and up to the MRA for pollock. Figures 4 and 5 show the historic trend for boardings and violations.

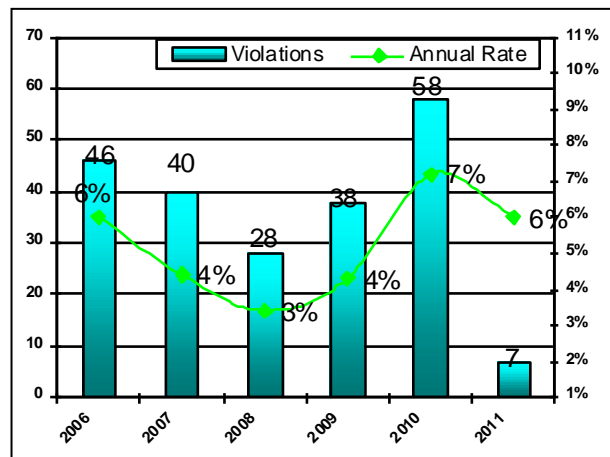
**Figure 2. Fisheries Boardings By Year**



### Dec 2009-Mar 2010 Boardings

F/V Boardings (at sea): ..... 172  
 Boarding w/fisheries violations: ..... 15  
 Violation Rate:.....8.7%

**Figure 3. Fisheries Violations By Year**



### Dec 2010 – Mar 2011 Boardings

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



## VII. IFQ Enforcement

The IFQ Halibut season closed on 15 November 2010, and re-opened for the 2011 IFQ season at 1200 Alaska Standard Time on 12 March. The Coast Guard conducted flights the evening prior to the opening and during the day of the opening to ensure vessels were not setting gear early. There have been 03 boardings in this fishery with no violations noted.



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

During the reporting period, 7 vessels with a total of 11 safety violations were detected. There were no *voyage terminations* during the reporting period. The most common safety violations were for expired visual distress signals, expired hydrostatic releases on EPIRBs or life rafts, and inoperable high water alarms.

There were 28 SAR cases, resulting in no fatalities although (4-5) vessels were lost. There was one major marine casualty that occurred. On the evening of 14 February 2011, the F/V ALASKA SPIRIT and F/V KODIAK ENTERPRISE collided while KODIAK ENTERPRISE was outbound from Captain's Bay in Dutch Harbor. No injuries reported, although both vessels needed repairs. The collision was reported as a "miscommunication between passing vessels." Table 1 below provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.



Damage to the Bow of F/V Alaska Spirit



Damage to the gantry of F/V Kodiak Enterprise

**Figure 4. Historical Overview of CFVS Statistics**

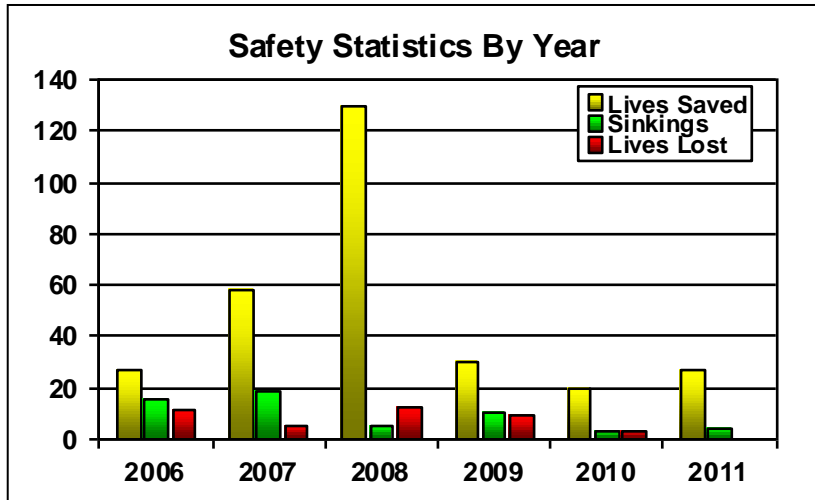


Table 1. CGD17 CFVS/Search and Rescue Case Summaries

<b>Table 1. CGD17 CFVS/Search and Rescue Case Summaries</b>					
<b>Date</b>	<b>Vessel Name</b>	<b>POB</b>	<b>Death</b>	<b>VSL Loss</b>	<b>Specific Cause</b>
12/1/10	FV PROVIDENCE	3	0	N	D17 received an EPIRB alert with an "E" solution for the F/V Providence. Position is located in Mole Harbor on Admiralty Island. SECJUN made call outs with NEGRES. UMIB issued. After talking with the wife of the registered owner she stated that he was on a hunting trip and was not due back until 04th or 05th of Dec. SMC transferred to SECJUN. SECJUN requested HELO. DRM was briefed. HELO granted. A/S Sitka was launched and tasked with heading to the position of last EPIRB alert and attempting to direction find on the 121.5 homing signal. Hunting party found ashore, not in distress. Case Closed.
12/7/10	FV ANGELETTE	2	0	N	NPSC received a 406 beacon unlocated first alert for F/V Angelette over the SARSAT system. Pre-comms returned information that the vsl was u/w in bad wx IVO Queen Charlotte Sound. Launched A/S Sitka and contacted RCC Victoria. Confirmed non-distress and stood down. Closed.
12/8/10	FV FALCON	1	0	N	F/V Falcon, while exiting Yakutat harbor, lost his clutch and drifted aground while still inside the harbor. Vsl is sitting on sandy/muddy bottom, valves are in the closed posn and all vents are plugged. Master of vsl and harbormaster anticipates refloating the Falcon without issues at approx. 1130. Vsl refloated and towed back to slip for further inspection. Closed.
12/8/10	FV IZZY B	2	0	Y	Vessel on fire Sector Juneau received a radio call out from the vessel Death Barge reporting that there was a vessel on fire in Port Santa Cruz, Southeast Alaska. The vessel Stellar Sea reported all persons previously on board the vessel on fire are now safely aboard the BJ. Sector Juneau issued a BNM and requested an over flight at first light. Owner of the vessel on fire contacted Sector Juneau and stated the name of the vessel was Izzy B and had approx 300 gallons of diesel fuel on board. Owner anticipates the Izzy B burning to the water line. Closed.
12/23/10	FV SIBERIAN SEA	1	0	N	D17CC was notified by Health Force Partners that the F/V SIBERIAN SEA had a 25 yom crewmember with possible kidney failure. Crewmember awoke with severe swelling in lower extremities. The flight surgeon, along with Health Force Partners, suspected that the over-usage of ibuprofen, due to an earlier injury, possibly overtaxed his kidneys and caused high blood pressure and swelling. The flight surgeon determined the patient to be stable with the medications onboard and recommended the vessel continue with the plans to transport the patient to St. Paul. D17CC placed the F/V SIBERIAN SEA on a 4 hour communications schedule and monitored the patient's conditions during the transit. The vessel arrived at St. Paul at 251300v Dec 10. Closed.

1/8/11	FV BETTY H	UNK	0	N	At 1649Z, D17 received 406 Beacon, unlocated of the F/V BELLE J. Vessel was sold to Garrett Hagen and re-named to BETTY H. Vessel confirmed to be underway. SCCJUN Conducted call outs with NEGRES. D17 confirmed that vsl operates IVO Warm Chuck Inlet and Culebra Island with F/V COLETTE. D17 issued at 1706Z. Shifted SMC to SCCJUN at 1722Z. At 1729Z, SCCJUN received call via VHF from F/V BETTY H. Vessel confirmed that it was not in distress, and that the beacon in his storage onboard was activated. SCC Confirmed Beacon ID, Position, and name of person on board. At 1748Z SCCJUN cancelled UMIB. Case Closed.
1/11/11	FV PILLAR BAY	5	0	N	Received report from the PILLAR BAY, a 59' vessel with 5 POB T.O.W. Sec Jun issued a UMIB, diverted an H60 that was on a central patrol, and launched STA Juneau's 47' MLB. The crew of the PILLAR BAY was attempting to dewater the engine room when they discovered that the overboard discharge clamp had failed causing water to flow into the engine room. The MLB arrived o/s and stood by while the PILLAR BAY changed their oil and restarted their engines. PILLAR BAY and MLB returned to Juneau. Closed.
1/15/11	FV MU RUSH	3	0	N	Received report from the F/V MU RUSH they were disabled and in need of assistance. While trying to get the vessel information the vessel started yelling mayday due to taking on water. D17CC was notified and launch of ready H60 and C-130 was granted. UMIB was issued. CGC MUSTANG anchored in Day Harbor was directed to get underway to scene. Prior to launch of aircraft vessel stated flooding was located and the vessel was no longer taking on water and the vessel had been dewatered. Stood down airta Kodiak assets and cancelled UMIB. Case closed.
1/19/11	FV SABRINA C	3	0	N	CGC Sector Anchorage received report from the F/V Tuxendi that they were enroute to the F/V Sabrina C who stated they were not in immediate distress but were taking on water in Newman Bay south of Old Harbor AK. Sabrina C needed Tuxendi to take crab off their vessel so they could dewater the vessel. Sector briefed D17CC and recommended divert of CGC Munro who was north of the position to assist if needed. D17CC concurred with recommendation and diverted CGC Munro. F/V Tuxendi assisted in the offload of catch from F/V Sabrina C. Sabrina C was able to dewater vessel and affect repairs. Prior to arrival on scene the CGC Munro hear a broadcast of "help" on VHF-FM channel 16 and began search on higher priority SAR case. Case closed.
1/19/11	FV ILLUSION	3	0	N	D17 Command Center received call from the wife of the master of the F/V ILLUSION reporting that the vessel had been taking on water while crabbing in the Shumagin Islands near the Kupreanof Peninsula 30NM E of Sand Point. The vessel was able to securing the flooding coming from a ruptured 3 inch line to its fish hold, but not until it has partially flooded the engine room. The master was able to restart the engine and plans to depart for Sand Point once the weather abates. Due to the remoteness of the area and material condition of the vessel, D17 diverted the CGC ACHUSHNET which was operating 100NM to the west to assist the vessel and escort to port. F/V safely moored at Sand Point and the Acushnet will conduct a post-SAR boarding in the morning. Case Closed.
1/20/11	FV INDEPENDENCE	1	0	N	District Seventeen received a request from the C/P INDEPENDENCE for the maritime MEDEVAC of 03 crewmembers who were involved in an accident, most notably one who was suffering from a broken femur. The duty flight surgeon was consulted and recommended MEDEVAC of the shattered femur patient, along with the other two members if operations allowed. Air Station Kodiak was unable to respond to the vessel due to extreme low visibility in Kodiak, so the M/V EASTERN WIND embarked the 03 patients, the ship medic and a translator and transported them to Kodiak without incident. The patients were evaluated at Providence Hospital and there were no further requests for USCG assistance. Case Closed.
1/25/11	FV RUFFIAN	3	0	N	Sector Anchorage received a VHF distress relay from F/V RUFFIAN through AFK Hatchery stating that they had 3 POB and were taking on water north of Latouche Island in Prince William Sound. At the same time, D17 CC received an unlocated SARSAT alert for F/V RUFFIAN out of Homer, AK. CG-6011 launched from A/S Kodiak and good SAM F/V VANGUARD responded to the UMIB and proceeded to the scene. Due to poor on scene visibility CG-6011 was unable to acquire RUFFIAN visually and is on deck in Cordova awaiting first light. F/V VANGUARD cannot reach RUFFIAN due to her draft and lack of small boat but is standing by on scene. CGC ROANOKE ISLAND has been diverted, ETA 251500V. At this time the crew of RUFFIAN has driven themselves aground on the island with her stern fully submerged and is not in immediate danger of sinking. The RUFFIAN's crew went ashore at low tide, where an Air Station Kodiak MH60 hoisted and transported them to Whittier. The F/V MU RUSH will be picking up the crew of the RUFFIAN tomorrow and transporting them to their vessel along with necessary parts to repair their generator. The RUFFIAN then plans to transfer some of its catch to the MU RUSH prior to transit. No oil or sheen was visible in the vicinity of the vessel. MSU Valdez is monitoring all COTP interest. All SAR aspects of the have been addressed. No further action will be taken by Sector Anchorage, unless directed by MSU Valdez. Case Closed.

1/29/11	FV PACIFIC GLACIER	1	0	N	District 17 called by Health Force Partners in Seattle relaying the request for MEDEVAC by C/P PACIFIC GLACIER of a 51 YOM onboard experiencing lower-left abdominal pain. The duty flight surgeon was briefed and recommended the patient stay onboard for the time being and the ship force administer morphine for the pain. The patient's vitals were monitored every four hours while the ship transited to Dutch Harbor. Health Force Partners arranged for land side care and transportation of the patient. Approx 1530V the C/P Pacific Glacier arrived in Dutch Harbor and transported the patient shore side. Case Closed.
1/29/11	FVOCEAN PHOENIX	1	0	N	NPSC rcvd a call from the processing vessel Ocean Phoenix reporting that a crew member was hit by a piece of equipment that was sliding on the decks then was thrown into a head. After the Duty Flight Surgeon and the medic on board consulted, DFS recommended that the medic conduct a full evaluation of the person then call the D17 Command Center back. After a full evaluation the medic decided that his injuries were not life threatening and had the supplies to properly care for the crewmember until the vessel could divert to Sand Point, AK. The Duty Flight Surgeon concurred. Ocean Phoenix arrived near Sand Point where a charter met the vessel and transported the crewmember shore side. Ocean Phoenix arranged for LifeMed to fly the crewmember to Anchorage. Case Closed.
2/2/11	FV SIBERIAN SEA	1	0	N	D17 Command Center called by the master of the F/V SIBERIAN SEA regarding a crewmember onboard suffering from possible drug/alcohol withdrawal. The 24 YOM was lying on the deck in convulsions and vomiting. Health Force Partners- Seattle and the duty flight surgeon conferred in and agreed that the patient was going to be fine onboard the vessel. At 2330V the vessel transferred their patient to St. Paul and the duty PA there examined him and found him medically fine. The patient will be commercially transferred to his home of record when next able. Case Closed.
2/5/11	FV SNORK	0	0	N	While performing aircraft checks a crew from USCG Air Station Sitka energized their Direction Finding equipment and heard an audible 121.5 MHZ distress alarm. FSS Sitka was receiving the signal also, believed to be localized at Sitka based on signal strength and initial DF gear indications. Airsta Sitka dispatched a ground team with DF equipment to the airport and harbor. The ground team was able to locate the source of the signal as the F/V SNORK. SNORK had an old 121.5 maritime EPIRB transmitting. The ground crew disabled the beacon and the signal ceased. Case Closed.
2/6/11	FV ROYAL ATLANTIC	UNK	0	N	D17 assumed SMC from D13 for 406 Mhz unlocated first alert for ROYAL ATLANTIC. Through precomms, D13 determined ROYAL ATLANTIC to be within D17 AOR. D17 determined a likely position for the vessel using VMS. D17 issued a UMIB and prepped CGC MORGENTHAU for helo launch. Prior to helo getting airborne, D17 learned that ROYAL ATLANTIC was located in Beaver Inlet and in no distress. The beacon was accidentally activated when the crew was applying the decal. Case Closed.
2/8/11	FV UNIMAK	1	0	N	District 17 Command Center received a phone call from the Health Forces Partner concerning a 43 YOM onboard the F/V UNIMAK. The 43 YOM suffered from possible intestinal bleeding and the flight surgeon recommended immediate MEDEVAC. The patient was hoisted from F/V UNIMAK by CGR 6007 (already in Cold Bay from delivering the 63 YOF) and taken to Cold Bay to be further transported by commercial services. Case Closed.
2/8/11	FV TERRIGAIL	5	0	Y	District 17 Command Center was notified by MORGENTHAU that they overheard mayday traffic from the F/V TERRI GALE who had lost power and propulsion off the west coast of Unalaska Island. Master was trouble-shooting engine and did not request any assistance. Due to poor comms and remote location MORGENTHAU was diverted to assist and arrived on scene at 0830V. Tug REDEEMER from Dutch Harbor was hired by the vsl owner and has an ETA of 1530V. F/V TERRI GALE attempted to anchor with long line gear and anchors as well as with installed anchor with no success. MORGENTHAU passed a tow line messenger to the F/V but the vsl was unable to haul the hawser onboard in the conditions and the line became tangled in the cutter's port prop. MORGENTHAU cleared her propeller but was unable to reattempt towing due to proximity to shoal. CG6504 launched from Dutch Harbor and transported the 05 POB from TERRI GALE to MORGENTHAU. TERRI GALE is now hard aground with 800 gal of diesel onboard. CG-6504 scheduled for first light flight with FOSC and MSD Unalaska to assess salvage and MEP plans. Case pends for MEP.
2/9/11	FV MISS ALYSSA	1	0	N	Received a report from CGC Morgenthau: MORG received call from Dutch Harbor Harbormaster stating that the F/V Miss Alyssa is overdue on a trip from Akutan to Dutch Harbor. Miss Alyssa was to transit Akutan Pass and if encountered bad weather anchor in English Bay. Miss Alyssa with one POB Jimmer McDonald was originally scheduled to arrive in Dutch Harbor at 1600V 08FEB11. Cal outs were NEGRES. D17 issued a UMIB and prepped Airsta Kodiak to launch FOL Saint Paul H60s. Prior to launch, the S/V Saint Dominique heard the UMIB and reported to MORGENTHAU that Saint Dominique has been in comms with MISS ALYSSA and the subject vessel is safe at mouth of Beaver Inlet waiting for better wx prior to continuing on to Dutch Harbor. Case Closed.



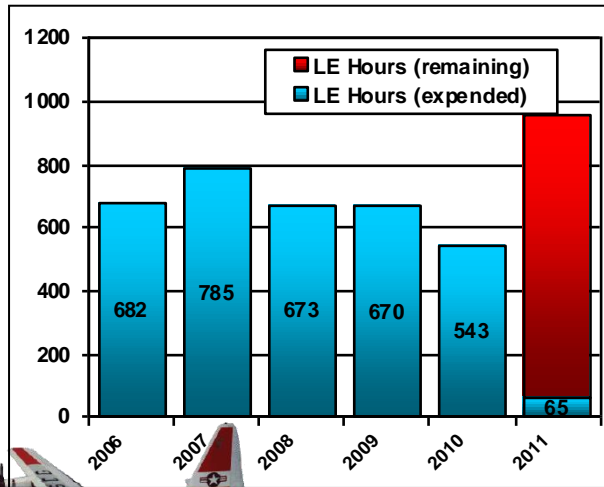
2/11/11	FV MIDNITE SUN	5	0	Y	Sector Anchorage was notified by the Good Sam SEA WARRIOR that the F/V MIDNITE SUN had run aground and was taking on water ivo West Afognak Island, 36 NM NW of Kodiak city. MIDNITE SUN was an 85' F/V with 05 POB, all in donned immersion suits. The SEA WARRIOR was nearby but was unable to assist due to 18'+ seas. CG-6007 was launched from Air Station Kodiak, proceeded to the vessel, and hoisted all 5 POB off and to Kodiak without further incident. The MIDNITE SUN's engine room had flooded, the vessel began to break apart and it was beginning to turn on its side prior to the crew being hoisted off. An over-flight is scheduled for today, weather pending, to determine whether the vessel can be salvaged at all. There were 6,000 gallons of diesel fuel onboard the MIDNITE SUN between 4 non-integral tanks.
2/14/11	FV ELIZABETH F	5	0	N	4NM NW of False Pass: The District 17 Command Center received a call via COMMSTA Kodiak from the F/V ELIZABETH F reporting they had lost propulsion due to a blown head gasket. F/V ELIZABETH F is a 95' trawler with 05 POB. D17 request Sector Anchorage to send out MARB over VHF for vessel in the F/V Elizabeth F in the area of Cold Bay. At approximately 0730, the vessel regained propulsion by bypassing the cylinder. D17 CC is maintaining a communications schedule with the vessel. Vessel is currently in False Pass en route to King Cove, making 05 knots. ETA to King Cove is 0000V. Case Closed.
2/14/11	FV GOLDEN ALASKA	1	0	N	USCG Sector Anchorage received a call from the captain of the vessel Golden Alaska, Adam Loff reporting a crew member experiencing severe chest pains and respiratory problems. Vessel Golden Alaska located approximately 42 miles NW of Amak. Maritime Health Services recommended the patient, Nery Arriaza, be medical evacuated to a hospital. The duty flight surgeon was consulted and recommended MEDEVAC of the patient. USCGC MORGENTHAU was diverted for the case and launched their helo, CG-6504, which flew to the vessel, hoisted the patient, and offloaded him to awaiting commercial services in Cold Bay. Case Closed.
2/15/11	FV LILLI ANN	1	0	N	D17 CC received a request from Health Force Partners - Seattle for the maritime MEDEVAC of a 43 YOM onboard the F/V LILLI ANN who had experienced a severe laceration to his right foot. The Duty Flight Surgeon was consulted and recommended a MEDEVAC due to the possibility of the crew member losing his large toe if he could not make it in to surgery in time. CG-6014 launched from FOL St. Paul with CG-6011 flying cover, safely hoisted the crew member and returned to St. Paul where awaiting EMS took over care of the crew member until transferring to a Life Flight aircraft. Case Closed.
2/19/11	FV BARANOF	1	0	N	Phone call from company of F/V BARANOF concerning a crew member requesting MEDEVAC of a crew member suffering from "crab asthma" 35 NM NW St Paul, AK. The flight surgeon was consulted and he recommended that the patient was not in need of immediate MEDEVAC and should be watched throughout the night. The vessel transited into St. Paul Harbor safely and offloaded the crewmember to awaiting St. Paul Clinic EMS without further incident. Case Closed.
2/21/11	FV LAURA	1	0	N	MILPO in Kodiak contacted D17 relaying a report of an injured fisherman with two severed fingers on board the F/V LAURA. The vessel is underway in Shelikof Strait. D17 contacted the vessel and the Captain stated that the crewmember was stable and the bleeding isolated. After briefing the F/S MEDEVAC was recommended due to the possibility of a hand surgeon in Kodiak conducting repairs to the hand that could greatly improve future use of the appendages. After further investigation the Hand Surgeon is not available at this time and MEDEVAC would not benefit the crewmember to the level warranting a MEDEVAC. D17 F/S now does not recommend MEDEVAC and D17 will monitor this via COMSCHED as a MEDICO. 210337V: Master advised that the vessel is now dockside in Kodiak and the subject has been transported to the hospital. Case Closed.
2/22/11	FV NORTHERN VICTOR	1	0	N	Fishing Vessel NORTHERN VICTOR requested MEDEVAC for a 51 YOM crew member found collapsed in the passageway of the ship. The F/V was tied to barges for transfer of product and unable to get underway to transport the patient to the clinic in Dutch Harbor. Duty Flight Surgeon recommended the D17CC monitor the situation as the crew member regained consciousness and displayed stable vital signs; DRM concurred with maintaining the case as a MEDICO. F/V arranged for a tender that picked up the patient and transported him to the clinic in Dutch Harbor. Case Closed.

3/6/11	FV CAPT'N ANDREW	5	0	Y	Sector Anchorage received a VHF report over the Cold Bay HLS from the F/V GOLDEN DAWN indicating another vessel was aground and T.O.W. Comms were lost prior to determining an exact position or other details. Sector Anchorage issued a UMIB, District 17 Command Center assumed SMC and launched the FOL Saint Paul H60s. Comms were regained with GOLDEN DAWN which described the F/V CAPT'N ANDREW aground and partially submerged on Bold Cape, 4 NM SE of King Cove with 5 POB in survival suits. F/V JUST IN CASE retrieved a harbormaster skiff from King Cove and used it to rescue all POB from the CAPT'N ANDREW. They were taken to King Cove aboard the JUST IN CASE and arrived in good condition. CAPT'N ANDREW is a 57 FT steel hull seiner with approx 2000 gallons of diesel fuel on board. The owner is formulating salvage plans. A commercial salvage vessel from Magone Marine is en route, ETA 070400V. Sector Anchorage is investigating. A/S Kodiak has an MH-60 over-flight planned for mid-day 07 Mar. Case closed for SAR, situation pends for MER.
3/8/11	FV INDEPENDENCE	1	0	N	NPSC received a report from Life Force Partners requesting medical assistance for the F/V Independence. The crewmember is a 51 YOF who began suffering from chest pains. The crewmember was given nitro glycerin and one aspirin. The crewmember has family history of stroke. NPSC conference Health Force Partners and the Duty Flight Surgeon, Duty Flight Surgeon recommended that the crewmember be transferred off the vessel but felt that she would be ok through the night. Health Force Partners reported that the F/V Last Frontier rendezvoused with the F/V Independence and transferred the crewmember. F/V Last Frontier transferred the patient to the clinic in Sand Point. The patient was evaluated and released from the clinic and used commercial services to return to Trident Seafoods in Anchorage. Case Closed.
3/13/11	FV LADY TAE LYR	1	1	N	Sector Anchorage received a call for help from the F/V LADY TAE LYR, located at anchor in Monashka Bay, 10 NM north of Kodiak Air Station. The master of the vessel was found unresponsive by the one other crewmember. He had no discernable pulse and not breathing. The crewmember did not know CPR and did not know how to operate the vessel. D17 assumed SMC, issued UMIB and immediately launched Airsta Kodiak MH-60 with corpsman on board. Because of the vessel's rigging and the LADY TAE LYR crewmember's inability to tend the trail line, the rescue swimmer was hoisted to the water and boarded the vessel. He located the victim inside the vessel, forward in a rack. CG-6014 hoisted the victim and immediately transited to Airsta while the corpsman performed CPR. He was delivered to EMS in an unresponsive condition. CG-6014 returned to scene and hoisted the rescue swimmer and the vessel's crewmember and returned safely to Airsta. The crewmember was taken to the hospital by the Alaska State Troopers for a minor injury to his leg. Troopers reported that the master was pronounced deceased and they will make NOK notifications. Troopers and Sector Anchorage is engaged IRT investigation. Wx on scene was 4 FT seas with snow. NOK RP intends to arrive Kodiak 15 Mar 11 to attend to affairs and retrieve the vessel. Closed.
3/19/11	FV SCANDIA	2	0	N	Sector Anchorage received a report that F/V Scandia has run aground south of Harvester Island. There is 1200 gals of fuel on board, no leaks. It is dark and vessel is leaning at a 45 angle, vessel believes to be on sand grounding. F/V Flying Ocean has a sister ship en route that is one hour away. F/V Raven is five minutes away, en route to current position. F/V Raven is on scene and is able to take on extra personnel if situation worsens. Sector Anchorage has established a thirty minute communication schedule. Sector Anchorage received notification that both crewmembers are currently on board F/V Flying Ocean. AIRSTA Kodiak had a flight training aircraft, which took pictures of the vessel and dropped off a pump to assist with dewatering efforts. There are no signs of pollution. At 1514U, F/V Scandia was refloated; there are no signs of the vessel taking on water. Vessel is experiencing grinding with the gears and shaft, and due to weather they are being towed into Larsen Bay by F/V Flying Ocean. F/V Scandia intends to remain anchored over night and have a diver assess the vessels sea worthiness. Vessel operator will notify Command Center once assessment is complete. Mr. Luke Anderson aboard the F/V Scandia reported they were safely in ST Paul Harbor and were going to be moored up at the transient buoy until the AM when they would be hauled out. MSD Kodiak notified. Case Closed.
3/19//11	FV HERON	2	0	Y	SCC Juneau received report of 48' wooden hulled fv with 2 POB T.O.W. IVO St. John's bay. SCC assumed SMC and requested an HH-60 from a/s Sitka and a 25' RB-S from sta Juneau. Good sam MORGAN ANN was 10 minutes away and was diverted but provide no assistance as upon arrival o/s vessel appeared to have controlled the water. Sta Juneau was stood down, and a/s Sitka continued on to the scene to ensure that vessel made it safely to port. Once a/s Sitka arrived o/s they took pictures of the subject vessel which indicated that the vessel did not appear to be in distress. Case closed.

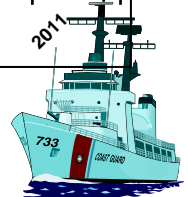
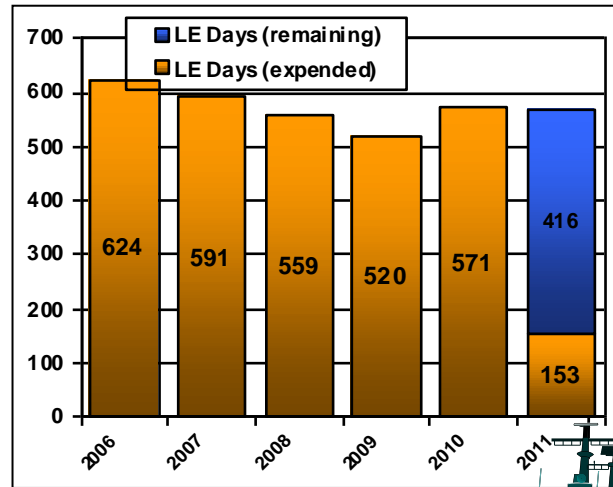
## IX. Coast Guard Resource Summary

Figures 7 and 8 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 9 and 10 show the same information over the last three years for the *reporting period only*. CGC ACUSHNET, home ported in Ketchikan, was decommissioned on 11 March 2011, after 67 years of active military service, 65 of which were with the Coast Guard. CGC HAMILTON was decommissioned on 28 March 2011, and CGC CHASE will be decommissioned later this spring. Both of these high endurance cutters are based in San Diego, and routinely conducted patrols in Alaskan waters.

**Figure 5. Annual HC-130 Hours**



**Figure 6. Annual Major Cutter Days**



**DEC 2009 – MAR 2010**

3 WHECs patrolled ..... 107 days  
 2 WMECs patrolled ..... 61 days  
 1 WLBs patrolled ..... 15 days  
 6 WPBs patrolled ..... 137 days  
**Total Cutter patrol..... 320 days**

HC-130s flew ..... 114 hours  
 HH-60/65s flew ..... 287 hours

**DEC 2010 – MAR 2011**

3 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

Figure 7. DEC - MAR HC-130 Hours

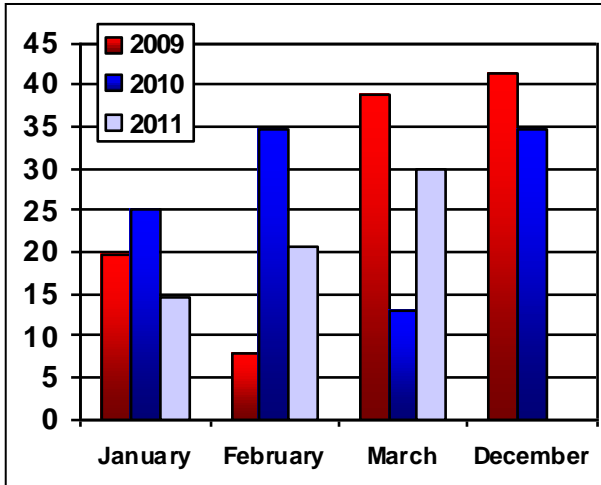
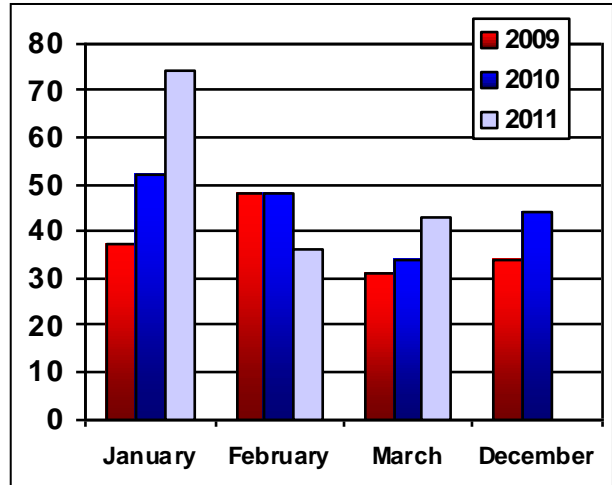


Figure 8. DEC - MAR Major Cutter Days



## *Appendix A*

### 01 DEC – 31 MAR Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
12/15/2010	BARANOF	932	513
01/02/2011	ARCTIC FLYER	110	630
01/03/2011	CORAL	110	630
01/03/2011	COMPETITION	110	630
01/03/2011	MISS CORI	110	630
01/03/2011	DYNASTY	110	630
01/04/2011	EL CAPORAL	110	630
01/04/2011	CECILE MARIE	110	630
01/04/2011	STEPHANIE LYNN	110	630
01/05/2011	RESURRECTION	110	630
01/05/2011	CASCADE	110	630
01/05/2011	DEFENDER	110	630
01/05/2011	SEA DANCER	110	630
01/06/2011	OCEAN BAY	110	630
01/06/2011	NEW DAWN	110	630
01/06/2011	MAJOR	110	630
01/06/2011	LUCKY LADY	110	630
01/07/2011	HADASSAH	110	630
01/07/2011	VIEKODA BAY	110	630
01/07/2011	SEA DREAM	110	630
01/07/2011	ENTERPRISE	110	630
01/07/2011	KATIE LYNN	110	630
01/07/2011	RUFF N REDDY	110	630
01/08/2011	HERITAGE	110	630
01/08/2011	MELISA RAE	110	630
01/08/2011	GLENNETTE C	110	630
01/08/2011	TEMPEST		
01/10/2011	NEW VENTURE	110	630
01/10/2011	VAN ELLIOTT	110	630
01/11/2011	BULLDOG	110	509
01/11/2011	ALEUTIAN MARINER	110	509
01/11/2011	ARCTIC MARINER	110	509



## *Appendix A (Continued)*

### 01 DEC – 31 MAR Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
01/12/2011	KAREN JEANN	110	630
01/12/2011	ORION	110	630
01/12/2011	INVISIBLE	110	630
01/13/2011	BERING STAR	110	519
01/13/2011	VIXEN	110	519
01/13/2011	CONSTELLATION	110	517
01/13/2011	BARBARA J	110	517
01/14/2011	OCEAN FURY	110	509
01/14/2011	ARCTIC HUNTER	110	509
01/20/2011	LONE STAR	110	630
01/22/2011	ZIP		659
01/24/2011	AMERICAN NO. 1	123	509
01/24/2011	NORTHERN VICTOR	270	610
01/25/2011	PAVLOF	110	610
01/27/2011	SABLE		659
01/27/2011	HORNET		659
01/27/2011	PATHFINDER		659
01/28/2011	ALASKA MIST	110	509
01/28/2011	PEGASUS	110	610
01/28/2011	PREDATOR	110	610
01/28/2011	MISS LEONA	110	610
01/28/2011	NORTHWEST EXPLORER	110	610
01/28/2011	SEEKER	110	610
01/28/2011	BOUNTIFUL	110	610
01/28/2011	PERSEVERANCE	110	610
01/30/2011	ST LORETTA	110	610
01/31/2011	EXCALIBUR II	110	630
01/31/2011	SEA KING	110	610
02/02/2011	CAPE HORN	123	509
02/02/2011	BLUE BALLARD	110	509
02/03/2011	ALASKA MIST	110	517
02/04/2011	ALEUTIAN CHALLENGER	270	517
02/11/2011	SEADAWN	110	
02/11/2011	PACIFIC SEA		659

## *Appendix A (Continued)*

### 01 DEC – 31 MAR Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
02/11/2011	MARAUDER	270	509
02/14/2011	AMERICAN DYNASTY	270	509
02/18/2011	SHELIKOV		659
02/18/2011	WOOSTER		659
02/18/2011	OUTLOOK		659
02/18/2011	FRIGIDLAND		659
02/21/2011	GRAN ISLE		659
02/25/2011	SEA DRAGON	110	630
03/01/2011	QUICKSILVER	110	630
03/01/2011	KIMBERLY ANN	110	630
03/05/2011	NORTHERN PATRIOT	270	509
03/05/2011	AMERICAN BEAUTY	270	509
03/08/2011	JENNIFER A	932	517
03/08/2011	KARI MARIE	932	517
03/09/2011	ARCTIC STORM	270	521
03/10/2011	WALTER N	270	630
03/10/2011	DUSK	270	630
03/10/2011	EXCALIBUR II	270	630
03/10/2011	NORTHERN GLACIER	127	521
03/11/2011	ALASKA WARRIOR	127	521
03/13/2011	BERGEN	200	3A
03/14/2011	VESTERAALLEN	270	521
03/15/2011	OCEAN HOPE III	270	517
03/15/2011	OCEAN HARVESTER	110	517
03/15/2011	AMERICAN EAGLE	110	517
03/15/2011	HALFMOON BAY	110	517
03/17/2011	KIMBER	710	SE
03/18/2011	TALIA	230	659
03/18/2011	JULIA KAE	230	659
03/18/2011	ADIRONDAC	230	659
03/18/2011	MISS SUSAN	230	659
03/18/2011	CAROLE D	710	SE
03/19/2011	TAMRYN C	200	2C
03/18/2011	NEW LIFE	270	630
03/18/2011	SILVER FOX	110	630
03/18/2011	ABBIE JOE	200	3A
03/21/2011	JAMBOREE	230	659

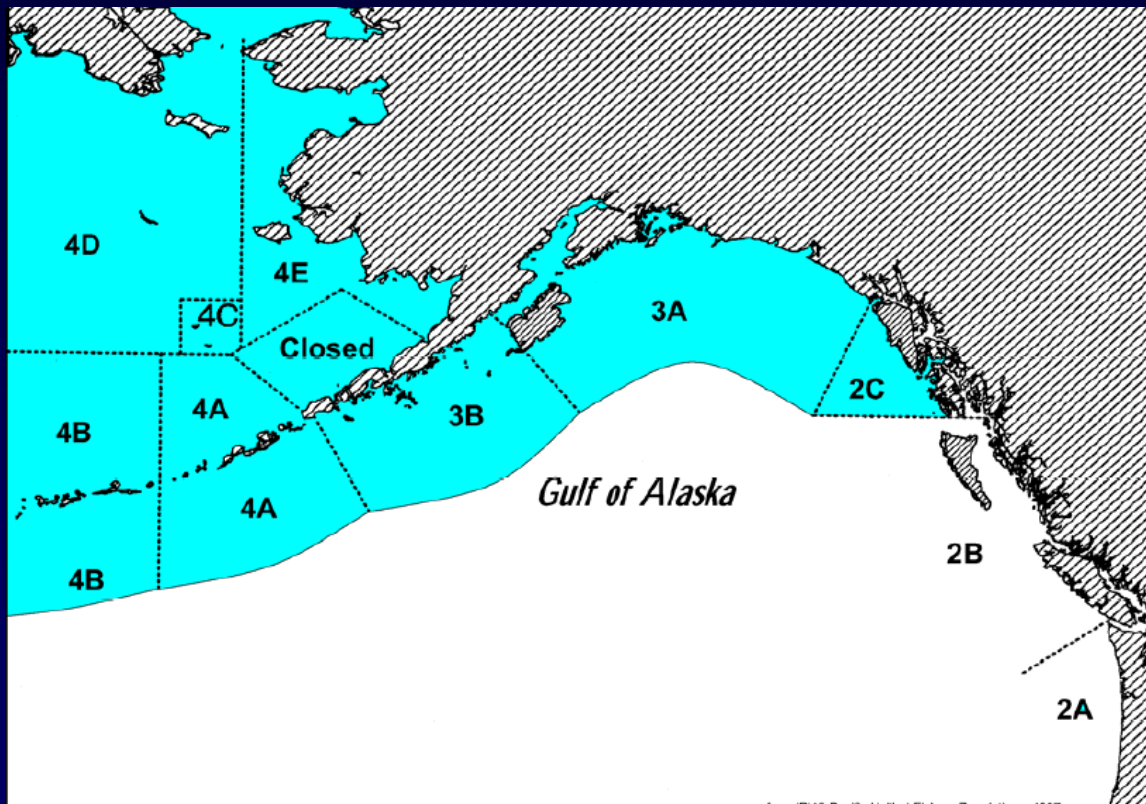
## *Appendix B*

### 01 DEC – 31 MAR Boardings With Violations

DATE	UNIT	VESSEL NAME	FISHERY	VIO NOTES
01/03/2011	ROANOKE ISLAND	HORIZON	110	INCORRECT SEABIRD AVOIDANCE GEAR
01/06/2011	ACUSHNET	KATHERINE	110	EXPIRED FLARES
01/08/2011	ACUSHNET	FAMILY PRIDE	110	EXP EPIRB HYDRO, EXP VDS, INOP HIGH WATER ALARM
01/11/2011	HAMILTON	CAPE CAUTION	110	CURRENT FFP NOT ONBOARD
01/16/2011	ACUSHNET	BLUE NORTH	110	FISHING IN A CLOSED AREA, INOPERABLE HIGH WATER ALARM
01/17/2011	ACUSHNET	ALPINE COVE	110	INSUFFICIENT OBSERVER COVERAGE
01/21/2011	ACUSHNET	ZONE FIVE	110	1 F/V FOR INADEQUATE OBSERVER COVERAGE; 1 SAFETY VIOLATION FOR EXPIRED HYDROSTATIC RELEASE ON LIFE RAFT.
01/27/2011	STATION KETCHIKAN	CLEARLIGHT		UNSERVICABLE LIFE RING AND EXPIRED VDS
01/30/2011	ACUSHNET	ALEUT SON	110	EXP LIFERAFT HYDRO, ORIGINAL DOC NOT ONBOARD, AND MISSING 01 FIRE EXTINGUISHER
01/30/2011	ACUSHNET	KONRAD I	110	EXP LIFERAFT HYDRO
01/31/2011	ACUSHNET	ALASKA DAWN	110	EXP EPIRB HYDRO
02/01/2011	MORGENTHAU	SUNSET BAY	110	FAILURE TO RETAIN IR/IU SPECIES (P-COD), and UP TO MRA FOR POLLOCK
02/25/2011	ROANOKE ISLAND	SEA DRAGON	110	EXPIRED VDS
03/15/2011	MORGENTHAU	NORDIC FURY	110	EXPIRED FIREFIGHTING EQUIPMENT

3/16/2011	MORGENTHAU	PREDATOR	110	EXPIRED CERTIFICATE OF DOCUMENTATION
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# 17<sup>th</sup> Coast Guard District Enforcement Report December 2010 – March 2011



LT Anthony Kenne  
Response Division, Enforcement Branch  
30 March 2011





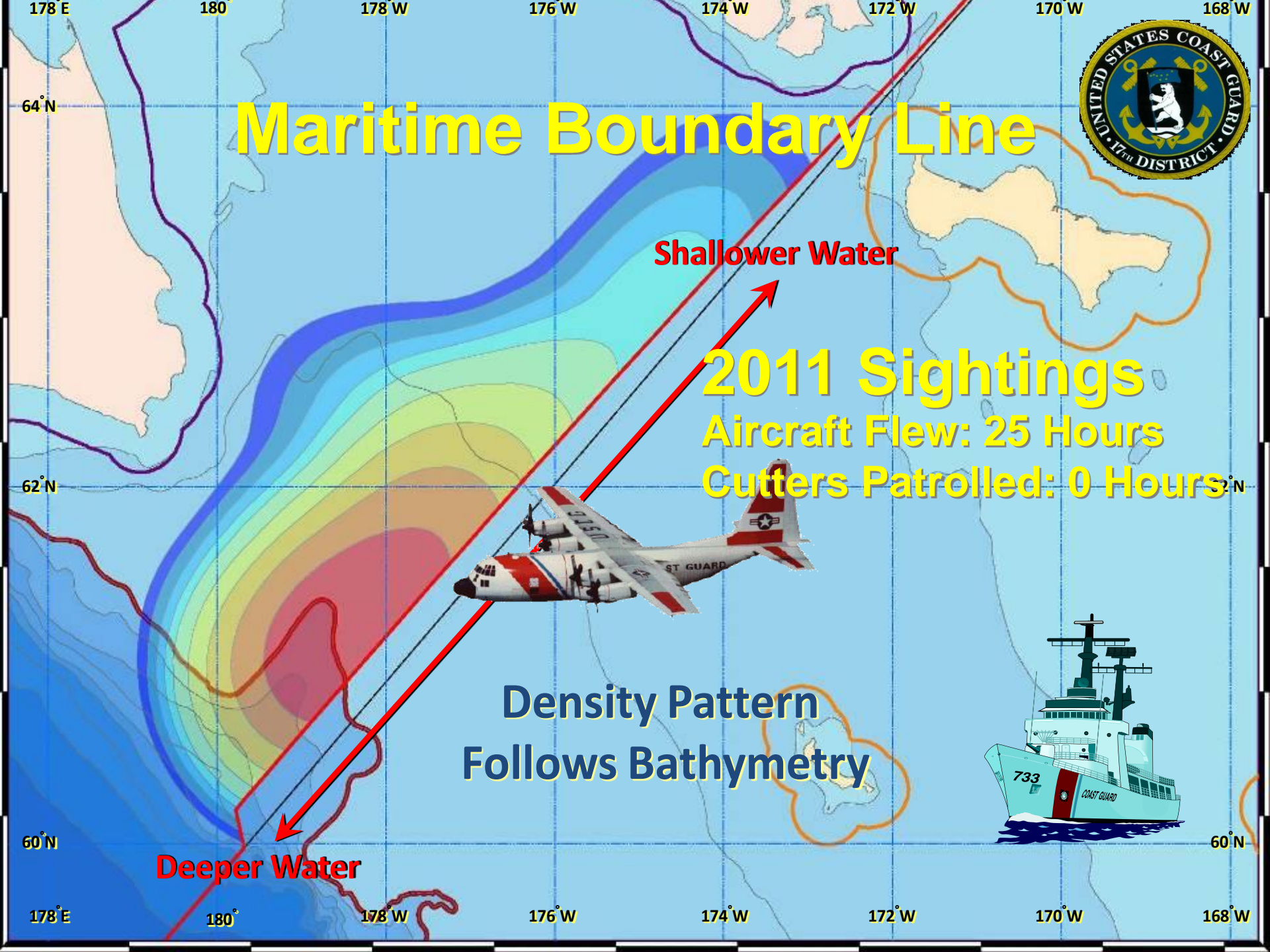
# Maritime Boundary Line

Shallower Water

2011 Sightings  
Aircraft Flew: 25 Hours  
Cutters Patrolled: 0 Hours

Density Pattern  
Follows Bathymetry

Deeper Water

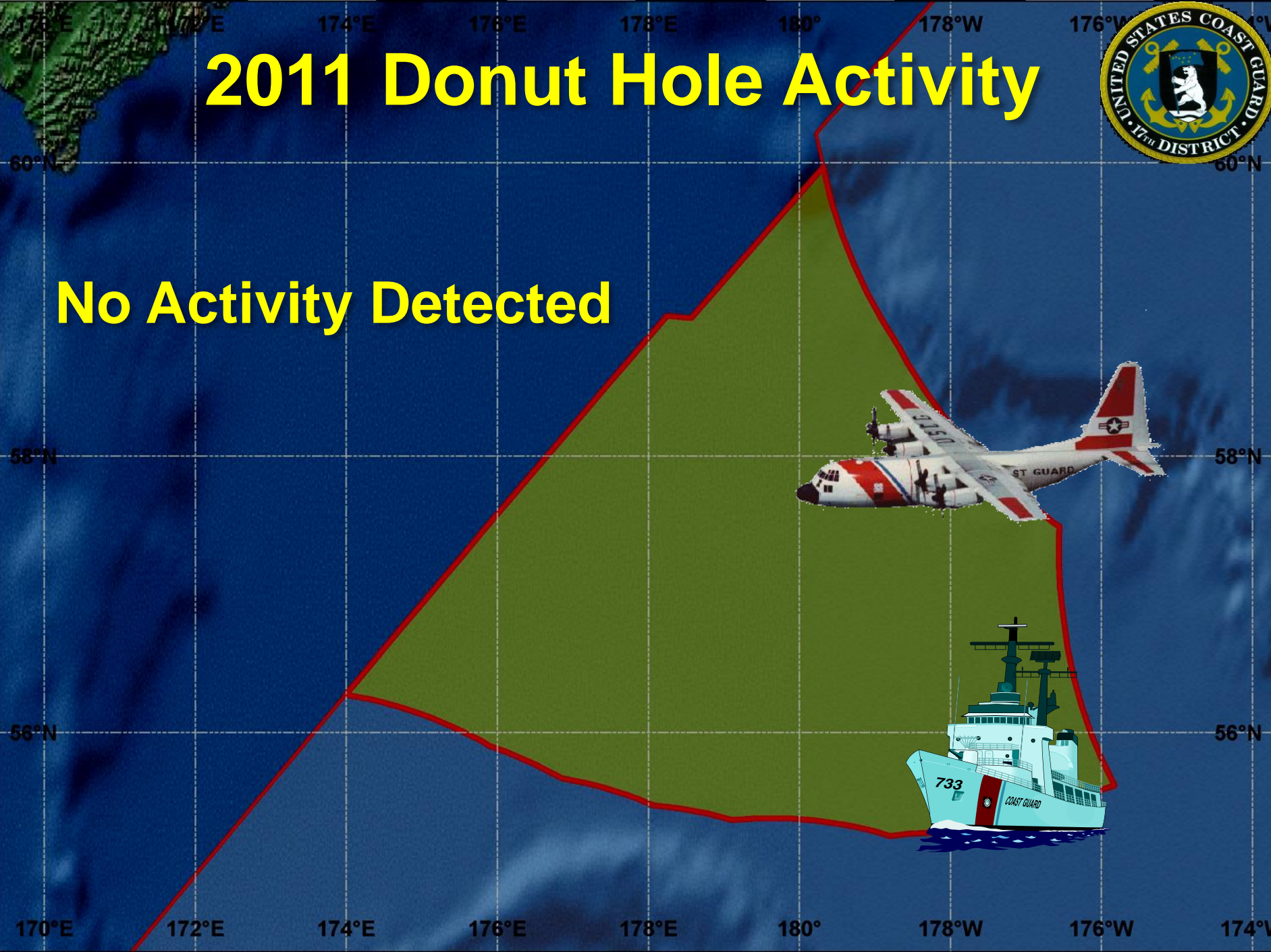
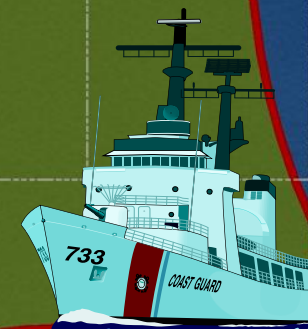




# 2011 Donut Hole Activity



No Activity Detected



# 2011 Bering Sea Snow Crab



**2 MH-60 – Deployed  
to St. Paul for SAR**



**No SAR Cases**

**No Significant Violations**

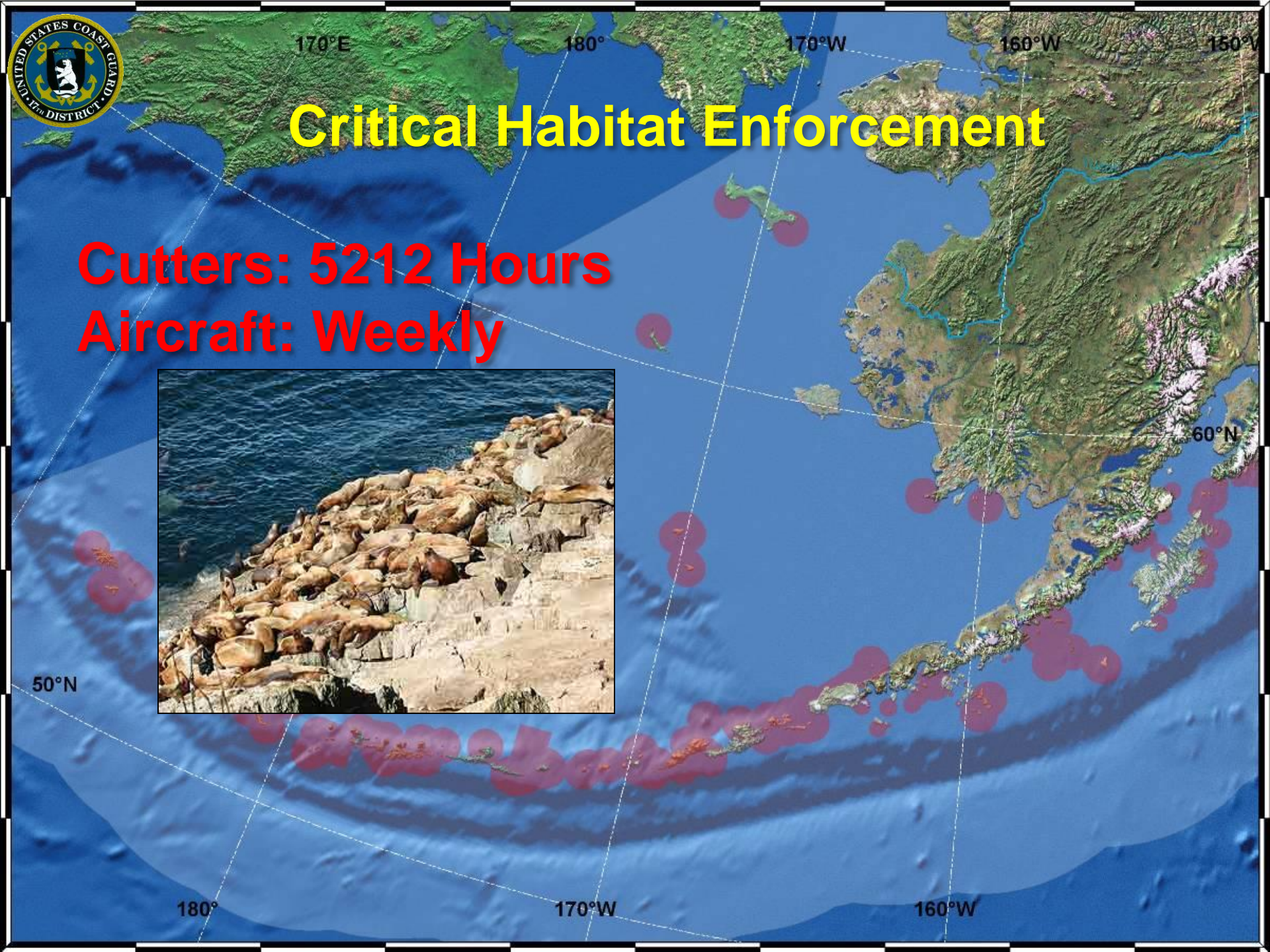






# Critical Habitat Enforcement

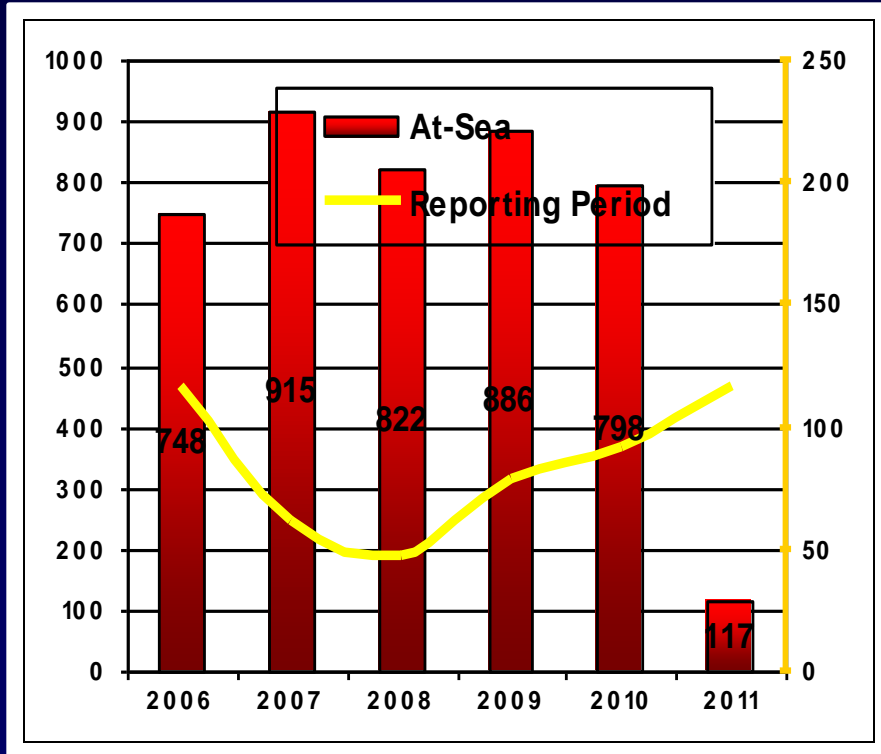
**Cutters: 5212 Hours**  
**Aircraft: Weekly**



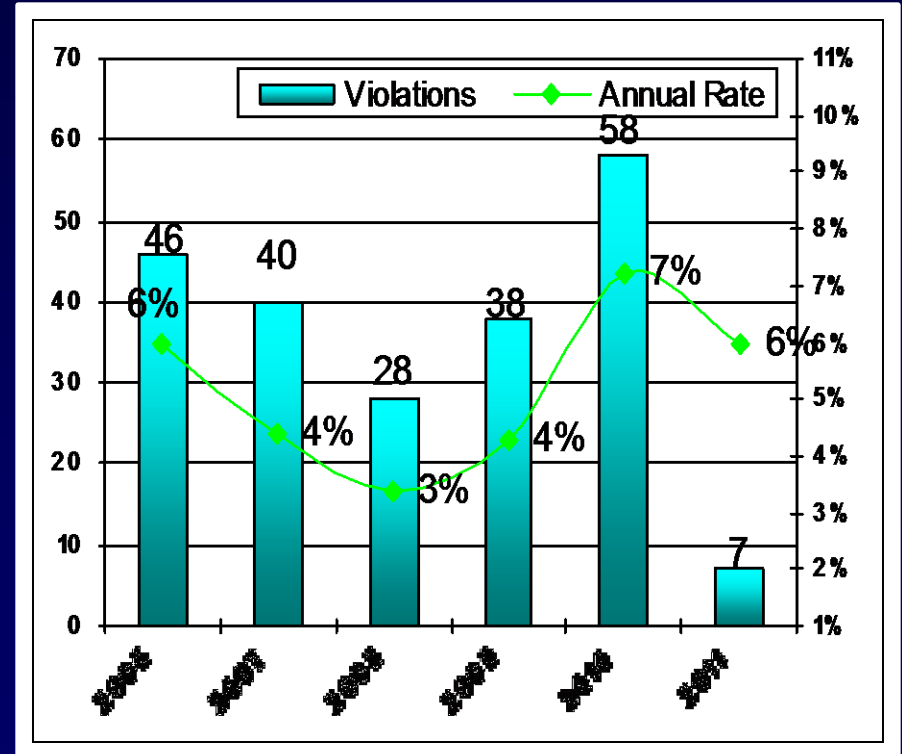


# Fishing Vessel Boardings & Fisheries Violations

## Vessel Boardings



## Vessels With Violations







# IFQ Enforcement

**03 Boardings**

**00 Fisheries Violations**





# SAR Stats 01 Dec 2010 – 25 Mar 2011

**32 F/V SAR Cases**  
**27 Lives Saved**  
**4 Vessels Lost**  
**1 Fatalities**  
**1 Marine Casualty**



Damage



**15 Safety Violations (0 Terminations)**  
**Common Problems: Liferrafts, EPIRBs,**  
**Visual Distress Signals, and High Water Alarms**



# CGC ACUSHNET (1946-2011)

- Commissioned February 1944 as the Navy Rescue and Salvage Ship USS SHACKLE.
- Transferred to the Coast Guard in 1946 and renamed as the CGC ACUSHNET.
- Home Ported in Ketchikan AK, in 1998.
- Decommissioned 11 March 2011, in Ketchikan, after 65 years of active Coast Guard service.

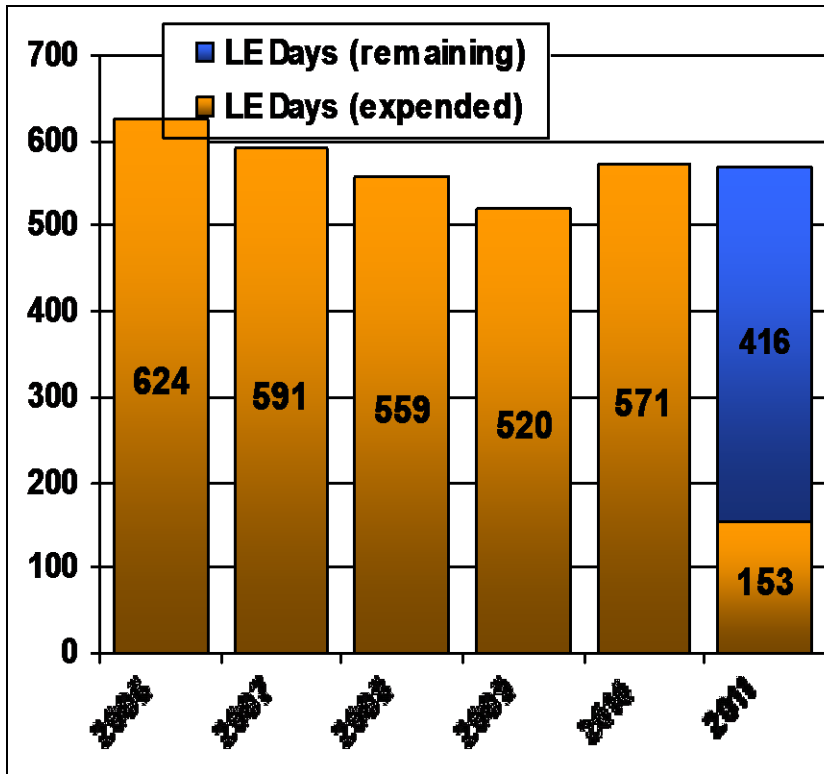




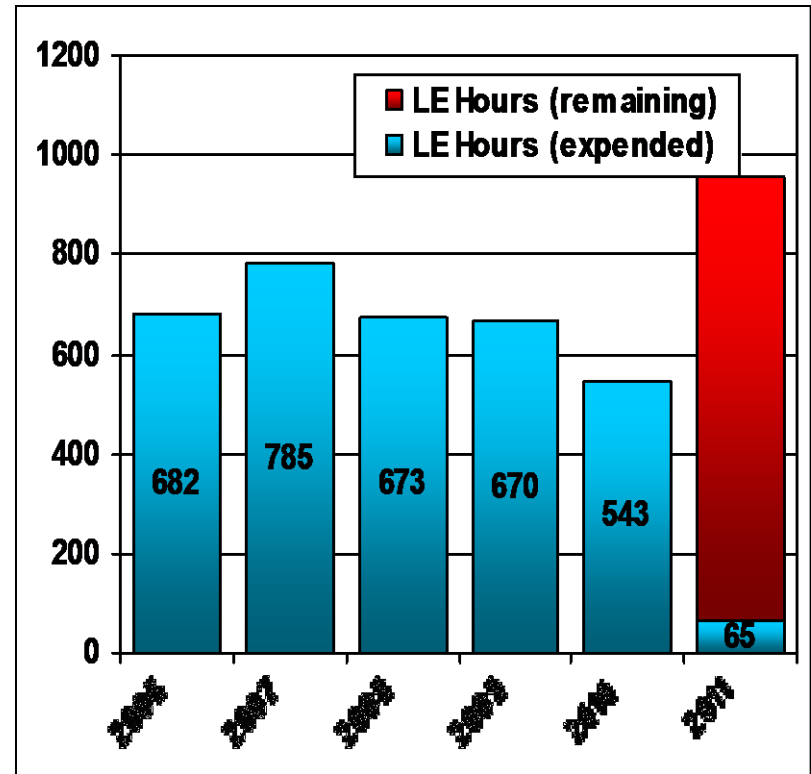


# Major Cutter & C-130 Effort

## Major Cutter Days



## Aircraft Hours







Questions?

LT Anthony Kenne  
Response Division, Enforcement Branch  
30 March 2011

02.02.2011 13:33