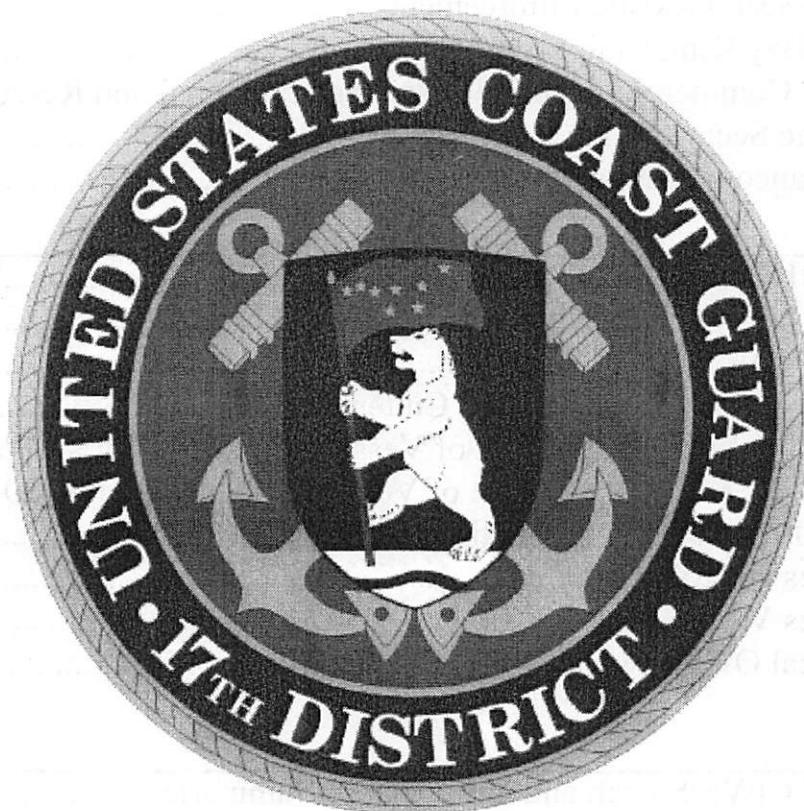


17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 OCT - 30 NOV 01

Prepared By:
Office of Policy, Plans, and Analysis
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK 99802-5517

Report Available At NPFMC Web Site:
<http://www.fakr.noaa.gov/npfmc/Coast%20Guard%20Reports/uscgrpt.htm>

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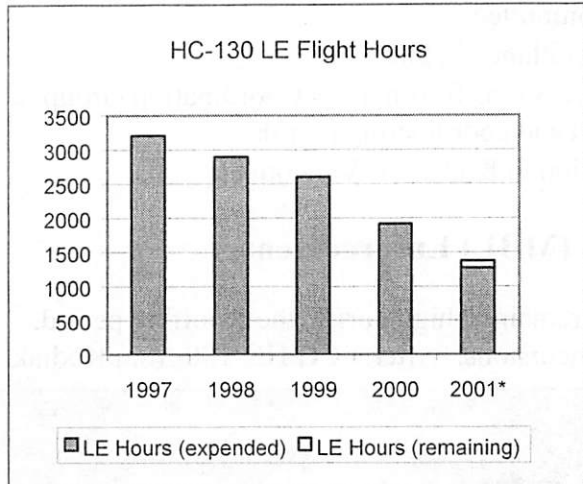
List of Abbreviations

CFVS – Commercial Fishing Vessel Safety	HH-60/HH-65 – CG Helicopter
FF/V – Foreign Fishing Vessel	HSDN – High Seas Drift Net
GOA – Gulf of Alaska	MBL – US/Russian Maritime Boundary
HC-130 – USCG Fixed-Wing Aircraft	SAR – Search and Rescue
WHEC/WMEC – High/Medium Endurance Cutters	FBS – Russian Federal Border Service

I. CGD17 Resource Summary

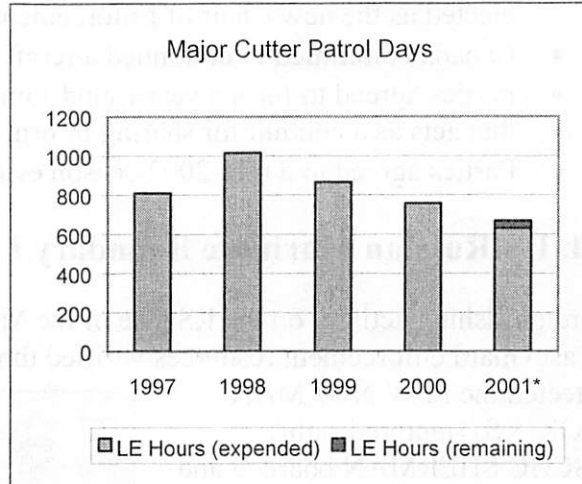
Figures 1 and 2 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 3 and 4 show the same information over the last three years for the *reporting period only*.

Figure 1. Annual HC-130 Hours



*Flight hour data by calendar year.
2001 includes projection through December.

Figure 2. Annual Cutter Days



*Patrol day data by calendar year.
2001 includes projection through December.

OCT 2000 - NOV 2000

- 2 WHEC's patrolled for 88 days
- 3 WMEC's patrolled for 83 days
- 2 WLB's patrolled for 10 days
- 5 WPB's patrolled for 42 days

Total Cutter days -- 223

HC130's flew 48 sorties for 334.7 hours
HH-60/65's flew 27 sorties for 102.9 hours

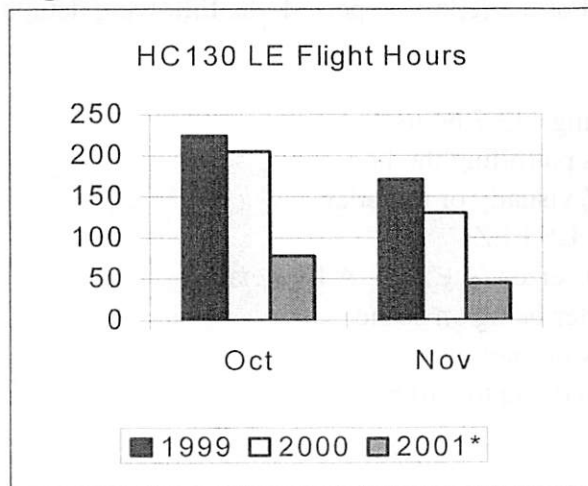
OCT 2001 - NOV 2001

- 2 WHEC's patrolled for 72 days
- 2 WMEC's patrolled for 41 days
- 1 WLB's patrolled for 9 days
- 5 WPB's patrolled for 70 days

Total Cutter days -- 192

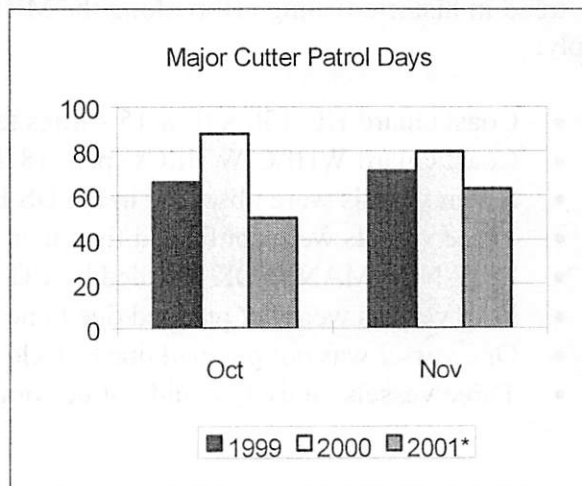
HC130's flew 19 sorties for 123.3 hours
HH-60/65's flew 33 sorties for 135 hours

Figure 3. OCT - NOV HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 4. OCT - NOV Cutter Days



*Patrol day data for reporting period ONLY.

II. High Seas Drift Net Enforcement

No illegal HSDN activity was reported during this period. Seventeenth Coast Guard District officers attended the North Pacific Anadromous Fish Commission (NPAFC) Ninth Annual Meeting in Victoria, BC, Canada from Oct 28-Nov 2, 2001. Highlights include:

- Active participation by the Russian delegation.
- Representative from the Russian Northeast Region Directorate Federal Border Service elected as the new Chair of Enforcement Committee.
- Canada committed to continued aircraft surveillance in 2002.
- Parties agreed to form a year-round Joint Operations Information Coordination Group that acts as a conduit for sharing information and coordinating patrols.
- Parties agreed to a mid-2002-season evaluation in Kodiak or Vancouver.

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

Foreign fishing activity on the RS side of the MBL remained high during the reporting period. Coast Guard enforcement resources verified three incursions. After a CG HC-130 from Kodiak detected the FF/V NO7 MAN JEOK(KS) (pictured right), USCGC SHERMAN boarded and seized the vessel on 10 November for fishing 400 yards inside the US EEZ. The vessel had approximately 280 tons of frozen Pollock on board. The owners settled for \$250K on 26 November, and the vessel has since left Dutch Harbor. See Appendix A for additional details.



FF/V No7 Man Jeok(KS)

Figures 5 and 6 provide plots of foreign fishing vessel activity near the MBL. Figure 7 shows the trend in historic fishing effort along the MBL. For the reporting period, the following details apply:

- Coast Guard HC-130's flew 15 sorties totaling 113.7 hours.
- Coast Guard WHEC/WMECs spent 18 days patrolling the line.
- Seven vessels were observed in the US EEZ visually or by radar.
- Three vessels were confirmed fishing in the US EEZ.
- FF/V NO7 MAN JEOK boarded by CG and seized (see App. A for details).
- Four vessels were not pursued due to no cutter being on scene.
- One vessel was not pursued due to Helo low on fuel.
- Three vessels' activity could not be confirmed due to darkness.

Figures 5 - 6: Peak Vessel Activity Days Detected by HC-130's on MBL

Figure 5. 11 OCT 01 MBL Scatter Plot of Vessels Sighted by HC-130's

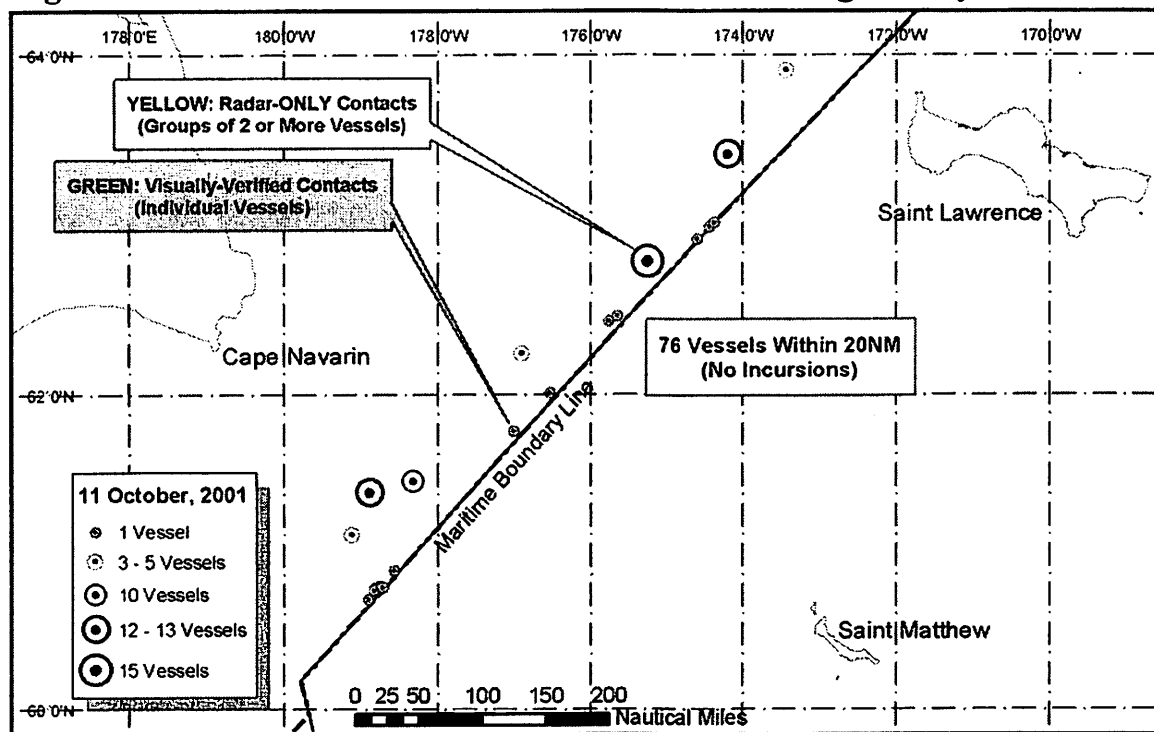


Figure 6. 16 NOV 01 MBL Scatter Plot of Vessels Sighted by HC-130's

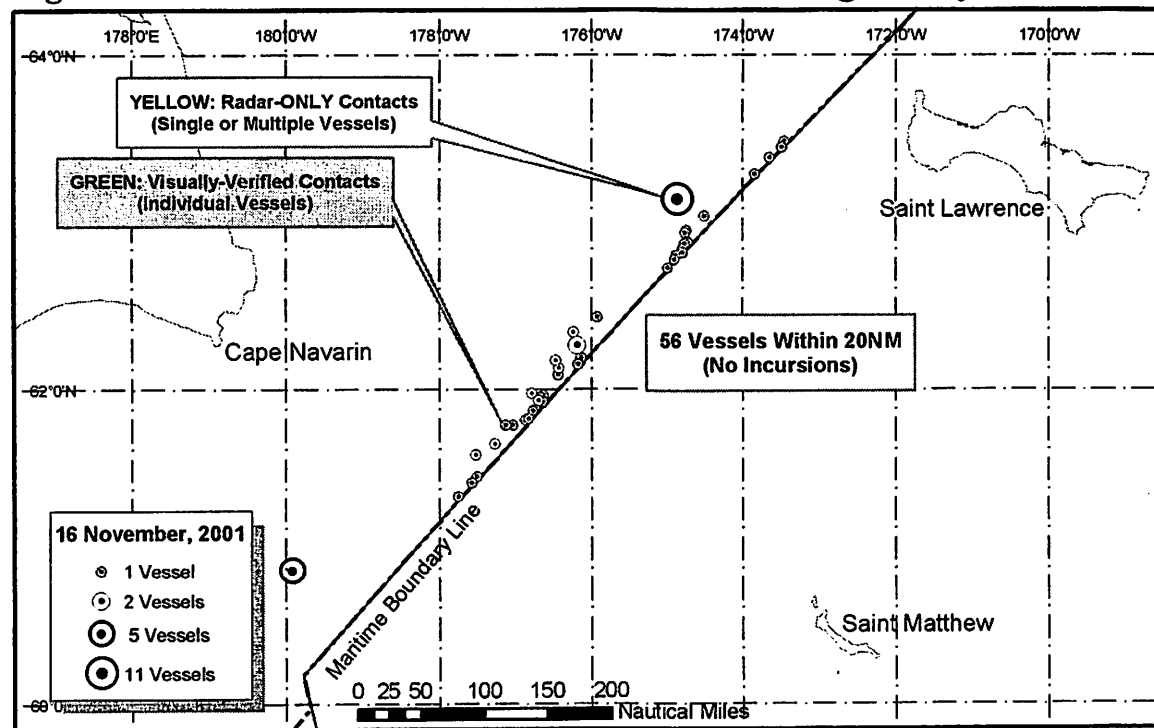
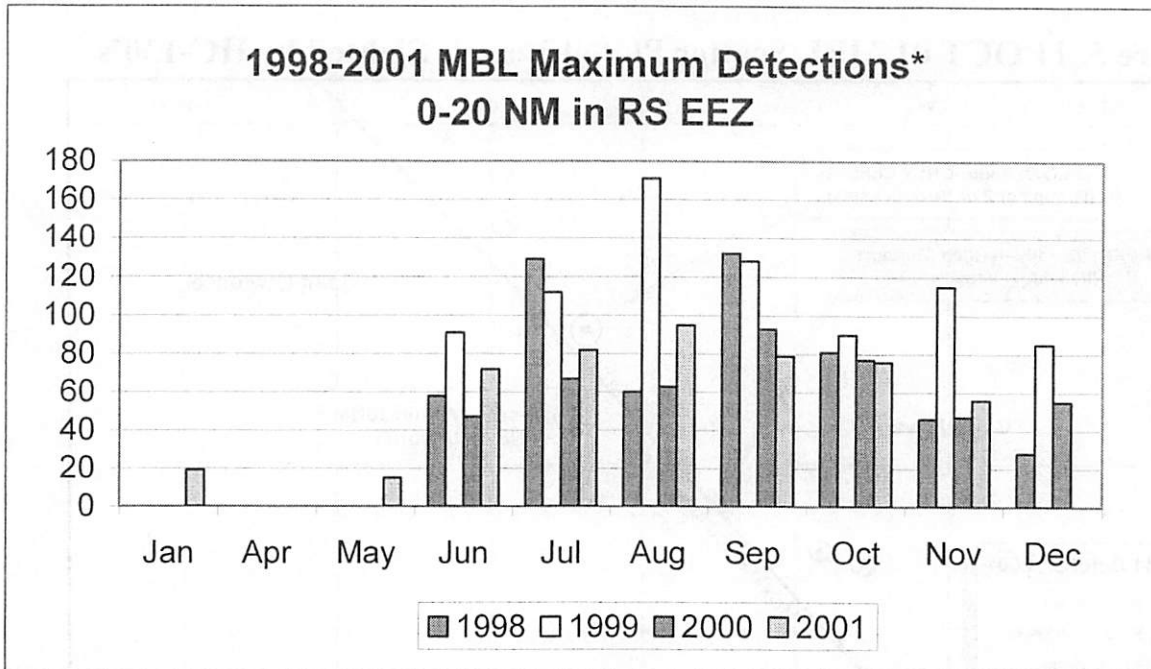


Figure 7. 1998-2001 MBL Max Detections 0-20 NM in RS EEZ



*Figure 7 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

IV. Donut Hole

The Chinese fishing vessels KAI FENG and MING ZHU conducted trial fishing in the Donut Hole, 11 – 14 November. Both vessels complied with the notification and VMS procedures required by the Donut Hole Treaty. The Coast Guard has no information on the results of their trial fishing operations. The Peoples Republic of China has indicated that the vessels may return to the area prior to 31 December.

V. Dixon Entrance Enforcement

Coast Guard enforcement efforts consisted of 4 patrol boat days and 5 HH-60 sorties from Air Station Sitka totaling 17.6 hours. There were no significant fisheries violations detected during the reporting period.

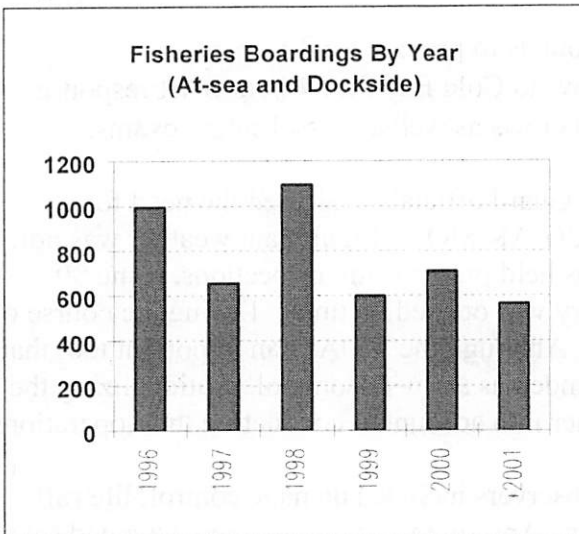
VI. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. 1107 cutters hours and 89 aircraft hours were used in support of this mission. One no-transit-zone violation was detected. USCGC SHERMAN detected the F/V BARREN ISLANDS violating the Chirikof Island rookery no transit zone on 30 October, 2001. The vessel was issued a notice of violation. Case pends.

VII. CGD17 Commercial Fishing Vessel Boarding Statistics

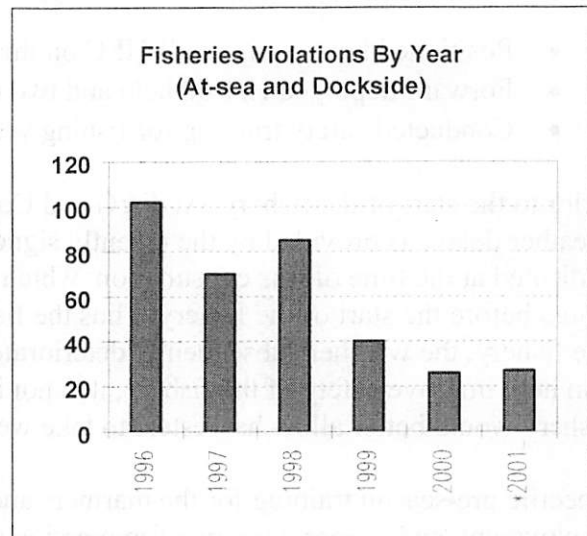
The following charts show boarding and fishery violation trends over the last six years. CG IFQ dockside monitors were down this year as a direct result of the CG's increased efforts on after-hours surveillance. The number of violation in 2001 were essentially the same as last year. Appendices B and C contain a complete list of boardings and violations for the reporting period.

Figure 8. Fisheries Boardings



*Data current as of 27 NOV 01

Figure 9. Fisheries Violations



*Data current as of 27 NOV 01

OCT 2000 - NOV 2000

All F/V Boardings (at sea):58
 IFQ Monitors (dockside):13
 Boarding/monitor w/fisheries vio's:1
 Violation Rate: 1.4%

OCT 2001 - NOV 2001*

All F/V Boardings (at sea): 22
 IFQ Monitors (dockside): 0
 Boarding/monitor w/fisheries vio's: 0
 Violation Rate: 0%

*Data current as of 27 NOV 01

VIII. IFQ At-Sea/Dockside Enforcement

Additional CG resources were deployed toward the end of the season to increase SAR readiness and deter late fishing. D17 is pleased to note that the 2001 IFQ season closed without incident. There were no significant violations during the reporting period. There were no dockside fisheries violations and no at-sea fisheries violations during the reporting period. There were two at-sea violations reported late from the previous reporting period and not included in the previous report; both were for logbook errors.

Coast Guard effort consisted of the following:

- 19 IFQ at sea boardings (206 IFQ boardings year to date).
- 0 dockside offloads monitored (119 dockside offloads monitored year to date).
- 982 surveillance hours (2103 hours year to date).

Data current as of 27 NOV 01

IX. Bristol Bay King Crab Fishery

The 2001 Bristol Bay Red King Crab fishery opened on time 15 October and closed 18 October, with 232 boats participating in the fishery. The Coast Guard responded to four SAR cases: one man-overboard resulting in a fatality and three medevacs for various deck injuries. There were no vessel sinkings.

Coast Guard preparations for this fishery included the following actions:

- Positioned helo-equipped WHEC on the grounds to provide SAR response.
- Forward deployed HH-60 helo and two crews to Cold Bay for 24-hour SAR response.
- Conducted safety training for fishing vessel crews as well as vessel safety exams.

Prior to the start of the fishery, ADF&G and Coast Guard officials evaluated the need for a weather delay, as provided by the recently signed CG-AK MOA. Significant weather was not indicated at the time of this consultation, which was held prior to tank inspections, some 30 hours before the start of the fishery. Thus the fishery was opened on time. During the course of the fishery, the weather subsequently deteriorated. Although the MOA is an important tool that can help improve safety of the fishery, it is not intended as an in-season tool. Rationalizing the fishery would better allow harvesters to take weather into account in conducting their operations.

Specific pre-season training for the mariners and observers included damage control, life raft deployment, and proper donning of immersion suits. Approximately 40 mariners attended safety training in Dutch Harbor, and 20 ADF&G and NMFS observers received safety training aboard the F/V ALSEA. The training was in support of Operation Arctic Safeguard and District 17's Ready for Sea Initiative.

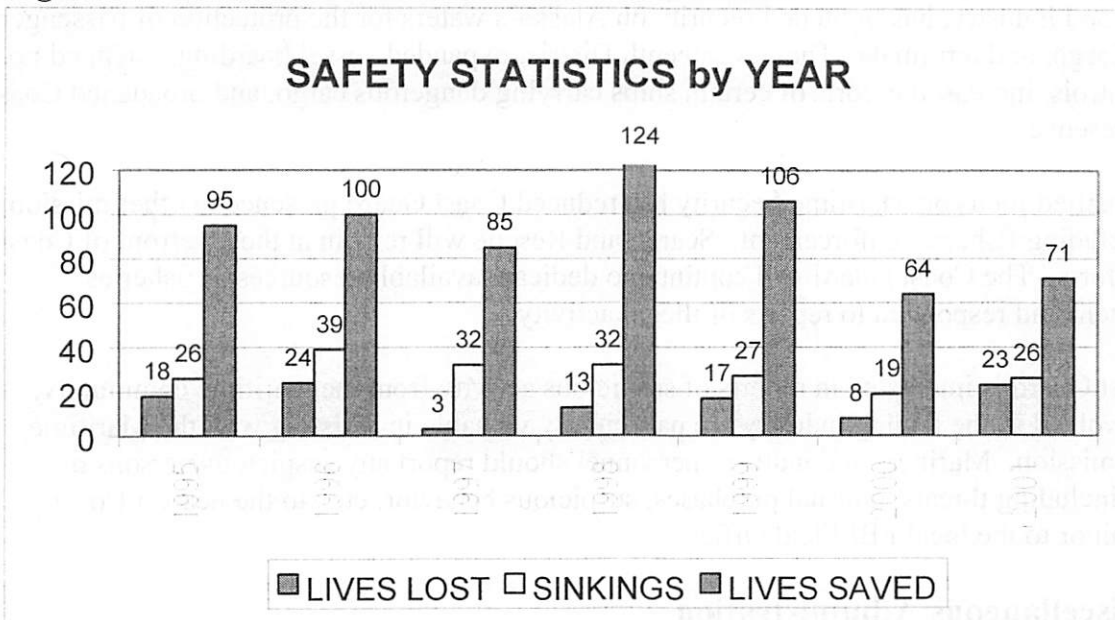
In Dutch Harbor and Unalaska, Marine Safety Office personnel boarded and inspected 83 fishing vessels, of which 90% had current CFVS exam decals. The most notable discrepancy again this year (more than 14% of the vessels checked) was improperly installed liferafts. Other discrepancies were found in only a few cases.

Improperly Installed Liferafts.....	12 Vessels	14% (of vessels checked)
Expired EPIRB Hydrostatic Release	7 Vessels	8%
Expired EPIRB Batteries	6 Vessels	7%
Questionable Stability Instructions.....	5 Vessels	6%
Expired Liferaft Hydrostatic Release.....	4 Vessels	5%
EPIRB Not Registered	4 Vessels	5%
Expired Liferaft Certificate.....	3 Vessels	4%
EPIRB Inoperable	2 Vessels	2%
Survival Suit w/o Proper Marker Light	2 Vessels	2%

All deficiencies were corrected and re-checked prior to any vessel departing. No Captain of the Port orders were issued, and all warnings were verbal. The number of deficiencies reflects a decrease from those discovered during past pre-season inspections in Unalaska and Dutch Harbor and demonstrates the effectiveness of the pre-season dockside inspection program.

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

Figure 10. Historical Overview of CFVS Statistics



*There were 2 lives lost, 6 lives saved, and 3 vessels lost during this reporting period.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
10/11/01	Pacific	Longliner	3	0	Y	Vessel grounded in Iliuliuk Bay near Dutch Harbor due to operator error. Hull breached and vessel took on water. Crew abandoned ship to the beach.
10/17/01	Exito	Pot Boat	7	1	N	Crew member washed overboard by rogue wave in Bristol Bay, three other crew members injured. USCG HH-60 launched from Cold Bay and USCGC MIDGETT'S HH-65 launched. F/V Elizabeth F recovered body from the water approximately one hour later, but was unable to resuscitate. Elizabeth F transported body to Dutch Harbor.
10/24/01	Ocean Challenger	Longliner	2	0	N	Vessel disabled with engine failure approximately 30NM southwest of Cape Spencer with gale winds forecast. USCGC MAPLE responded and began tow. F/V Sundance responded to relieve MAPLE. MAPLE immediately diverted to F/V Rocket II case.
10/24/01	Rocket II	Longliner	3	0	N	Vessel's engine failed due to bad fuel approximately 14NM northwest of Cape Spencer in 14ft seas with gale winds forecast. Commercial helo delivered fresh fuel to vessel. Vessel regained power. USCGC MAPLE diverted from F/V Sundance to escort vessel.
10/28/01	Ocean Sunrise	Shrimp Pot Boat	2	1	Y	Vessel capsized suddenly due to high load and wind heel 19NM west of Ketchikan. F/V Nina Fay and F/V Rio Grande responded to MAYDAY. The Nina Fay recovered survivor. Nina Fay also recovered the master, but was unable to resuscitate. Survivor transported by USCG HH-60 to Ketchikan. The master's body was transported to Ketchikan by USCG -47 motor lifeboat.
10/31/01	Aquarium	Longliner	4	0	Y	Master radioed that the vessel's propellers were fouled and that the vessel was in danger of running aground. There were no vessels in the area able to assist. Master requested that the four people onboard be removed. A USCG HH-60 launched from Kodiak and recovered all persons onboard. Vessel grounded after crew was removed.
11/03/01	Andronica	Pot Boat	1	0	N	Vessel reported taking on water in Iliuliuk Harbor at Dutch Harbor. USCGC SPAR responded and dewatered vessel.
11/15/01	Legacy	Trawler	5	0	N	Vessel grounded and sank (later refloated) in Terror Bay, 54NM northwest of Kodiak. Crew abandoned ship to their skiff. A USCG HC-130 and a HH-60 launched from Kodiak. M/V Ten Bears responded and recovered crew and transferred them to AST Patrol Vessel Cama'I .

XI. Maritime Security

Following the 11 September terrorist attacks, the Coast Guard, working with federal and state agencies and industry, has tightened security on Alaska's waters for the protection of passengers, vessels, cargo, and terminals. The Seventeenth District expanded vessel boardings, stepped up harbor patrols, increased escorts of certain ships carrying dangerous cargo, and broadened Coast Guard presence.

The intensified focus on Maritime Security has reduced Coast Guard presence in other mission areas, including fisheries enforcement. Search and Rescue will remain at the forefront of Coast Guard efforts. The Coast Guard will continue to dedicate available resources to fisheries enforcement and responded to reports of illegal activity.

The Coast Guard is interested in reports of suspicious activity from the maritime community. Those involved in the fishing industry are particularly valuable in assisting with the Maritime Security mission. Mariners and industry personnel should report any suspicious persons or activity, including threats, unusual purchases, suspicious behavior, etc., to the nearest Coast Guard unit or to the local FBI Field Office.

XII. Miscellaneous Administration

Seventeenth District personnel staffed two booths at Fish Expo in Seattle. The Coast Guard provided information on communications, law enforcement, and commercial fishing vessel safety. Coast Guard communications personnel conducted a survey regarding emergency radio communications throughout Alaska, as part of an ongoing effort to gather data to help develop improvements to the communications system.

Appendix A

01 OCT - 30 NOV 2001 Maritime Boundary Activity

- 01 Oct** A HC-130 detected one vessel approximately 400 yards inside the US EEZ. The aircraft was unable to confirm the activity of the vessel due to darkness. No distinguishing markings visible on the vessel. Vessel initially observed heading north, immediately fled northwest into RS EEZ upon overflight. No cutter available to respond (Suspected Incursion).
- 13 Oct** A HC-130 detected 2 FF/Vs 1000 yards inside US EEZ. The aircraft was unable to identify name or confirm fishing activity due to darkness. No cutter available to respond (2 Suspected Incursions).
- 02 Nov** A HC-130 detected a FF/V underway 2400 yards inside US EEZ. Aircraft was unable to determine name or confirm fishing activity due to darkness. Vessel fled to RS EEZ. No cutter available to respond (Suspected Incursion).
- 09 Nov** A HH-65 from USCGC SHERMAN detected **FF/V DARVIN (RS)** fishing 600 yards inside US EEZ. HH-65 established hot pursuit, but had to return to SHERMAN for fuel before it could hand off hot pursuit to SHERMAN. Vessel was issued a warning (Incursion).
- 10 Nov** A HC-130 detected **FF/V NO7 MAN JEOK (KS)** fishing 400 yards inside US EEZ. C-130 established hot pursuit, handed pursuit off to HH-65 helicopter from USCGC SHERMAN. SHERMAN boarded and seized vessel. FF/V was escorted to Dutch Harbor, where it was turned over to NMFS enforcement. Civil complaint filed in U.S. District Court, 14 November. There were 280 tons of frozen pollock on board. The owners paid \$250K in settlement on 26 November and vessel was released with no further action. The owner was allowed to keep the fish as part of the settlement. (Incursion).
- 15 Nov** A HC-130 detected the **FF/V BAJENOVSK (RS)**, international radio call sign **UDSJ**, fishing approximately 400 yards inside US EEZ. The vessel immediately fled to the northwest into the RS EEZ upon overflight. No cutter available to respond. A case package will be submitted to the U.S. Dept. of State for further diplomatic action (Incursion).

Appendix B

01 OCT - 30 NOV 2001 Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
10/02/01	Carrie	Longliner	Sablefish	ST
10/02/01	Sylvia	Longliner	Halibut	3A
10/03/01	Helen T	Longliner	Halibut	3A
10/03/01	Angelique	Longliner	Halibut	3A
10/03/01	Kiviok	Longliner	Halibut	2C
10/03/01	Leslie Ann	Longliner	Halibut	2C
10/03/01	Spicy Lady	Longliner	Halibut	2C
10/04/01	Confidence	Longliner	Halibut	2C
10/04/01	Rocky B	Longliner	Halibut	2C
10/04/01	Jaleo	Longliner	Halibut	2C
10/05/01	Polaris	Longliner	Sablefish/Halibut	3A/WY
10/10/01	Arctic Fjord	Trawler	Pollock	519
10/24/01	Alaska Juris	Trawler	Yellowfin Sole	513
10/26/01	Buccaneer	Longliner	Halibut	3A
10/27/01	Shuyak	Longliner	Halibut	3B
11/02/01	Mckenna	Longliner	Halibut	3B
11/02/01	Slava II	Longliner	Halibut	3B
11/02/01	Chandalar	Longliner	Halibut/Sablefish	3B/CG

Appendix C

01 OCT - 30 NOV 2001 Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
*09/13/01	Midgett	Tempest	Pot Boat	Pacific Cod	519	Not submitting log books properly and failure to log inactive periods
**09/24/01	Anacapa	Jennifer Rose	Longliner	Halibut	3A	No survival craft, inadequate fire extinguisher, VOYAGE TERMINATED
*09/25/01	Midgett	Tracy Anne	Trawler	Pacific Cod	519	Summary settlement issued in amount of \$1650 for 22 log book errors
10/03/01	Anacapa	Ragtime	Longliner	Halibut	2C	No survival craft and expired visual distress signal, VOYAGE TERMINATED
10/03/01	Anacapa	Kariel	Longliner	Halibut	2C	No EPIRB
10/04/01	Acushnet	Amnicon	Longliner	Sablefish	SE	Expired liferaft and visual distress signal, VOYAGE TERMINATED
11/10/01	Sherman	No7 Man Jeok	Trawler	Pollock	524	Vessel seized for illegally fishing within the US EEZ

*Fisheries violation reported late from last reporting period, not included in previous report.

**Non-fisheries violation reported late from last reporting period, not included in previous report.