

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



**01 OCT - 30 NOV 03**

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<http://www.fakr.noaa.gov/npfmc/Coast%20Guard%20Reports/uscgrpt.htm>

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### **List of Abbreviations**

CFVS – Commercial Fishing Vessel Safety	HSDN – High Seas Drift Net
FSS - Russian Federal Security 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. US/Russian Maritime Boundary Line (MBL) Enforcement

The downward trend in foreign fishing intensity seen along the MBL since the late-1990s appears to be continuing, and incursions are down markedly from the numbers seen in 2001 and 2002. No incursions were detected this period, and only one was detected in 2003 compared to 15 in 2002. The average number of vessels detected declined from 35 in 2002 to 25 in 2003. Although overall numbers of vessels have dropped, those vessels present have continued to

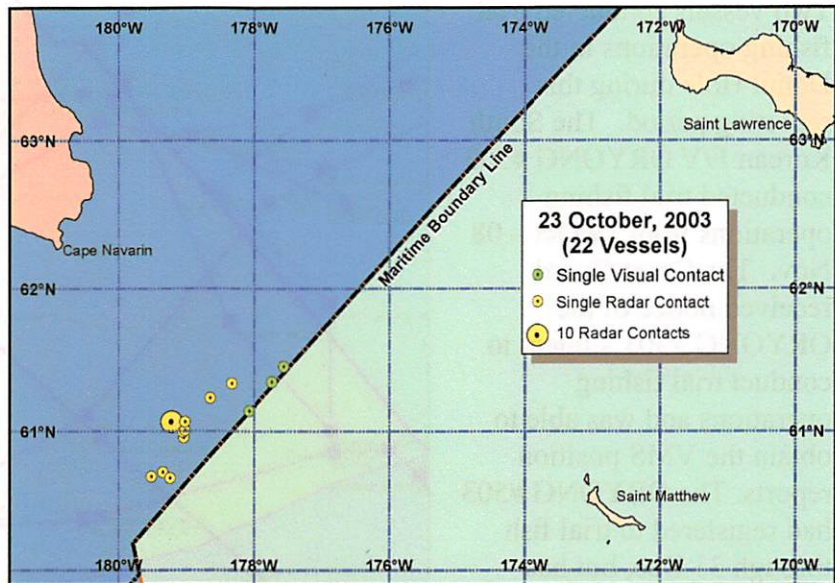
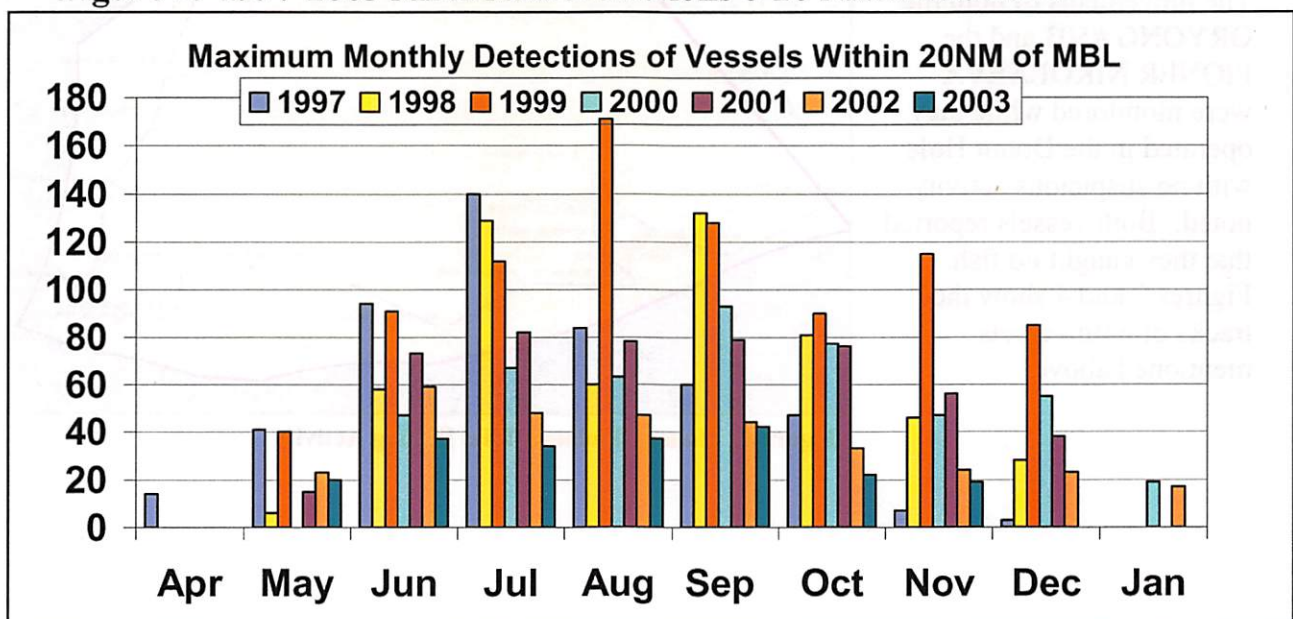


Figure 1 shows the maximum detections by a HC-130 flight in October. Figure 2 shows MBL historic fishing effort. For the reporting period, the following details apply:

- Coast Guard HC-130's flew 13 sorties totaling 90 hours.
- Coast Guard HEC/MECs spent 44 days patrolling the line.
- No vessels were observed in the US EEZ visually or by radar.

**Figure 2. 1997-2003 MBL Max Detections 0-20 NM in RS EEZ**



\*Figure 2 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.



## II. Donut Hole Activity

Two vessels conducted trial fishing operations in the Donut Hole during this reporting period. The South Korean F/V ORYONG #503 conducted trial fishing operations from 19 Oct – 08 Nov. The Coast Guard received notice of the ORYONG #503's intent to conduct trial fishing operations and was able to obtain the VMS position reports. The ORYONG #503 had registered to trial fish through 31 Dec, but has indicated that they do not intend to return this year.

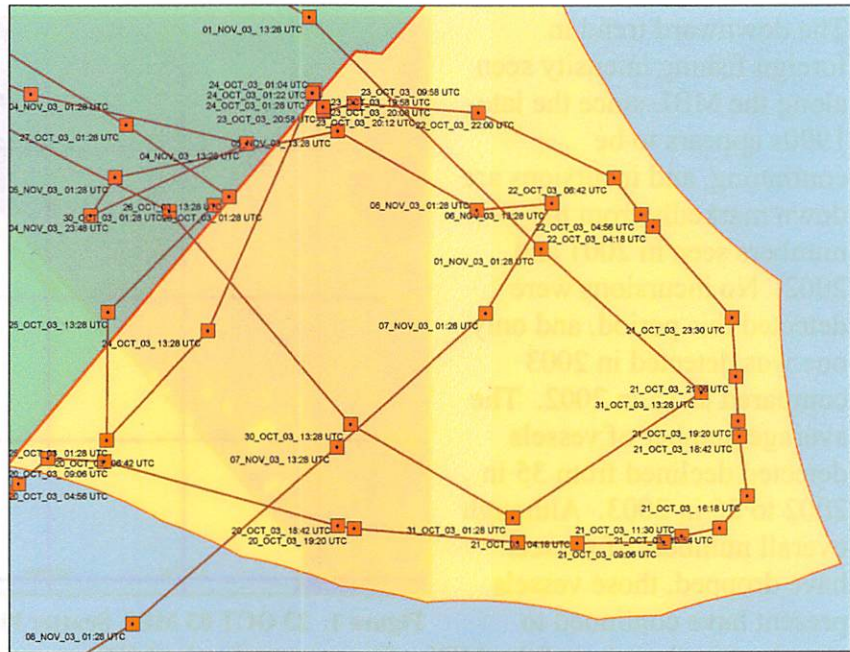


Figure 3. Oryong #503 Trial Fishing Activity

The Russian F/V PIONER NIKOLAEVA conducted trial fishing operations from 15 – 25 Nov. The Coast Guard received VMS position information on this vessel as well. At the Donut Hole meeting in Portland, OR, the Russians indicated that a second RS vessel may conduct trial fishing prior to 15 Dec.

The movements of both the ORYONG #503 and the PIONER NIKOLAEVA were monitored while they operated in the Donut Hole with no suspicious activity noted. Both vessels reported that they caught no fish. Figures 3 and 4 show the tracks of both vessels mentioned above.

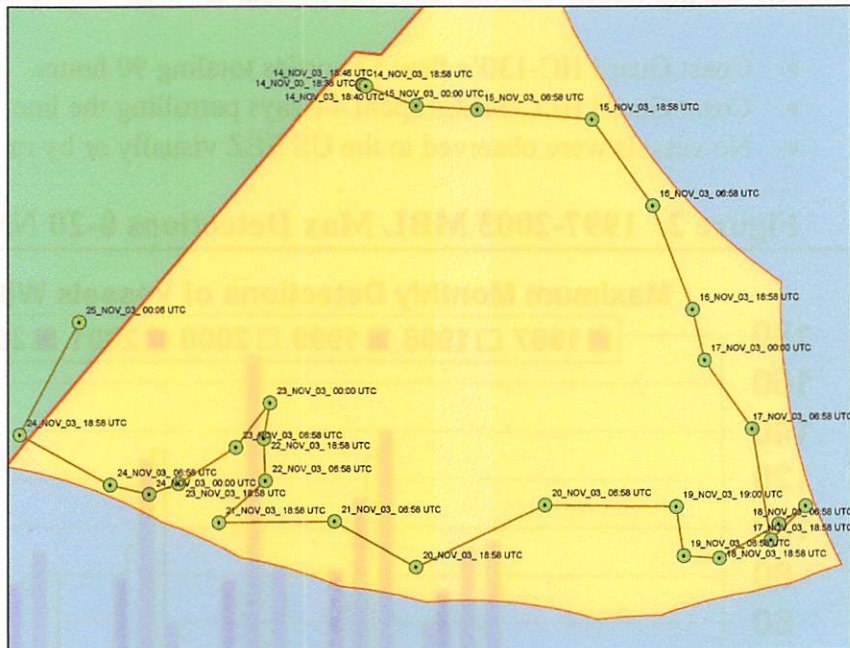


Figure 4. Pioner Nikolaeva Trial Fishing Activity



### III. High Seas Drift Net Enforcement

Officers from the Seventeenth Coast Guard District attended the North Pacific Anadromous Fish Commission (NPAFC) annual meeting held from 27-31 October in Honolulu, Hawaii. Representatives from Canada, Russia, Japan, United States, and South Korea (KS) discussed enforcement activities and results of patrol efforts in the NPAFC Convention Area in 2003. This was KS's first attendance at the annual meeting as a full member. A total of 8 HSDN vessels were intercepted in 2003: five PRC, two KS, and one RS. In addition, there were sightings of 21 other possible driftnet vessels operating on the high seas. All parties were concerned about the high level of HSDN activity observed this year and committed to providing a significant enforcement presence in 2004.

Subsequent to the NPAFC meeting, China (PRC) publicly released the penalties imposed on the PRC HSDN violators apprehended in 2003 with USCG assistance. China confiscated the entire catch from all five HSDN vessels found to be fishing illegally. All masters had their fishing permits permanently revoked. Four out of the five owners received the maximum fine allowed by PRC law (\$12,000). Two of the HSDN vessels were permanently forbidden to engage in fishing. One HSDN vessel was forbidden to fish for one year. One HSDN vessel was confiscated and auctioned by the PRC government for \$109,000, with the stipulation that it can never be used for commercial fishing again. The last HSDN vessel was confiscated by the PRC government and sold to scrap yard for \$54,000.

### IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 383 hours and aircraft flew 12 hours in support of this mission. No violations were detected.

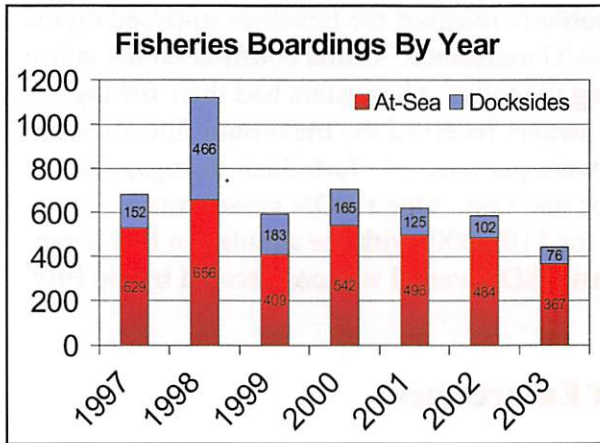




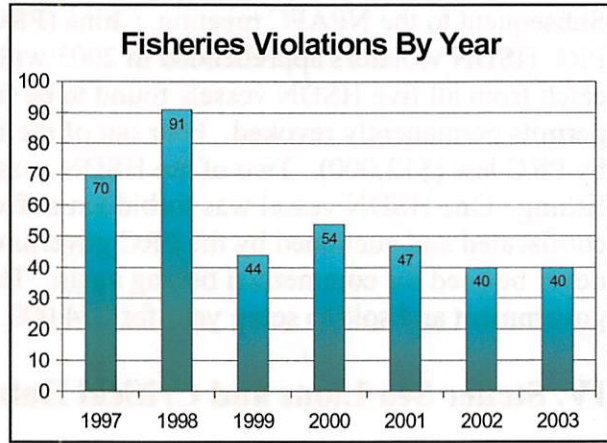
## V. CGD17 Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boardings were up by 20 percent over the same period in 2002. There were five IFQ dockside fisheries violations and two at-sea fisheries violations. Two of the dockside violations were for overage, two were for failure to carry IFQ cards, and one was for failure to separate catch. The at-sea violations were for failure to submit logs in a timely manner and failure to carry a federal fisheries permit on board. Figures 5 and 6 show the historic trend for boardings and violations over the last seven years. The fisheries violation rate rose slightly from the rate for the same period last year. Appendices A and B contain a complete list of boardings and violations for the reporting period.

**Figure 5. Fisheries Boardings**



**Figure 6. Fisheries Violations**



### OCT 2002 - NOV 2002

F/V Boardings (at-sea):.....35  
 IFQ Monitors (dockside): .....12  
 Boarding/monitor w/fisheries vio's: .....4  
 Violation Rate:.....8.5%

### OCT 2003 – NOV 2003

F/V Boardings (at-sea):.....49  
 IFQ Monitors (dockside): .....14  
 Boarding/monitor w/fisheries vio's: .....7  
 Violation Rate:..... 11.1%

## VI. IFQ At-Sea/Dockside Enforcement

There were no significant violations during the reporting period. There was one IFQ at-sea violation for failure to carry a federal fisheries permit and five dockside violations. The dockside violations were discussed in the previous section.

Coast Guard effort consisted of the following:

- 17 IFQ at-sea boardings (114 boardings for the year).
- 14 dockside offloads (76 dockside offloads for the year).
- 148 surveillance hours (1006 hours for the year).



## VII. Bristol Bay King Crab Fishery

The 2003 Bristol Bay Red King Crab fishery opened on time 15 October and closed 20 October, with 249 boats participating in the fishery.

Pre-season training was provided in Dutch Harbor by personnel from the Marine Safety Detachment (MSD) Unalaska. The training was well attended with approximately 30 total participants at the two pool sessions. Fishermen requested additional sessions to accommodate more participants. The two damage control sessions were also well attended with nearly 35 total participants. Feedback from the fishing fleet indicated that they were very pleased with the training, and they looked forward to similar training for the Opilio fishery in January.



**Red King Crab**

MSD personnel boarded more than 80 vessels in Dutch Harbor as well as numerous vessels in King Cove. In Dutch Harbor, the boarding team found one brand newly purchased EPIRB that failed to test properly. Two other discrepancies found were liferaft hydrostatic releases installed incorrectly (one upside down). All discrepancies were corrected on the spot.

There were several stability issues found, which consisted of too many pots on board and out-of-date stability letters. One Captain of the Port order was issued on a vessel with 106 pots on board. The original stability letter, issued in 1967, allowed for only 40 pots. With the aid of MSD personnel, the master contacted the company who had issued the original letter and received an amendment to allow carriage of 82 pots. The 24 excess pots were removed, and the COTP order was rescinded. The number of deficiencies reflects a continued decrease from those discovered during past pre-season inspections in Unalaska and Dutch Harbor and demonstrates the continued improvement in the effectiveness of the pre-season dockside inspection program.

There were four SAR cases associated with the fishery, including one man overboard, one near sinking, one vessel taking on water, and one vessel losing pilot house windows to a wave. The man overboard incident resulted in three people in the water and one death (see Shaman case in SAR Summaries). There were no vessels lost, although one near-sinking case resulted in abandoning ship by the crew of five via helo hoist (see Raven case). The vessel that took on water returned to port early under escort (see Sea Star case). The vessel that lost pilot house windows effected repairs and continued fishing (see Ruff & Reddy case). The 2004 season represents the fourth consecutive year with 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 and vessel safety exams.



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

Various safety violations were found in the course of boardings. Three boardings resulted in directed voyage terminations for safety violations. Two voyage terminations resulted from survival craft deficiencies, and the other resulted from survival suit deficiencies. One vessel had no survival craft and two others had expired liferafts.

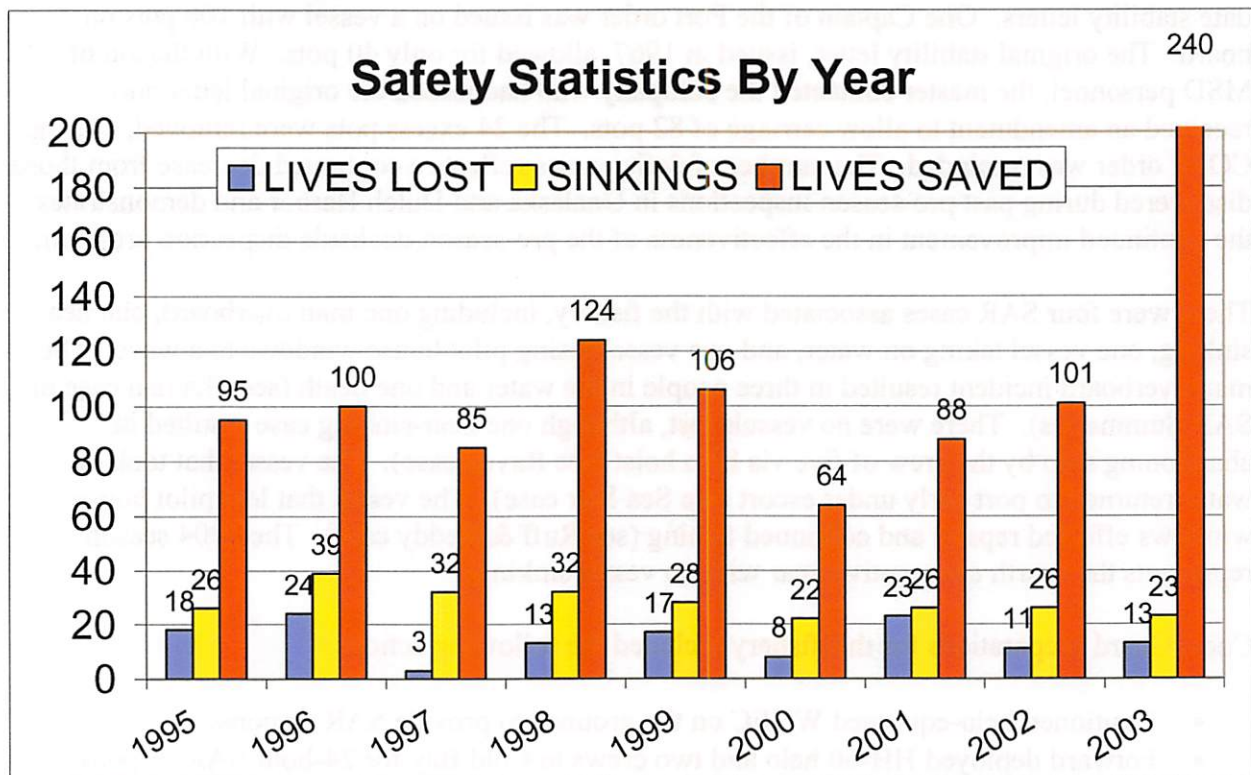


Photo Courtesy  
Fisherman's Express

Working in Heavy Seas

The most common safety violations were EPIRB/hydrostatic release deficiencies (5), expired visual distress signals (5), and survival craft/hydrostatic release deficiencies (4). Figure 7 shows the historic safety trends, and Table 1 provides summaries of significant search and rescue cases.


Figure 7. Historical Overview of CFVS Statistics



\*There were 4 lives lost, 33 lives saved, and 1 vessel lost from 01 October to 30 November.



**Table 1 CGD17 CFVS/Search and Rescue Case Summaries**

Date	Vessel Name	Type	POB	Death	VSL Loss	Summary
10/01/03	Jersey Girl	50ft Troller	3	N	N	NPSC received a 406 MHz EPIRB signal registered to the F/V Jersey Girl 40NM northeast of Ketchikan in Behm Canal. NPSC issued an Urgent Marine Information Broadcast (UMIB) and launched an Air Station Sitka HH-60 helo to investigate. The helo located the F/V Jersey Girl in no distress. The master stated that a crewmember had accidentally activated the EPIRB. Due to poor communications, the crew was unable to notify the Coast Guard of the accidental activation.
10/05/03	Pacific Cloud	52ft Dive Boat	5	1	N	The master radioed Communications Station Kodiak requesting a MEDEVAC for a crewmember/diver suffering symptoms of the bends 50NM southeast of Kodiak. After obtaining the location of the vessel, all further communications with the vessel were unsuccessful. An Air Station Kodiak HH-60 helo launched to the vessel's last known position, but was unable to locate any vessels in the area. The helo made continuous radio callouts for the vessel, but received no replies. Soon after, the Air Station received notification from Old Harbor that the vessel was mooring in the harbor with one deceased member on board. The deceased crewmember had suffered injuries while commercial dive fishing.
10/12/03	Sea Star	104ft Crabber	6	N	N	The master notified Communications Station Kodiak that they were taking on water from an unknown source in their lazarette. They only had one pump onboard and it was barely keeping up with the water. An UMIB was issued and the Air Station Kodiak HH-60 helo, pre-deployed to Cold Bay, was launched. The helo dropped a pump to the vessel. The Sea Star was able to make its way slowly towards Dutch Harbor, a 140NM journey. The <b>Alaska State Trooper Vessel Woldstad</b> arrived on scene to escort the Sea Star. Shortly after, the pumps quit working and the vessel continued to take on water. The USCGC MORGENTHAU's HH-65 helo flew out to the vessel and transferred two pumps from the Woldstad to the Sea Star. The Sea Star was able to dewater enough to identify and correct the cause of the flooding. The Sea Star was escorted by the Woldstad to Dutch Harbor and moored safely on the morning of 13 October.
10/15/03	Raven	85ft Crabber	5	N	N	 <p>Communications Station Kodiak received a MAYDAY broadcast from the F/V Raven stating that their vessel was listing hard to starboard, and that all five crewmembers were donning survival suits and preparing to abandon ship. The HH-60 helo, pre-deployed to Cold Bay, was airborne on another mission and diverted to the position of the vessel. USCGC MORGENTHAU, patrolling as the Search and Rescue standby for the Red King Crab fishery, was 11NM from the Raven. MORGENTHAU launched their HH-65 helo and proceeded to the position of the vessel. The HH-60 arrived on scene, hoisted all five persons, and transported them to Cold Bay. MORGENTHAU monitored the vessel with reportedly at least 11,000 gallons of diesel onboard as it drifted slowly south-southwest. A <b>Magone Marine Service</b> tug from Dutch Harbor was contracted to salvage the vessel and arrived on-scene approximately 30 hours after the MAYDAY call. After several hours of evaluation, <b>TUG Redeemer</b> was able to take the vessel in tow and sought a lee in the vicinity of Amak Island to ensure the towing bridle was securely fastened. The tug put some of their crewmembers on board vessel to investigate the vessel's stability. Magone hired a commercial helicopter to offload crab pots from the F/V Raven. The vessel was stabilized and towed into King Cove on 22 October.</p>
10/17/03	Ruff & Reddy	90ft Crabber	5	N	N	The master radioed Communications Station Kodiak reporting that the vessel was taking on water 63 NM northwest of Cold Bay. A wave blew out three windows in their pilothouse, flooding the pilothouse, galley, forepeak, and engine room. An Air Station Kodiak HC-130 on another mission diverted to the scene. An Air Station Kodiak HH-60, which was pre-deployed to Cold Bay launched to the scene, and the USCGC MORGENTHAU responded. MORGENTHAU initiated a communications schedule with the vessel. As assets arrived onscene, the master stated that his pumps were able to dewater the vessel and he made temporary repairs to the windows. The Ruff & Reddy transited to the vicinity of Amak Island and effected more permanent repairs to the windows.
10/20/03	Shaman	110ft Crabber	N/A	1	N	USCGC MORGENTHAU contacted the NPSC relaying information that the <b>F/V Rebel</b> had reported a man overboard 83NM north of Cold Bay. The F/V Rebel was relaying the distress call for the F/V Shaman. Two crewmembers from the Shaman donned survival suits and entered the water in an attempt to rescue their shipmate, who was not wearing a survival suit. MORGENTHAU launched their HH-65 helo, which was deployed in Cold Bay. NPSC launched an Air Station Kodiak HH-60 helo, which was pre-deployed to Cold Bay, and issued an UMIB. One of the two crewmembers from the F/V Shaman held onto the man who had fallen overboard until they were both recovered by the F/V Shaman. The <b>F/V Bering Star</b> recovered the other Shaman crewmember. The crewmembers wearing survival suits were in good condition, but the man who had gone overboard without the survival suit was unresponsive and not breathing. He had been in the water approximately 20 minutes. The HH-65 helicopter hoisted the man and transported him to the clinic in Cold Bay, where he was pronounced dead.



**Table 1 CGD17 CFVS/Search and Rescue Case Summaries (Continued)**

Date	Vessel Name	Type	POB	Death	VSL Loss	Summary
10/21/03	Motherlode	36FT Bowpicker	3	N	N	The master radioed Communications Center Juneau that the vessel had lost steering 13NM southwest of Ketchikan but had rigged a line attached to the out drive to maneuver the vessel. The M/V <b>Savage</b> overheard the radio conversation and reported that they could respond in approximately two hours. Meanwhile, the line the F/V Motherlode was using to steer became tangled in the vessel's prop. The vessel was able to anchor in what the master reported as 150 feet of water just south of Windy Point. NPSC put the vessel on a communications schedule. Early on the morning of 21 October, the master reported the weather had deteriorated and they were dragging anchor. An Air Station Sitka HH60 launched to the scene to evaluate the situation and remove the crewmembers from the vessel. The helo removed the three crewmembers and transported them to Ketchikan. The owner made arrangements to recover the vessel the following day.
10/28/03	Clearlight	37ft Dive Boat	N/A	1	N	The master radioed the NPSC requesting a MEDEVAC 30NM southwest of Wrangell for a diver who was not breathing and had no pulse. The diver had not received oxygen for approximately 5-10 minutes. The crewmen were doing CPR. An Air Station Sitka HH-60 helo was launched. The F/V <b>Lady Becky</b> took the patient onboard and diverted to Coffman Cove to pick up EMTs. The helo hoisted the patient aboard and transported him to Ketchikan, while resuscitative efforts continued. The patient arrived at Ketchikan General Hospital, where he was pronounced dead.
11/09/03	Theresa Sea	37ft Shrimper	1	1	Y	Communications Station Juneau overheard radio traffic by <b>GOOD SAMARITAN</b> vessels responding to a call for help in the Bucareli Bay in the vicinity of Craig. A vessel was turned on its side and was taking on water. NPSC received SARSAT information from an EPIRB in the area a short time later. NPSC issued an Urgent Marine Information Broadcast (UMIB) and launched an Air Station Sitka HH-60 helo to investigate the situation. Five <b>GOOD SAMARITAN</b> vessels responded and located debris in the water including a life ring and the EPIRB. The vessel <b>Cape Blanco</b> located and recovered the master from the water. The helo hoisted the master from the Cape Blanco and transported him to awaiting EMS in Ketchikan. The Master was treated at the Ketchikan General Hospital where he was later declared dead.
11/11/03	Alaska Mist	174ft Longliner	22	N	N	Communications Station Kodiak relayed a MAYDAY to the NPSC that the vessel was disabled and adrift 35NM southwest of St. George Island after suffering a main engine bearing casualty. The vessel retained electrical power and use of its bow thruster, but had been experiencing intermittent loss of generator power. NPSC issued an Urgent Marine Information Broadcast (UMIB). Due to deteriorating weather conditions in the area, USCGC MORGENTHAU was diverted to the vessel's location to provide search and rescue response if necessary and tow the vessel when weather conditions allowed. MORGENTHAU arrived on scene and took the vessel in tow. Weather in the Bering Sea worsened with winds to 50kts and seas to 20ft. An HH-60 from AIRSTA Kodiak was deployed to Cold Bay to provide additional search and rescue response capability. The <b>Tug James Dunlap</b> departed Dutch Harbor and rendezvoused with the MORGENTHAU to transfer the tow. <b>James Dunlap</b> was able to relieve the tow from MORGENTHAU and towed the Alaska Mist safely into Dutch Harbor.
11/18/03	Allysen Moriah	80ft Longliner	3	N	N	The master radioed the NPSC via VHF-FM Channel 16 that the vessel was aground and taking on water 13NM south of Petersburg in Wrangell Narrows. The vessel had a 6-inch crack in its transducer. The NPSC issued an Urgent Marine Information Broadcast (UMIB). The F/V <b>Freedom</b> responded to the UMIB and arrived on scene to assist within 15 minutes of the initial call. USCGC ANACAPA launched their small boat to the scene to provide rescue and assistance if required. The small boat arrived on scene and transferred two crewmembers to the Allysen Moriah to assist with dewatering efforts. Dewatering efforts continued until the tide was below the cracked area of the transducer. The <b>Tug RB</b> was contracted, arrived on scene, assisted in stabilizing and dewatering the vessel with a Rescue & Assistance team from ANACAPA. The Allysen Moriah was refloated and towed safely to Petersburg. The Master of the vessel estimated losing 1400 to 1500 gallons of diesel fuel. ANACAPA and the <b>AMHS Ferry M/V TAKU</b> observed a one-mile long fuel sheen.

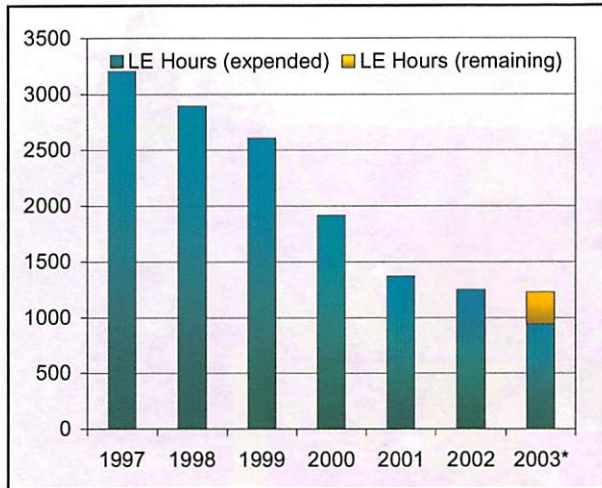
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## IX. CGD17 Resource Summary

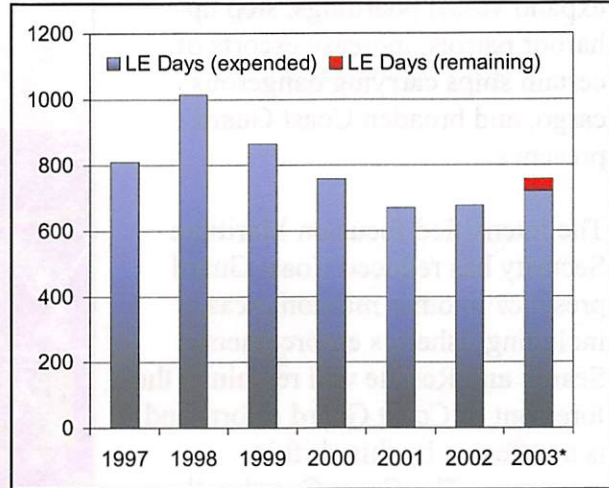
Figures 8 and 9 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 10 and 11 show the same information over the last three years for the *reporting period only*.

**Figure 8. Annual HC-130 Hours**



\*2003 includes projection December.

**Figure 9. Annual Major Cutter Days**



\*2003 includes projection through December.

### OCT 2002 - NOV 2002

3 WHEC's patrolled ..... 51 days  
 1 WMEC patrolled..... 21 days  
 3 WLB's patrolled ..... 16 days  
 4 WPB's patrolled ..... 37 days  
**Total Cutter patrol ..... 125 days**

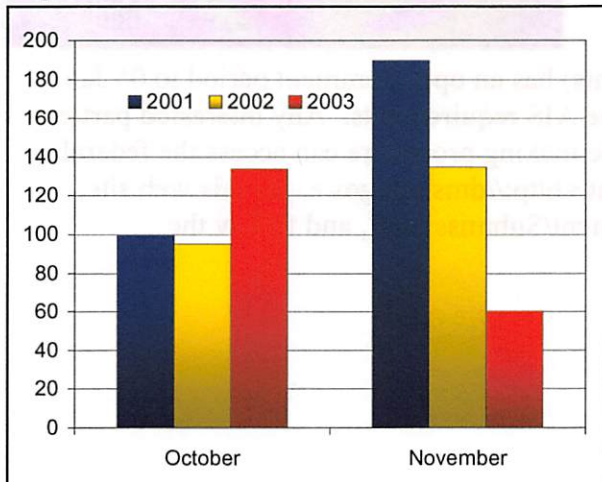
HC130's flew 39 sorties for 230 hours  
 HH-60/65's flew 38 sorties for 180 hours

### OCT 2003 - NOV 2003

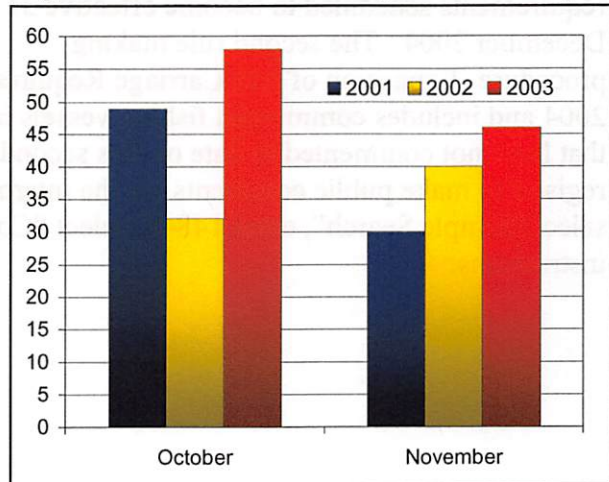
4 WHEC's patrolled ..... 60 days  
 2 WMEC patrolled ..... 44 days  
 1 WLB patrolled..... 1 day  
 5 WPB's patrolled ..... 55 days  
**Total Cutter patrol ..... 160 days**

HC130's flew 34 sorties for 194 hours  
 HH-60/65's flew 31 sorties for 125 hours

**Figure 10. OCT - NOV HC-130 Hours**



**Figure 11. OCT - NOV Major Cutter Days**





## X. Maritime Security

The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. The Seventeenth Coast Guard District is committed to maintaining security on Alaska's waters for the protection of passengers, vessels, cargo, and terminals. The Seventeenth District will continue to expand vessel boardings, step up harbor patrols, increase escorts of certain ships carrying dangerous cargo, and broaden Coast Guard presence.

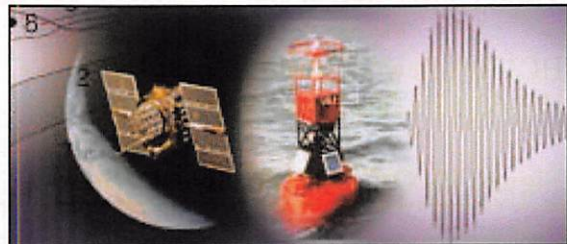
The intensified focus on Maritime Security has reduced Coast Guard presence in other mission areas, including fisheries enforcement. Search and Rescue will remain at the forefront of Coast Guard efforts and is unaffected by this shift in resources. The Coast Guard will

continue to dedicate available resources to fisheries enforcement and respond to reports of illegal activity. The Coast Guard is particularly 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.



## XI. Vessel Automated Identification System (AIS)

The Coast Guard issued the interim final rule regarding Automatic Identification System (AIS) carriage requirements for commercial vessels in mid October. This federal register notice exempted commercial fishing vessels from the AIS requirements scheduled to become effective 31 December 2004. The second rule making procedure (Expansion of AIS Carriage Requirements) has an open comment period to 05 Jan 2004 and includes commercial fishing vessels in the AIS requirements. Any interested parties that have not commented to date on this second rule making procedure can access the federal register to make public comments via the internet at <<http://dms.dot.gov>>. At this web site, select "Simple Search", enter 14848, select "Comment/Submissions", and follow the instructions.





## Appendix A

### 01 Oct – 30 Nov Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
10/03/2003	Mary Jane	Troller	No Product	ST
10/04/2003	Clipper Express	Longliner	Pacific Cod	521
10/06/2003	Steadfast	Longliner	Halibut	3A
10/09/2003	Eve	Longliner	Halibut	3A
10/09/2003	Defiant	Pot Boat	Crab	ST
10/09/2003	Nephi	Pot Boat	Crab	ST
10/09/2003	Sea Scape	Pot Boat	Crab	ST
10/09/2003	Venus	Pot Boat	Crab	ST
10/09/2003	Westward Wind	Pot Boat	Crab	ST
10/09/2003	Seattle Star	Longliner	Pacific Cod	519
10/09/2003	Sea Wolf	Trawler	Pollock	519
10/10/2003	Collier Brothers	Trawler	No Product	ST
10/11/2003	Carol M.	Longliner	Halibut/Sablefish	2C/WY
10/11/2003	Western Mariner	Pot Boat	Crab	ST
10/11/2003	Alaska Pioneer	Trawler	Pacific Cod	519
10/13/2003	Starship	Longliner	Halibut	2C
10/13/2003	Capri	Longliner	Sablefish	SE
10/13/2003	Lesley Ann	Longliner	Sablefish	SE
10/15/2003	Agile	Longliner	Halibut/Sablefish	2C/SE
10/15/2003	Reiver	Longliner	Halibut/Sablefish	2C/SE
10/17/2003	Wind Chime	Longliner	Halibut	2C
10/24/2003	Gloria Eileen	Longliner	Halibut	3A
11/07/2003	Venturess	Seiner	No Product	ST
11/13/2003	Saga	Pot Boat	Pacific Cod	509
11/17/2003	Nikka	Troller	No Product	ST
11/18/2003	Amber Lynn	Pot Boat	Crab	ST
11/19/2003	Danegeld	Pot Boat	Crab	ST
11/19/2003	Hat Trick	Pot Boat	Crab	ST
11/23/2003	Miss Mary	Pot Boat	Crab	ST

## *Appendix B*

### 01 Oct – 30 Nov Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
10/03/2003	Mustang	Rebel	Longliner	Halibut	3A	Fisheries fix-it ticket issued for failure to carry federal fisheries permit.
10/04/2003	Mustang	Karen Kay	Longliner	Halibut	3B	Safety violations issued for no light on liferaft, expired EPIRB, unserviceable life ring buoy, no sound producing device, and installed toilet with no marine sanitation device.
10/09/2003	Naushon	Miss Susan	Pot Boat	Crab	ST	Safety violation issued for expired EPIRB hydrostatic release, expired visual distress signals, improperly marked life ring buoy, insufficient line on life ring buoy, and failure to carry current documentation onboard.
10/09/2003	Storis	Sovereignty	Trawler	Pollock	519	Summary settlement issued for failure to submit logbooks in a timely manner.
10/11/2003	Storis	Gulf Wind	Pot Boat	Crab	ST	Safety warning issued for expired EPIRB hydrostatic release.
10/14/2003	Roanoke	Nomad II	Longliner	Halibut	3A	Safety violation issued for expired life raft and no waste management plan or oil pollution placard.
10/15/2003	Naushon	Robert N.	Multirigged	No Product	ST	Safety violation issued for unregistered EPIRB.
10/21/2003	Ketchikan	Huntress	Pot Boat	Crab	ST	Boating violation issued for failure to carry current documentation onboard.
11/02/2003	Roanoke	Hadassah	Pot Boat	Pacific Cod	610	Safety violation issued for no personal marker light on immersion suit and expired visual distress signals.
11/02/2003	Roanoke	Centurion	Pot Boat	Pacific Cod	610	Safety violation issued for no bell.
11/03/2003	Roanoke	Thunder Bay	Gillnetter	No Product	ST	Safety violation issued for expired visual distress signals.
11/04/2003	Roanoke	Rebel	Other	No Product	ST	Safety violation issued for insufficient personal floatation devices.
11/04/2003	Roanoke	North Point	Longliner	Halibut /Sablefish	3A/CG	Safety violation issued for inoperative masthead/anchor light.
11/05/2003	Roanoke	Buccaneer	Longliner	Halibut	3B	Safety violation issued for insufficient fire extinguishers.
11/05/2003	Roanoke	Alaska Spirit	Longliner	Halibut	3B	Boating violation issued for failure to carry current documentation onboard.
11/07/2003	Naushon	Janus	Tender	No Product	ST	Voyage terminated for no liferaft and expired visual distress signals
11/08/2003	Naushon	Tsunami	Tender	No Product	ST	Voyage terminated for insufficient survival suits.
11/10/2003	Ketchikan	Quicksilver	Tender	No Product	ST	Boating violation issued for intoxicated operator.
11/11/2003	Naushon	Martina	Longliner	Halibut /Sablefish	2C/SE	Safety violation issued for expired EPIRB hydrostatic release and expired visual distress signals.
11/30/2003	Midgett	Blue Gadus	Longliner	Pacific Cod	517	Voyage terminated for two expired liferafts.