

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



October - November 2013

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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	UMIB –Urgent Marine Info Broadcast
HEC/MEC – High/Medium Endurance Cutters	WLB –225ft Buoy Tender
HH65/60 – CG helicopter	WPB – 110ft Patrol Boat

I. High Seas Drift Net (HSDN) Enforcement

There was no HSDN enforcement activity conducted over the reporting period. With USCGC MUNRO returning from their 2013 HSDN patrol on 15 September, the Coast Guard Seventeenth District wrapped up their monthly NPAFC enforcement conference calls for the year as of 15 October. Throughout the year, these calls provide a forum for NPAFC partners to discuss current and planned enforcement operations. The 2013 NPAFC Enforcement Evaluation and Coordination Meeting (EECM) for members to coordinate their respective patrols of the NPAFC Convention Area is tentatively scheduled for early March 2014. The Seventeenth District also held a post-operation meeting to discuss lessons learned during the 2103 High Seas Drift Net Enforcement operation on 20 November 2013 at North Pacific Regional Fisheries Training Center (NPRFTC).

II. U.S./Russian Maritime Boundary Line (MBL) Enforcement

Activity along the MBL was moderate over the reporting period with an average of 11 fishing vessels operating within 20 miles of the MBL during October 2013. Coast Guard aircraft conducted a patrol of the MBL on 02 October 2013, during which time they sighted 12 foreign fishing vessels, all on the Russian side of the MBL. One vessel, FF/V JOON SUNG 5 (KS) was noted with a distinct sheen behind the vessel extending approximately two miles. Coast Guard Seventeenth District passed this information to Russian authorities who conducted a follow-up investigation. There were no USCG surface patrols over the reporting period.

III. Donut Hole Activity

There was no fishing activity noted in the Donut Hole over the reporting period.

IV. Steller Sea Lions (SSL) and Critical Habitat Enforcement

Coast Guard cutters and aircraft are tasked with monitoring more than 151 critical habitat areas around the state each month as part of their routine patrol activities. No violations of SSL critical habitat were detected.

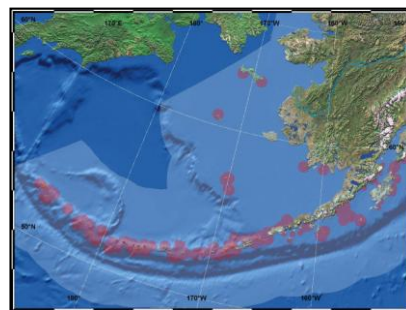


Figure 1: SSL Critical Habitats

V. Fishing Vessel Boarding Statistics

There were 53 domestic fisheries and fishing vessel safety boardings during the reporting period. These boardings resulted in a total of 39 safety violations on board 13 vessels and three federal fisheries violations on three vessels. Figures 2 and 3 show the historic trends for boardings and violations.

Figure 2. Fisheries Boardings By Year

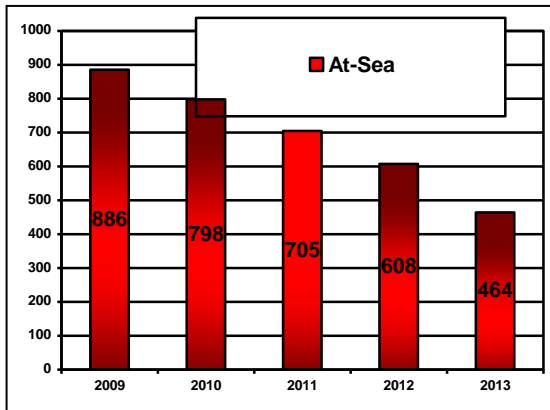
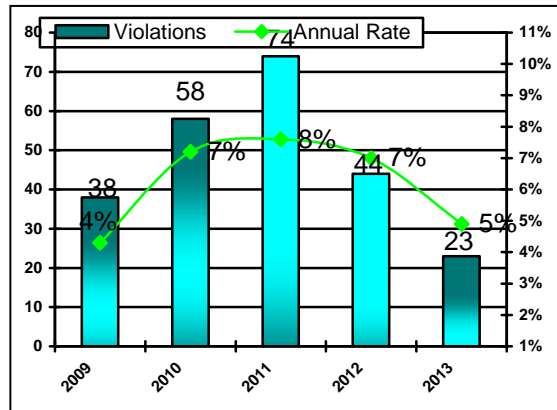


Figure 3. Fisheries Violations by Year



Oct – Nov 2012 Boardings

F/V Boardings (at sea): 64
 Boarding w/fisheries violations: 07
 Violation Rate:.....10.9%

Oct – Nov 2013 Boardings

F/V Boardings (at sea):53
 Boarding w/fisheries violations:03
 Violation Rate:.....5.6%

VI. Crab Fisheries

The Coast Guard focused enforcement activities on the start of the Bering Sea crab fisheries, with USCGC WAESCHE conducting 16 boardings on vessels targeting red king crab. Two of these boardings resulted in both federal fisheries and minor safety violations. The F/V FIERCE ALLEGIANCE was written a fisheries violation for failure to respond to Coast Guard law enforcement assets on VHF-FM Ch. 16. The boarding team did eventually get on board, and the vessel was written a safety violation for no life ring. The F/V NUKA ISLAND was given a warning for failure to maintain required log books on board the vessel. The master stated he had the logs at home, and this information was passed to NOAA Enforcement for further investigation. Pre-season safety and stability compliance checks were conducted in Kodiak and Dutch Harbor, and a Search and Rescue helicopter is currently forward deployed to Cold Bay.

VII. Halibut and Sablefish

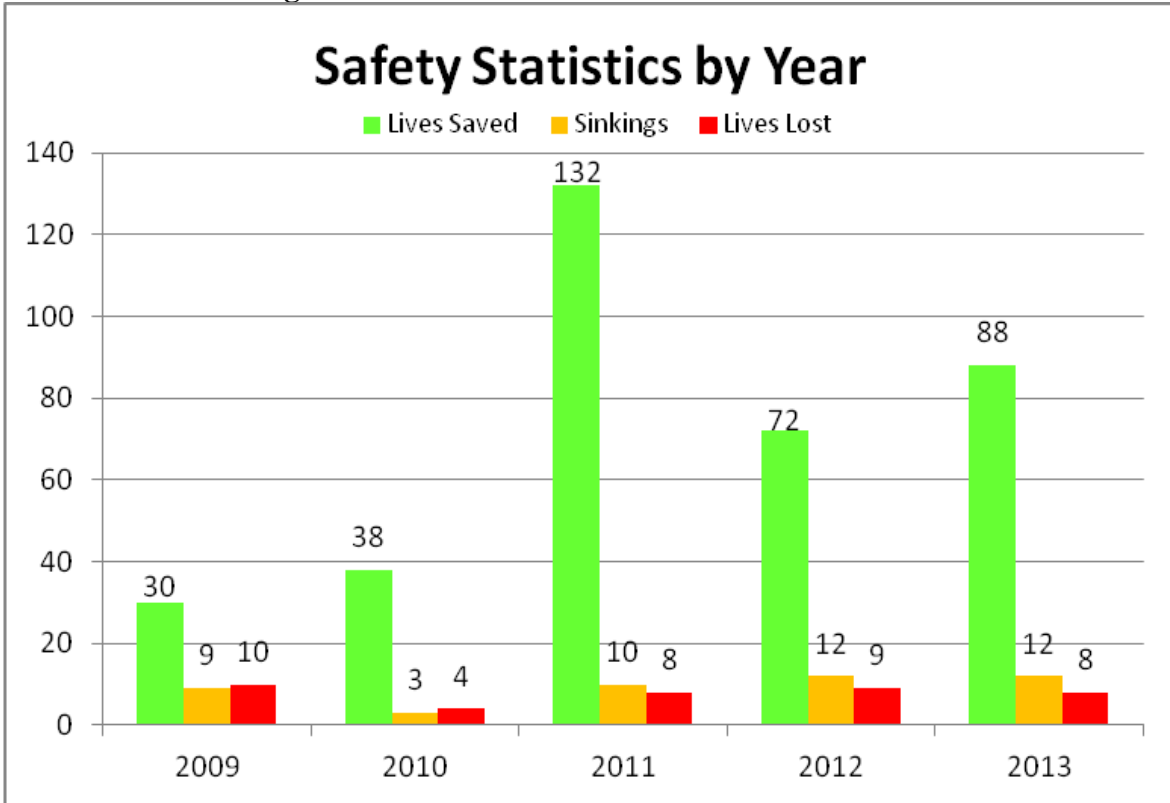
The IFQ halibut and sablefish fisheries closed at 1200 local time on 07 November. There were seven boardings of vessels targeting halibut over the reporting period. Two of these vessels were also fishing for sablefish under the state fishery. There were no fisheries violations on these vessels, although one vessel did have three safety violations for expired visual distress signals, no retro-reflective tape on immersion suits, and no marker lights on immersion suits.

VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, 13 vessels with a total of 39 safety violations were detected. There were four *voyage terminations* during the reporting period, all in Southeast Alaska with three in the sea cucumber dive fishery, and one in the geoduck dive fishery. All voyage terminations were related to insufficient survival craft and immersion suits. A comprehensive list of violations can be found in Appendix C.

There were 26 SAR cases, resulting in 36 lives saved, two lives lost, and four vessels lost during the reporting period. Appendix A provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.

Figure 4. Historical Overview of CFVS Statistics



IX. Coast Guard Resource Summary

Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours

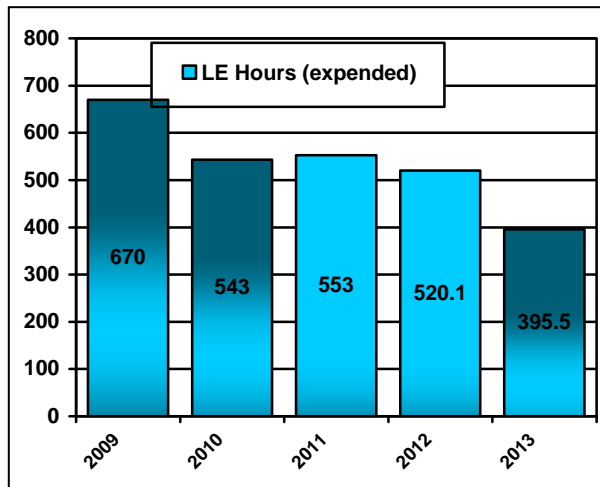
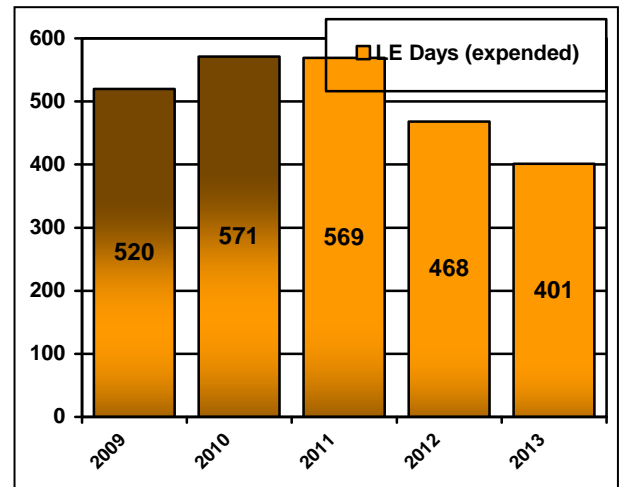


Figure 6. Annual Major Cutter Days



Oct - Nov 2012

3 WHECs patrolled 72 days
 0 WMECs patrolled 0 days
 0 WLBs patrolled 0 days
 5 WPBs patrolled 63 days
Total Cutter patrol..... 135 days

HC-130s flew 67 hours
 HH-60/65s flew 145 hours

Oct - Nov 2013

2 WHECs patrolled 75 days
 0 WMECs patrolled 0 days
 3 WLBs patrolled 2 days
 5 WPBs patrolled 18 days
Total Cutter patrol..... 95 days

HC-130s flew 30 hours
 HH-60/65s flew 69 hours

Figure 7. Oct - Nov HC-130 Hours

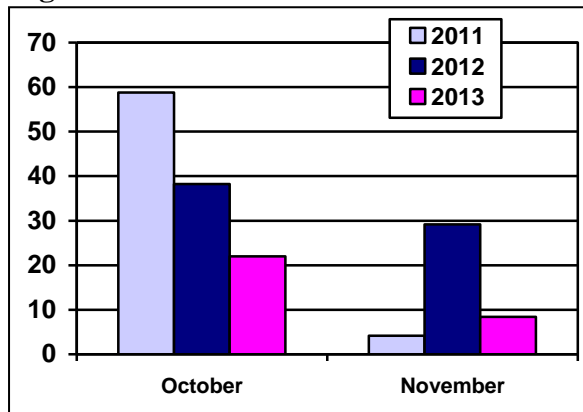
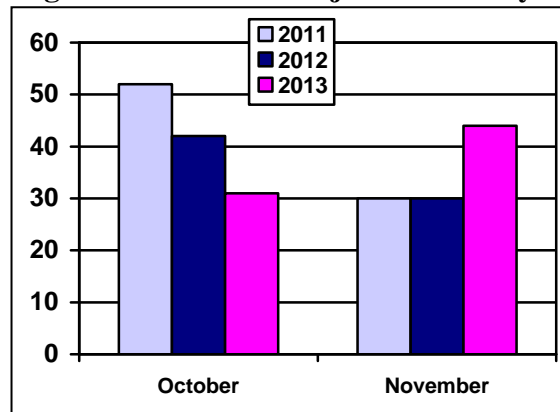


Figure 8. Oct - Nov Major Cutter Days



Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
17-Sep-13	EXPRESS	Sector Juneau received a call from F/V EXPRESS reporting it was disabled and adrift on the Fairweather grounds, 27NM W of Cross Sound with 2 POB. Sector Juneau assumed SMC and issued a MARB with NEGRES. Sector tasked CGC ANACAPA to respond from Petersburg, and the vessel was towed to Hoonah and safely moored. Case closed.
19-Sep-13	VENTUROUS	D17 CC received a report from F/V VENTUROUS requesting medical advice for a 62 YOM who fell and injured his shin while fishing IVO Moser Island. Patient has large swollen bump beneath his knee. Duty Flight Surgeon recommended rest, ice, compression, and elevation. No further CG assistance requested. Case Closed.
20-Sep-13	CHAOS	D17 CC was notified that the 50ft F/V with 4 POB was beset upon rocks on the west side of Unalaska Bay. The F/V had been anchored in heavy weather when the anchor broke loose and the F/V ran hard aground, taking on water. The 4 POB reported on VHF they were in good health and able to safely transit between the F/V and beach. D17 assumed SMC and directed A/S Kodiak to launch resources. CGR-6503 launched from Cold Bay and arrived on scene but severe winds and close proximity to a cliff prevented a hoist. CGR-6503 positioned itself at Dutch Harbor. CGR-6003 and CGR-6503 launched and both arrived on scene at first light. CGR-6003 safely conducted hoists and transported all personnel back to awaiting EMS in Dutch Harbor. Case Closed.
21-Sep-13	GLACIER SPIRIT	Sec Anc received a call from the 41FT F/V GLACIER SPIRIT reporting they had lost both stabilizers and were beset by weather in Shelikof Strait. Sec Anc issued a UMIB. Good Samaritan F/V SPECTRE responded to UMIB, and assisted subject vessel into nearby Chief Point by blocking the waves allowing the F/V GLACIER SPIRIT to better navigate. F/V GLACIER SPIRIT anchored in Chief Point. The vessel later transited to Kodiak to effect repairs. Case Closed.

Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
22-Sep-13	ABUNDANCE	<p>F/V ABUNDANCE was found adrift by M/V WILDERNESS ADVENTURE IVO Saks Cove in Behm Canal with no POB or lights. SEC JNU contacted the parents of the registered owner who stated that owner and a friend had been hunting for the past week IVO Burroughs Bay and were staying on board the F/V. M/V WILDERNESS ADVENTURE, a STA Ketchikan 47 MLB, and CG Helicopter conducted shoreline search of Burroughs Bay. The helicopter located one of the hunters near the mouth of the Chickamin River, severely hypothermic, and transported him to EMS in Ketchikan. He reported the other hunter was last seen 7 days prior. SEC JNU launched CGC CHANDELEUR to assist with the search efforts. During the search, the F/V ABUNDANCE caught fire and subsequently sank. A total of 8 surface and 2 air searches were conducted covering more than 514 Sq. NM without locating the second hunter. The hunter's body was found and recovered several days later. Case Closed.</p>
2-Oct-13	Flare	<p>CG 6529 was airborne on a training flight when all four crew members saw a red meteor flare descend from approximately 12 degrees above the horizon. A/S Kodiak ODO directed CG 6529 to conduct a shoreline search of the area. CG 6010 was also airborne for a training mission and diverted to search. SECANC assumed SMC. Both aircraft RTB for fuel. The ready helicopter, CG 6006, was launched to complete the alpha search plan. Initial search efforts were conducted with NEGRES. ACTSUS granted following a first-light search with NEGRES.</p>
5-Oct-13	NORTHERN STAR	<p>Sector Juneau overheard mariners on VHF reporting a fire in Sitka Harbor. Sector Juneau contacted the Sitka Fire Department, who responded to a fire onboard the 40' F/V NORTHERN STAR. Sitka Fire Department extinguished the fire. MSD Sitka investigated and reported that the F/V was not engaged in any commercial operation and that there is no sign or danger of pollution. Case closed.</p>

Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
5-Oct-13	LINDY #2	Sector Anchorage received a report of an overdue 36' F/V LINDY #2 on a trip from Kodiak to Kupreanof Strait. LINDY #2 was expected to return to Kodiak sometime on 04 October. Sector Anchorage assumed SMC and issued UMIB. A/S Kodiak overheard UMIB and directed a MH-60 trainer to fly over the strait. MH-60 located LINDY #2 safe and anchored. Case closed.
7-Oct-13	POLLY ANN III	SECJUN overheard the F/V POLLY ANN III on VHF channel 16 asking for assistance because they were aground. STA Ketchikan self launched CG 25 to assist. CG 25 reported that the POLLY ANN III re-floated and making way under their own power. CG 25 escorted the vessel back to Ketchikan. Vessel issued a COTP order to remain moored until discrepancies related to poor material condition of vessel including lack of functional navigation lights and no survival suits onboard was corrected. Case closed.
8-Oct-13	OSTRICH	Sector Juneau received a VHF call regarding a dive victim on board F/V OSTRICH (AK2383AF). While harvesting sea cucumbers IVO Mountain Point boat ramp in Ketchikan, the diver surfaced unconscious and Sector Juneau assumed SMC. Station Ketchikan launched CG 25772 and administered CPR to the diver. An ADF&G vessel then brought EMS to the scene, took the diver on board and applied an AED. EMS transported the diver to the hospital where he was later determined to be deceased. CG 47260 towed the F/V back to port. Case closed.
9-Oct-13	121.5 Mhz	D17 received a report from Anchorage Center of two 121.5 audible alerts from commercial airlines. D17 assumed SMC. Range rings encompass all of SEAK with aircraft positions within 25NM of Sitka. During precomms D17 received a 406Mhz Alert for a vessel in Sitka Harbor. Owner arranged for a co-worker to go to the boat and secure the beacon. No further signals were received. Based on the information D17 was able to correlate the audible 121.5Mhz to the secured 406Mhz on the vessel in Sitka harbor. Case Closed.

Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
12-Oct-13	BEAUTY BAY	F/V BEAUTY BAY was reported disabled and adrift with 20 POB following an engine room fire. The fire was extinguished, but F/V BEAUTY BAY had lost all propulsion. D17 assumed SMC. F/V retained generator/electrical power, and reported no injuries or medical concerns. F/V was in no immediate danger. F/V drifted NNE at 02 knots away from land and Unimak Pass. F/V's master contracted the tug JAMES DUNLAP out of Dutch Harbor. A loose fuel injector is believed to have caused the fire. Tug JAMES DUNLAP towed vessel safely back to Dutch Harbor. Case Closed.
14-Oct-13	SHANNON	Sector Juneau received notification from the 30' F/V SHANNON with 02 POB, that they were aground on a rock in the mouth of St. James Bay. With the outgoing tide, the vessel was concerned they may capsize off the rock and have to abandon ship. Sector Juneau assumed SMC and issued a UMIB and gathered more information from the vessel prior to Sector Juneau losing radio communications. Station Juneau 45 was launched with an ETA of 1.5 hours. Sector Juneau regained communications with the master of the vessel and confirmed the vessel was aground on a beach with no evidence of damage and no request for CG assistance. CG assets were recalled. Station Juneau 45 launched the following morning and was on scene when the vessel re-floated at high tide and completed a post SAR boarding with two violations for expired VDS and survival suits lacking retro tape and strobes. Case closed.
14-Oct-13	ALASKA JURIS	D17 Command Center received a MEDEVAC request from Health Force Partners for a 36 YOM onboard the F/V ALASKA JURIS suffering from a suspected hernia. D17 assumed SMC and briefed the duty flight surgeon who recommended MEDEVAC. The vessel was directed to make best speed towards Cold Bay. CG 6544 repositioned to Cold Bay to serve as self rescue for CGR 6010. CG 1707 launched from A/S Kodiak to assist with communications and provide transport from Cold Bay to Anchorage if commercial services were unable to land in Cold Bay. Subject was safely hoisted from the F/V approximately 110 NM NW of Cold Bay and transferred to local EMS. Commercial services landed in Cold Bay and transported patient to Anchorage. Case Closed.

Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
18-Oct-13	BLUE GADUS	<p>Health Force Partners contacted D17 Command Center requesting a MEDEVAC for a 42YOM crewmember experiencing chest pain on board the F/V BLUE GADUS. The Duty Flight Surgeon was consulted and recommended MEDEVAC as soon as practical due to a suspected pulmonary embolism. D17 assumed SMC and launched the Cold Bay H-60 with rescue swimmer, and contacted commercial services meet the H-60 in Cold Bay following the hoist. The mission commenced at first light with Duty Flight Surgeon concurrence. CGR-1707 was launched from Air Station Kodiak with a Medical Pallet and Corpsman to provide communications cover for CGR-6010 conducting the hoist and act as a backup in case deteriorating weather prevented commercial services from landing in Cold Bay. CGR-6005 was also launched from Air Station Kodiak to provide self-rescue capabilities if required. CGR-6010 arrived on scene at approximately 1010 local and successfully conducted the hoist in 10ft seas with poor visibility and 35kts of wind. The H-60 arrived back in Cold Bay and the patient was transferred to Life Flight for transport to Anchorage. Case Closed.</p>
20-Oct-13	WESTERN VENTURE	<p>D17 CC received a 406 alert for a PLB positioned approx. 60 NM W of Adak. PRECOMMS established the PLB was registered to a deckhand aboard F/V WESTERN VENTURE. A separate 406 alert for the F/V WESTERN VENTURE was received during initial work-ups for the case. D17 assumed SMC, issued a UMIB, and launched an AIRSTA Kodiak C130. D17 CC contacted the vessel's owner and confirmed 05 persons onboard. The owner stated he received an email regarding a fire onboard the WESTERN VENTURE on 20 Oct 13. CGC WAESCHE was diverted towards WESTERN VENTURE's last known position. A Good Samaritan, F/V ALEUTIAN BEAUTY, acknowledged the UMIB and diverted towards WESTERN VENTURE with an ETA of 3 hours. Two additional AIRSTA Kodiak helicopters were launched. F/V ALEUTIAN BEAUTY and the C130 arrived on scene at approximately the same time and discovered all 05 POB in a life raft with no injuries. Survivors were transferred from the life raft to the ALEUTIAN BEAUTY with no medical concerns. All SAR assets stood down. ALEUTIAN BEAUTY transported the survivors to Adak. Case closed.</p>

Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
21-Oct-13	ALASKAN LEADER	<p>Communications Station Kodiak notified D17 CC that the 150ft F/V ALASKAN LEADER was disabled and adrift with 23 POB after it extinguished an engine room fire. The F/V was not in immediate danger but due to its remote location and poor weather forecast, D17 assumed SMC, issued a UMIB and diverted a C-130 and CGC WAESCHE to assist. CGR-1712 flew overhead and confirmed the F/V was doing well while it assessed the damage. CGC WAESCHE was stood down once the F/V was able to confirm it could transit under its own power. D17 CC is maintained a communication schedule until the vessel retrieved its deployed fishing gear and then transited approximately 400NM SE to Dutch Harbor. Case closed.</p>
28-Oct-13	MUGUP	<p>SEC JUN received radio call from the F/V MUGUP in Behm Canal with a 55YOM on board with a hand infection. The injured male requested assistance in arranging for a float plane to his location to take him to Ketchikan for medical treatment. Duty Flight Surgeon recommended the male get to higher level of care within 6 hrs. Sector Juneau assisted in the arrangement of a commercial float plane for the injured crewman. No further CG assistance requested. Case Closed.</p>
30-Oct-13	CARLYNN	<p>D17CC received an inquiry regarding the position of the 55ft F/V CARLYNN. CARLYNN was reported on a three day transit from Seward to Juneau. The father of a crewmember reported the CARLYNN departed Seward on 27 Oct and was expected back 30 Oct, however the Seward Harbormaster reported the vessel did not depart until 28 Oct. CARLYNN was not broadcasting on AIS or VMS. SEC JUN, SEC ANC, Commsta Kodiak, and VTS Valdez issued callouts for the vessel with NEGRES. Cordova, Yakutat, and Juneau harbormasters all confirmed that the vessel did not pull in recently. CARLYNN responded to SEC JUN callouts after one hour. Vessel reported they were not in distress and fishing in Fairweather grounds. Case Closed.</p>

Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
1-Nov-13	ARCTIC HUNTER	<p>COMMSTA Kodiak received a distress call from the ARCTIC HUNTER on 4125KHZ stating that they had run hard aground and were taking on water in Unalaska Bay, approximately 6 nm from Dutch Harbor. COMMSTA Kodiak issued a UMIB, D17CC assumed SMC, ordered AIRSTA Kodiak to launch CG-6005 out of Cold Bay. F/V ARCTIC HUNTER's engine room flooded, they lost power and had no dewatering capability. Two Good Samaritans, F/V BRISTOL MARINER and F/V SAGA arrived on-scene. ARCTIC HUNTER launched their life raft, their crew donned survival suits and abandoned ship into the life raft. F/V SAGA hooked a towline to the life raft and safely pulled the crew onboard the F/V SAGA, CG-6005 was released and returned to Cold Bay. MSD Dutch Harbor arrived on scene and reported the vessel floating free but low in the water. MSD conducted interviews of the crew as part of the investigation. Case closed.</p>
4-Nov-13	LISA CHERI	<p>Sector Juneau received a report that the LISA CHERI was disabled and the operator was in need of immediate assistance. Sector Juneau directed CGC ANACAPA to get underway from Petersburg to assist. CGC ANACAPA located the anchored vessel and determined it was unsafe to take in tow. They removed the operator from the vessel who complained of being hungry and cold. En route back to Petersburg, the operator went into shock. CGC ANACAPA moored and delivered the individual to local EMS. Case Closed.</p>
6-Nov-13	FRONTIER MARINER	<p>D17CC received a SARSAT alert for F/V FRONTIER MARINER. Unable to establish communications with the vessel; D17CC issued a UMIB. Vessel was located on AIS; U/W en route Dutch Harbor at 9 kts. Owner of the vessel made contact with D17; vessel was not in distress. F/V reported that the beacon had washed overboard and could not be located. Case closed.</p>

Appendix A
 October - November 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
9-Nov-13	ALASKA MIST	Sector Anchorage received a report from 110ft F/V ALASKA MIST, 25NM NW of Amak Island with 22 POB, that they shutdown their engines to troubleshoot a leak on their reduction gear. At approximately 0400V ALASKA MIST reported losing control of engine pitch and was unable to maneuver forward. The shipping agent attempted to set up commercial salvage out of Dutch Harbor. ALASKA MIST drifted due East at 0.5kts with 34NM to landfall. ALASKA MIST reported one operational anchor. D17 assumed SMC, issued a UMIB, and set an hourly communications schedule with ALASKA MIST. F/V PAVLOF arrived on scene approximately 101830V Nov and took F/V ALASKA MIST in stern tow to prevent the F/V from drifting further towards land. CGC WAESCHE arrived on scene and removed 5 non-essential crewmembers from the ALASKA MIST. WAESCHE left one of its crewmembers onboard the F/V to facilitate safe transfer to the WAESCHE small boat. WAESCHE subsequently took the vessel in tow towards Dutch Harbor, transferring the tow to commercial services IVO Dutch Harbor on 14 November. Case closed.
16-Nov-13	POLYANN III	Sector Juneau received a report that F/V POLYANN III was disabled and dragging anchor 30' from the rocks off of Point Baker with 02 POB and poor communications. Sector Juneau issued a UMIB, and launched USCGC SPAR and a helicopter from AIRSTA Sitka. A Good Samaritan, F/V WEST ROCK, responded and towed F/V POLYANN III back to Point Baker. USCGC SPAR and AIRSTA Sitka stood down. Case closed.
18-Nov-13	WESTERN MARINER	F/V WESTERN MARINER was reported disabled and adrift with 06 POB. The vessel reported lost propulsion due to a "spun" prop. D17 maintained communications with the vessel until contracted tug services arrived and towed the vessel to Dutch Harbor. Case closed.
21-Nov-13	SILVER SURFER	F/V SILVER SURFER contacted Station Ketchikan requesting assistance after being stranded near Kasaan for three days and running out of food and water. Station Ketchikan launched a boat, and towed the vessel to Knutsen Cove. Case Closed.

Appendix B
 October - November 2013
 Federal Fisheries Boardings without Violations

Date	Vessel Name	Species	Area
10/6/13	NORTHERN ENDURANCE	110	610
10/6/13	MICHELLE RENEE	270	630
10/6/13	NEW LIFE	270	630
10/15/13	KRYION	200	2C
10/15/13	AMANDA DANIEL	895	659
10/16/13	ARCTIC SEA	921	516
10/16/13	BARBARA J	921	516
10/16/13	PARAGON	921	516
10/17/13	ALEUTIAN LADY	110	509
10/17/13	PACIFIC MARINER	921	509
10/17/13	BRISTOL MARINER	921	509
10/17/13	ALEUTIAN MARINER	921	509
10/17/13	ANGELIQUE	200 /710	3A/SE
10/21/13	BEACH COMBER	910	659
10/21/13	NIGHT STALKER	910	659
10/21/13	DABCHICK	910	659
10/22/13	APRIL M	895	659
10/22/13	BERING HUNTER	921	512
10/22/13	BERING STAR	921	512
10/22/13	ARCTIC HUNTER	921	512
10/22/13	TIME BANDIT	921	512
10/23/13	WESTERLY	200	3A/CG
10/23/13	MELANIE	921	BBR
10/23/13	ISLAND MIST	921	BBR
10/23/13	FARRAR SEA	921	BBR
10/23/13	KUSTATAN	921	BBR
10/23/13	MISS KRISTINA	961	659
10/24/13	NORTH STAR	200 /710	2C/SEAK
10/24/13	JUDI B		659
10/26/13	LONE FISHERMAN	200	649
10/28/13	CAMEO	895	101-45
10/29/13	OSTRICH	895	101-45
10/31/13	BERING PROWLER	110	517
11/1/13	CLIPPER EPIC	110	517

Appendix B
October - November 2013
Federal Fisheries Boardings without Violations

Date	Vessel Name	Species	Area
11/2/13	PATRICIA K	895	101-45
11/3/13	ALASKA MIST	110	517
11/6/13	PERSEVERENCE	200	2C
11/8/13	CLAIRE OCEANA	110	610
11/11/13	SILVER SURFER	895	659
11/11/13	DAGON	895	659

Appendix C
 October - November 2013
 Federal Fisheries Boardings with Violations

Date	Unit	Vessel Name	Fishery	Details
10/6/13	STA KETCHIKAN	MJ	895	No immersion suits on board, no sound producing device, no markings on ring life buoy, no fire extinguishers on board, no VDS, no navigation lights (after sunset).
10/7/13	STA KETCHIKAN	POLLY ANN III	895	Survival Suits unserviceable. Material condition unsat, fire extinguisher not mounted.
10/14/13	STA JUNEAU	SHANNON	200	Expired VDS, no retroreflective tape on immersion suits, no light on immersion suits.
10/14/13	STA KETCHIKAN	MJ	895	Fire extinguisher not mounted correctly, no marking on ring buoy, life ring not immediately available.
10/16/13	WAESCHE	FIERCE ALLEGIANCE	921	Fishing violation for failure to respond to LE assets on VHF-FM Ch16, and no life ring
10/17/13	STA KETCHIKAN	GOLD RUSH	815	Insufficient EPIRB and missing documentation.
10/17/13	STA KETCHIKAN	MISS TEAL	815	EPIRB, Vessel numbering, and equipment markings insufficient.
10/17/13	STA KETCHIKAN	SAGACIOUS	815	Missing survival equipment, no survival craft, insufficient fire fighting equipment, no documentation. Voyage Terminated.
10/17/13	STA KETCHIKAN	HUSTLER	815	Insufficient survival equipment, EPIRB, Fire fighting equipment, life saving equipment, and inoperable navigation lights.
10/23/13	WAESCHE	NUKA ISLAND	921	Unserviceable Type IV, verbal warning for failure to maintain required logbooks.
10/28/13	STA KETCHIKAN	MIGRATOR	895	Insufficient number of fire extinguishers
10/29/13	STA KETCHIKAN	ANNE MARIE	895	Voyage terminated, no survival craft on board, no injury placard on board, ring life buoy not serviceable.

Appendix C
October - November 2013
Federal Fisheries Boardings with Violations

Date	Unit	Vessel Name	Fishery	Details
11/2/13	LIBERTY	PALADIN	895	03 Violations issued for Type IV, Immersion suit strobe, Nav. Rules book.
11/6/13	AIRSTA KODIAK	EXODUS		Failure to respond to LE Assets on VHF-FM Ch. 16