

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



**01 JUN - 30 SEP 06**

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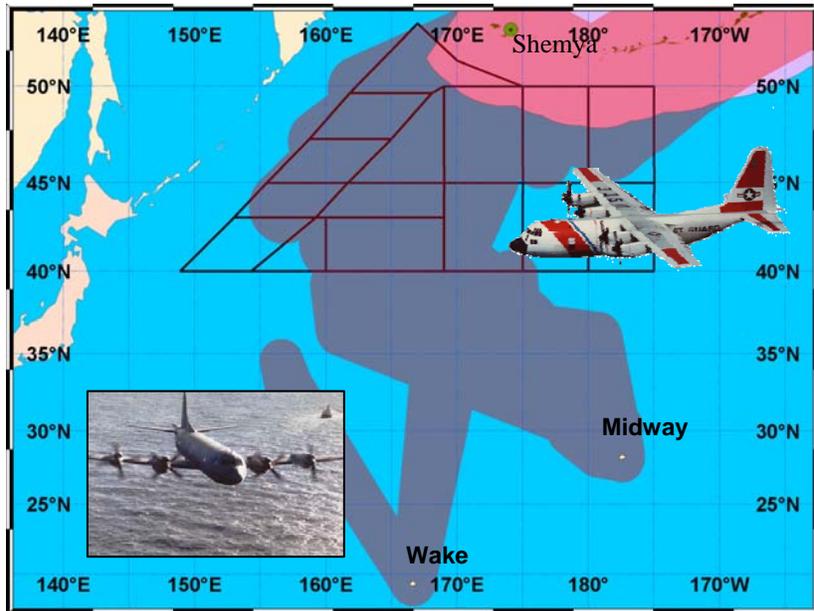
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## **List of Abbreviations**

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 – 180ft or 225ft Buoy Tender
HH65/60 – CG helicopter	WPB – 110ft Patrol Boat

## I. High Seas Drift Net Enforcement

Coast Guard assets continued the joint efforts to control illegal, unregulated and unreported (IUU) fishing in the North Pacific Ocean. The primary monitoring platforms are long-range search aircraft including Air Station Kodiak HC-130s combined with Canadian Air Force CP140 Auroras. These fixed winged aircraft carried U.S. and Canadian enforcement officials who identify and report suspected illegal, unregulated, and unreported fishing vessels for subsequent interdiction by the U.S. Coast Guard's Pacific



**Figure 1. High Seas Drift Net Aircraft Search Coverage.**

Area cutters. The U.S. Coast Guard HC-130s flew 154 hours for the reporting period in one deployment each to Shemya, Wake, and Midway islands. Canadian Air Force CP-140 Auroras flew 162 hours in two separate deployments to Shemya.

So far during the 2006 operation, Canadian aircraft sighted as many as seven vessels actively driftnet fishing and numerous others with rigging fitting the profile of high seas driftnet operations. Positive identification was not possible due to missing or ambiguous hull markings (Figure 2). The U.S. State Department is continuing efforts to identify the vessels sighted and will request flag-state Enforcement. Sea surface temperatures in the area suggest that the vessels were targeting squid or tuna.



**Figure 2. High Seas Drift Net Vessel Sighted By Canadian Air Force.**

## II. 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. There have been only two incursions detected so far in 2006 (Figure 3). Both of the 2006 incursions were minor, detected on radar, and immediately returned to the RS EEZ after being issued verbal warnings. Neither positive vessel identification nor fishing activity could be verified due to low visibility, although the track-speed profiles did match those of vessels trawling.

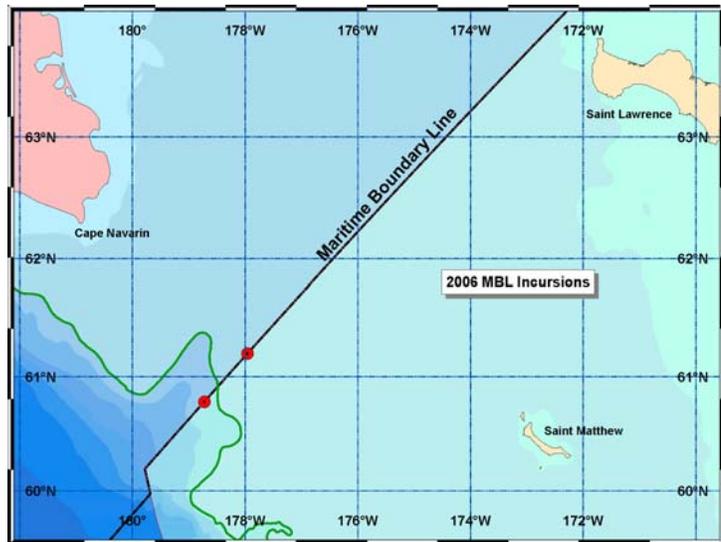


Figure 3. 2006 MBL Incursions.

The *average maximum* number of vessels detected (Figures 4 & 5) has dropped from 52 in 2001 to a low of about 5 in 2005. The density has increased slightly in 2006, although overall numbers of fishing vessels remain quite low. Those vessels present have continued to skirt the edge of the MBL very closely, making the MBL a continued high priority for enforcement resources. For the reporting period, the following MBL details apply:

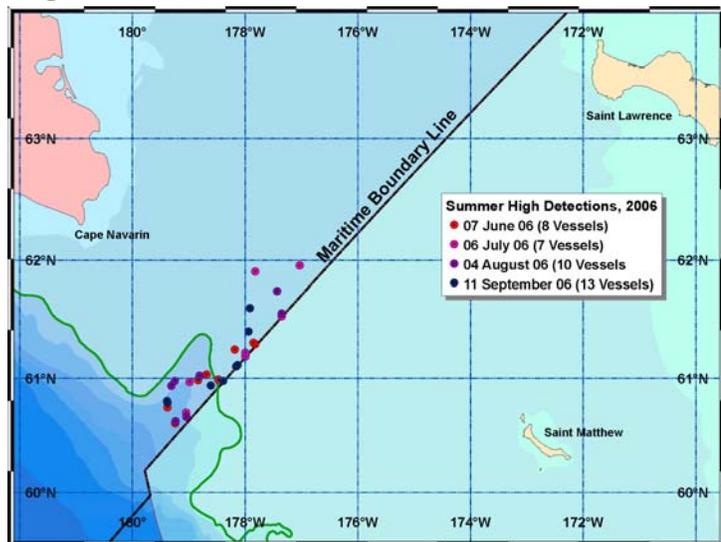


Figure 4. June–Sept MBL Max Monthly Detections.

- Coast Guard HC-130's flew 24 sorties totaling 199 hours.

Coast Guard HEC/MECs spent 24 days patrolling the line.

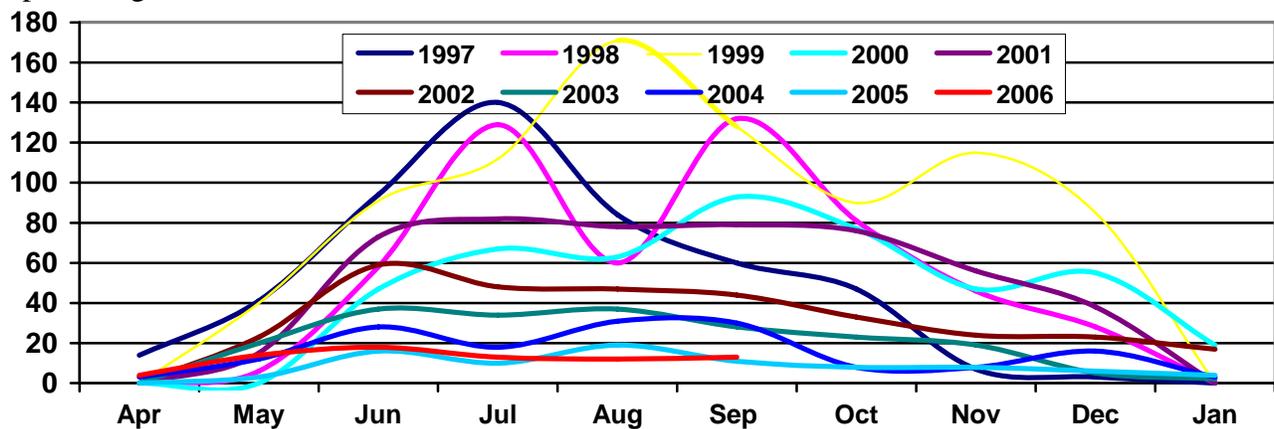
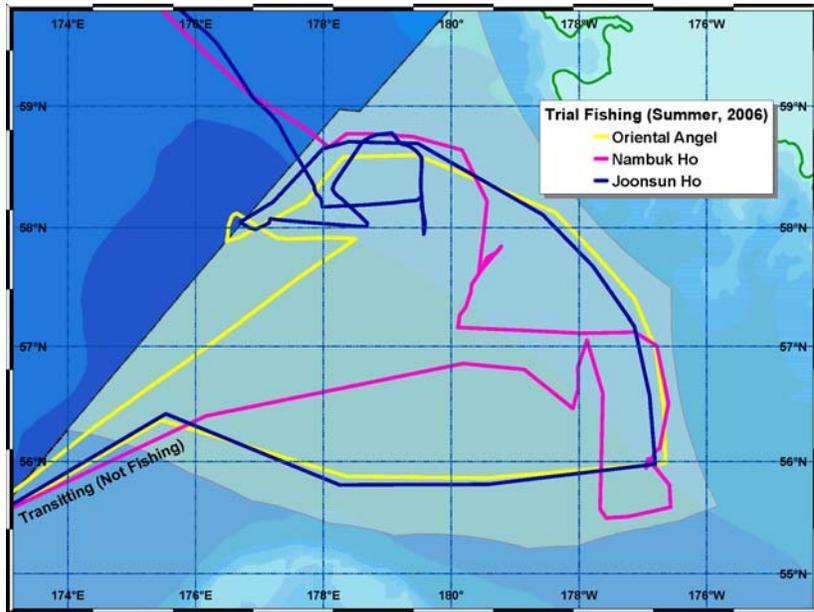


Figure 5. Historical MBL Maximum Monthly Detections.

Figure 5 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

### III. Donut Hole Activity

Three Korean vessels conducted trial during the reporting period, the first such effort since 2003. Korea had received a one-time-only approval to use four vessels in 2006 (instead of the usual two) at the 2005 Donut Hole meeting in Pusan. The Seventeenth District uses VMS as the primary tracking tool with HC-130 verification for trial fishing vessels. The Coast Guard makes a concerted effort to board trial-fishing boats while they are in the Donut Hole (Figure 6) to verify catch reports and ensure compliance



**Figure 6. 2006 Donut Hole Trial Fishing**

with the Convention. However, Coast Guard assets were committed to other missions and were unable to intercept the trial-fishing vessels for boarding.

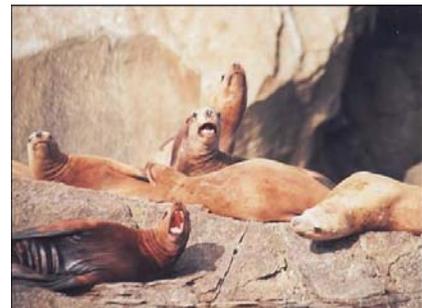
Seventeenth Coast Guard District representatives attended the *11<sup>th</sup> Annual Convention For The Conservation & Management Of Pollock Resources In The Central Bering Sea* (aka, Donut Hole Agreement) 05-07 September 2006 in Warsaw, Poland. Dr. Loh Lee Low of the NMFS Alaska Science Center led the delegation along with representatives from the U.S. State Department, NMFS headquarters & enforcement, NOAA General Council, States of Alaska & Washington, and fishing industry advisors. Representatives from Japan, Poland, Korea, Russia, and the PRC were in attendance. Poland as represented the European Union (not a signatory per sé) at this conference. The Seventeenth District presented a year-in-review of monitoring/enforcement activities in Donut Hole. Japan indicated that they may conduct trial fishing in November, 2006, and Korea plans to send trial fishing vessels in 2007.

### IV. Dixon Entrance Enforcement

Due to low threat levels, Coast Guard enforcement resources were limited to standby for Dixon Entrance. There were no significant fisheries violations detected during the reporting period.

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

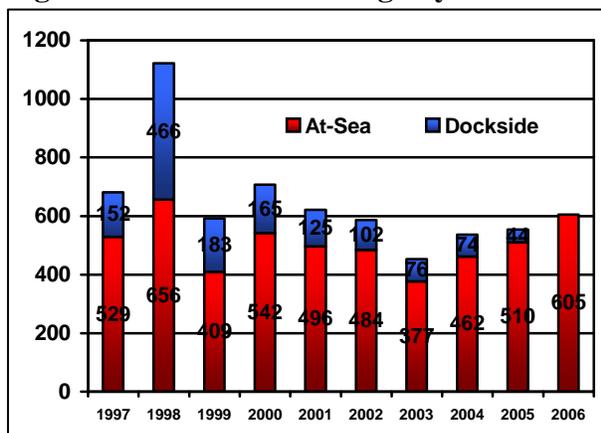
The Coast Guard continues to assist NMFS's in management activities to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The Coast Guard does this through continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 155 hours and aircraft flew 36 hours in support of this mission. There were no significant violations observed.



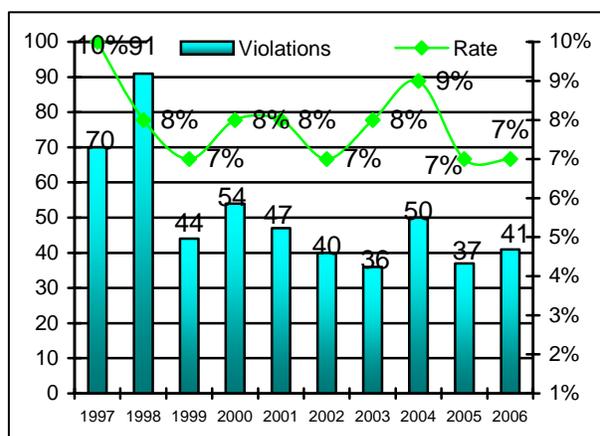
## VI. CGD17 Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers were consistent with the same period from last year. There were 26 at-sea fisheries violations. All of the violations were minor, including twelve summary settlements, all of which were administrative compliance discrepancies. The remainder of the violations were also administrative discrepancies with the exception of one violation for processing rockfish early. Figures 7 and 8 show the historic trend for boardings and violations over the last eight years.

**Figure 7. Fisheries Boardings By Year**



**Figure 8. Fisheries Violations By Year**



The fisheries violation rate was up by almost three percent from the same period last year (up from 5.2% to 8.0%). Yet the overall violation rate has remained flat at approximately 6.8 percent. Appendices A and B contain a complete list of boardings and violations.

### JUN 2005 - SEP 2005

F/V Boardings (at sea): ..... 170  
 IFQ Monitors (dockside): ..... 19  
 Boarding/monitor w/fisheries vio's: ... 10  
 Violation Rate: ..... 5.2%

### JUN 2006 – SEP 2006

F/V Boardings (at sea): ..... 323  
 IFQ Monitors (dockside): ..... 0  
 Boarding/monitor w/fisheries vio's: ..26  
 Violation Rate: ..... 8.0%

## VII. IFQ At-Sea/Dockside Enforcement

There were nine IFQ at-sea violations, all of which were for administrative discrepancies. Five of the violations resulted in summary settlements.

Coast Guard IFQ enforcement effort consisted of the following:

- 85 IFQ at-sea boardings (161 boardings year to date).

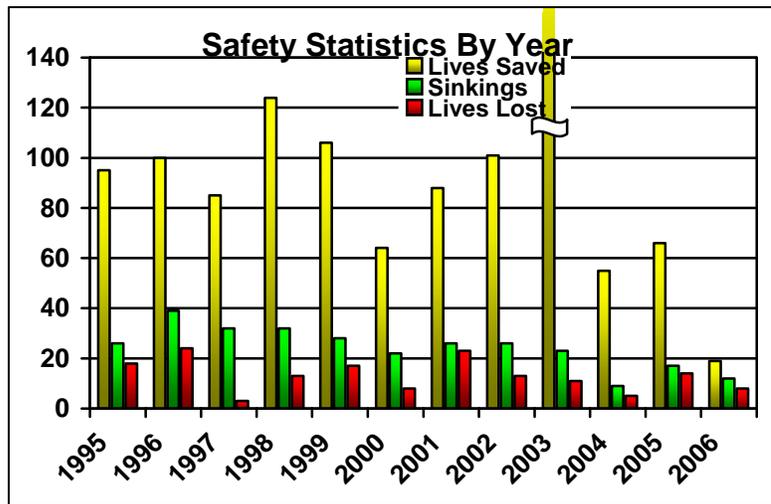


## VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases

A mix of safety violations were found in the course of boardings. Ten voyages were terminated as a result of safety violations (many had multiple violations). In five cases, terminations were for missing or expired survival craft and hydrostatic releases. Three of the five other terminations resulted from insufficient survival suits and PFDs. The remaining two terminations were for insufficient fire fighting equipment and negligent operations. Most of the terminations had multiple violations. There were 103 individual violations on 65 vessels.

The most common safety violations were expired visual distress signals (23), expired or inadequate liferafts (16), inadequate survival suits (14), expired EPIRBs (12), unserviceable life ring buoys (7), insufficient fire fighting equipment (7). There were numerous other minor safety violations.

There were 29 search and rescue cases during the reporting period. The operational summary of the reporting period (01 June to 30 September) tallied three lives lost, five lives saved, and seven vessels lost (Figure 9). There were three injuries and three illness-related incidents resulting in six total MEDEVACs. Five of the MEDEVAC patients were rescued and transported by helo hoist operations and one was deceased prior to arrival of the helo. Table 1 provides a summary of significant search and rescue cases.



**Figure 9. Historical Overview of CFVS Statistics**

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**HH-60 helo (Above) trains with 25ft SAFE boat crew for hoist-rescue operations.**

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

DATE	VESSEL NAME	TYPE	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
06/03/06	Sun Set	N/A	N/A	N	N	The F/V Sun Set radioed Air Station Kodiak requesting a MEDEVAC for a 19-year-old male crewmember who had gotten a hand stuck in the anchor wench in Shelikof Strait. The bleeding was stopped but several fingers were broken. The North Pacific SAR Coordinator conferred with the duty flight surgeon who recommended the MEDEVAC. An Air Station Kodiak HH-60 helo launched to the scene, hoisted the victim, and transported him to Kodiak.
06/05/06	Vickie Lynn	32ft Gillnetter	1	N	N	The North Pacific SAR Coordinator received an unlocated 406MHz EPIRB alert registered to the F/V VICKIE LYNN homeported in Egegik in Bristol Bay. Preliminary callouts indicated that the vessel was fishing out of Dillingham for Peter Pan Seafoods. No other details on the vessel's whereabouts were readily available. The NPSC issued an Urgent Marine Information Broadcast and subsequently received a located position which plotted in the vicinity of the Nushagak river near Dillingham. An Air Station Kodiak HC-130 diverted to investigate and an Air Station Kodiak HH-60 helo launched to assist. The HC-130 arrived on scene and made contact with the VICKIE LYNN located north of Clarks Point in Nushagak Bay. VICKIE LYNN was in no distress and found the EPIRB holder open and the switch placed in the "test" position. The EPIRB was secured and the aircraft were stood down.
06/13/06	Abby	40ft Seiner	N/A	N/A	N/A	The North Pacific SAR Coordinator received an unlocated 406MHz EPIRB alert registered to the F/V ABBY. Preliminary investigation indicated that the vessel had been abandoned in Bird's Nest Bay near Sitka. An Air Station Sitka HH-60 helo diverted from a training mission to investigate. The helo determined that there were no signs of distress and the signal was coming from Bird's Nest Bay. The signal ceased and no signs of distress were located.
06/21/06	Aleutian	63ft Trawler	5	N	N	The F/V ALEUTIAN radioed North Pacific SAR Coordinator reporting that their fuel tank had ruptured and flooded their engine room with approximately 450 gallons of diesel fuel and sea water 25nm southwest of Middleton Island. They secured their engines once the flooding reached an unsafe level. The USCGC HICKORY diverted to the scene to assist. When the HICKORY arrived on scene, the Engineer Officer went onboard F/V ALEUTIAN to assess the situation. The Engineer Officer and the master of F/V ALEUTIAN both felt that the vessel's stability was severely impaired, given that it was listing several degrees to port and lolling. The COTP at MSU Valdez authorized pumping the diesel fuel and sea water overboard to prevent the vessel from capsizing. With CGC HICKORY's assistance, F/V ALEUTIAN pumped approximately 450 gallons of diesel fuel overboard. Once the engine room was empty, F/V ALEUTIAN started their engines, transitted to Seward with CGC HICKORY as an escort, and safely moored.
06/30/06	Golden Alaska	N/A	N/A	N	N	Health Force Partners contacted the North Pacific SAR Coordinator reporting that a 41-year-old male crewmember onboard F/V GOLDEN ALASKA near St. Paul suffered an eye injury due to a hot caustic solution splashing his face. The NPSC consulted the Duty Flight Surgeon who recommended GOLDEN ALASKA proceed to St. Paul at best speed, while NPSC worked with Air Station Kodiak to divert an HC-130 already airborne on a flight from Attu to Kodiak. The HC-130 picked up the patient in St. Paul and flew him to Kodiak, where he was transferred to a commercial MEDEVAC transport to Anchorage.
07/01/06	Arctic Fjord	Processor	N/A	1	N	The F/V Arctic Fjord radioed the North Pacific SAR Coordinator from the central Bering Sea reporting that they had found one of their crewmembers in the factory not breathing. The crew performed CPR and requested assistance from any Coast Guard assets in the area. The NPSC informed the Arctic Fjord that there were no units in the area and offered to contact the Duty Flight Surgeon. The Flight Surgeon recommended that all effort be stopped because CPR had been done for over 20 minutes with no response.

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

DATE	VESSEL NAME	TYPE	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
07/02/06	Mariana	36ft Troller	3	N	N	The F/V Mariana radioed the North Pacific SAR Coordinator reporting that they were taking on water near Cape Bartolome and needed assistance. The NPSC immediately issued an Urgent Marine Information Broadcast to which two Good Samaritan vessels responded. The Good Samaritan vessels diverted toward the Mariana's position with extra pumps onboard. An Air Station Sitka HH-60 helo launched to assist. The F/V Mariana was able to control the flooding and proceed toward Craig. The Craig Harbor Master got underway to assist them into port. Once the harbor master was on-scene the Mariana declined assistance from the Good Samaritan vessels. Before releasing the helo, the NPSC confirmed with both the Mariana and the harbor master that the situation was under control and no further CG assistance was needed. NPSC placed the vessel on a 15-minute communications schedule. The vessel safely moored in Craig.
7/3/06	Lady Linda	46ft Seiner	N/A	N	N	The F/V LADY LINDA radioed the North Pacific SAR Coordinator reporting that the vessel was on fire approximately 15 NM south of Sitka. The NPSC issued an Urgent Marine Information Broadcast, and an Air Station Sitka HH-60 helo diverted from patrol to respond. The master of LADY LINDA was able to extinguish the fire using fire extinguishers, and the vessel got under way under her own power. The Juneau Communications Center maintained a communications schedule with LADY LINDA until the vessel moored safely in Sitka. The master declined an escort in to the harbor.
7/7/06	Lynn Christine	26ft Bowpicker	1	N	N	The master of the Lynn Christine radioed the North Pacific SAR Coordinator reporting that the vessel had grounded on a reef in southern Lynn Canal, was in danger of turning over, and needed assistance. The NPSC immediately issued an Urgent Marine Information Broadcast with three Good Samaritan vessels responding to assist. The F/V Naness arrived onscene and found the one person on the beach. The F/V Naness launched their small boat to pick the person up from the beach. The person was wet but needed no medical or CG assistance. Station Juneau launched to assist, but stood down when the F/V Naness reported the person safe. The F/V Naness anchored near the F/V Lynn Christine until high tide to assist with refloating the vessel.
7/7/06	Stella	58ft Seiner	3	N	Y	The F/V Stella radioed the North Pacific SAR Coordinator reporting that they were taking on water near Gull Island in Lynn Canal. All three crewmembers were donning survival suits. The NPSC immediately issued an Urgent Marine Information Broadcast and Station Juneau launched to assist. Two vessels answered the UMIB with 25 and 40 min ETA's. All three crewmembers abandoned ship into their liferaft when the level of the water filled the engine room and the vessel began listing to port. The Alaska Marine Highway Ferry Taku arrived on-scene first and launched their lifeboat to tow the liferaft with three crewmembers away from the rocks and to their vessel, taking them onboard. Station Juneau arrived on-scene five minutes later, assessed the situation of the vessel, and then escorted the Taku to Auke Bay Ferry Terminal. Once off the Ferry, Station personnel interviewed the crewmembers to determine that the operator fell asleep at the wheel causing the vessel to hit the rocks at Gull Island ripping a hole in the vessel where it started taking on water.
7/8/06	Golden Fleece	105ft Trawler	N/A	N	N	The F/V GOLDEN FLEECE, operating approximately 71 NM south of Kodiak Island, radioed Air Station Kodiak Communications Center requesting a MEDEVAC. A 34-year-old male crewmember was suffering from an acute infection of his left arm and was not responding to antibiotic medication. The North Pacific SAR Coordinator consulted the Duty Flight Surgeon who determined that the crewmember's condition warranted a MEDEVAC. An Air Station Kodiak HH-60 helo launched to the scene with rescue swimmer and corpsman onboard. The helo hoisted the crewmember from GOLDEN FLEECE and transported him to awaiting EMS at Air Station Kodiak.

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

DATE	VESSEL NAME	TYPE	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
7/9/06	Wild Iris	28ft Bowpicker	5	N	N	MSU Valdez relayed a message to the North Pacific SAR Coordinator from the Coast Guard Auxiliary Vessel 264 that they were assisting the F/V WILD IRIS. The WILD IRIS had lost its outdrive and was disabled in Northern Montague Strait. The Auxiliary Vessel took the Wild Iris in tow to Valdez where the vessel moored safely.
7/24/06	Heritage (Work Skiff)	Work Skiff	4	1	Y	The North Pacific SAR Coordinator received a 406MHz unlocated EPIRB alert registered to the F/V HERITAGE. Preliminary callouts indicated that the vessel was near St. Matthew Island. The vessel's work skiff had overturned while returning to the vessel causing four people to enter the water. The NPSC issued an Urgent Marine Information Broadcast. The USCGC MORGENTHAU diverted toward the vessels position from approximately 120 NM away. The NPSC requested an HC-130 from Elmendorf to provide cover for the search. The F/V HERITAGE notified the NPSC that three people had made it safely to shore, but one person remained missing. After closing the distance with F/V HERITAGE, MORGENTHAU's HH-65 helo launched to respond. The NPSC directed the helo to proceed to the individuals on the beach as they were possibly hypothermic. The individuals were located in stable condition and given blankets and sleeping bags, while helo proceeded to deploy a drift buoy and conduct a shore line search. The helo then landed, recovered the three people from the shore, and transported them to the MORGENTHAU for medical evaluation. After a hot-refuel, the helo launched and began a search pattern. The search pattern was adjusted based on data from the drift buoy. The MORGENTHAU launched their small boat to conduct a shoreline search. The Air Force HC-130 arrived on scene and began searching for the missing person. The MORGENTHAU and the Air Force HC-130 completed the assigned searches with negative results. The missing person was presumed dead and searches were suspended.
7/28/06	Constellation	150ft Processor	N	N	N	Health Force Partners in Seattle called the North Pacific SAR Coordinator requesting MEDEVAC of a 34-year-old male crewmember who had been vomiting blood on the F/V Constellation 140nm east of St. Paul. The NPSC conferred with the duty flight surgeon who recommended the MEDEVAC. Coast Guard assets were not available due to other mission demands. NPSC contacted the U.S. Air Force RCC Anchorage to request assistance. RCC Anchorage accepted the mission as a Coast Guard assist. RCC Anchorage directed the launch of an HH-60 helo and an HC-130 from Anchorage. NPSC directed the F/V Constellation to close distance to responding assets. The Air Force helo hoisted and successfully transported the patient to Anchorage.
7/28/06	Wild Island	Gillnetter	N/A	N	N	The North Pacific SAR Coordinator received a 406MHz composite EPIRB alert registered to the F/V VIN CE in Bristol Bay. NPSC contacted registration information and found that vessel owner had changed. NPSC acquired new vessel owner information and found the new vessel name - F/V WILD ISLAND - through the Kodiak Harbormaster. NPSC issued Urgent Marine Information Broadcast, and an Air Station Kodiak HH-60 helo launched to investigate. The helo arrived on scene and conducted an electronic search with negative results. The helo returned to Kind Salmon to refuel and wait for fresh crew from arrive from Air Station Kodiak by HC-130. Another vessel radioed Communications Station Kodiak indicating that they had spoken to the F/V Wild Island, and that they had an accidental activation of the EPIRB. The HC-130 confirmed accidental activation with the F/V Wild Island.

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

DATE	VESSEL NAME	TYPE	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
7/28/06	Jay Harbor	Gillnetter	N/A	N	N	Air Station Kodiak Communications Center relayed a radio call from the F/V Jay Harbor to the North Pacific SAR Coordinator reporting that the vessel was taking on water in Bristol Bay. NPSC issued Urgent Marine Information Broadcast, and an Air Station Kodiak HH60 helo diverted from another SAR case to assist. The helo contacted the vessel and determined that the vessel had controlled the flooding and was no longer in need of Coast Guard assistance. Air Station Kodiak Communications Center placed the vessel on a communications schedule for their transit to Naknek.
8/1/06	Natalia	45ft Seiner	3	N	Y	Air Station Kodiak Communications Center relayed a radio call from the F/V NATALIA to the North Pacific SAR Coordinator reporting that the vessel had experienced a stack fire and was requesting assistance. NPSC issued Urgent Marine Information Broadcast, and the good Samaritan vessel F/V BELINA responded. The BELINA acted as a communications relay and proceeded to the vessel's last known position. An Air Station Kodiak HH-60 helo launched to assist. The fire spread and the crew were forced to abandon ship into a life raft. F/V BELINA was able to continue to act as a communications relay for the crew in the life raft. The BELINA arrived on scene and recovered all three crewmembers from the raft. The helo arrived on scene and verified that all three people were safe and not in need of medical assistance. All three crewmembers chose to remain onboard F/V BELINA until its next port of call.
8/3/06	Lady Louise	49ft Longliner	N/A	N	N	The F/V LADY LOUISE radioed Communications Center Juneau requesting a MEDEVAC for a 21-year-old male crewmember who suffered a partially amputated right foot near Kuiu Island in Chatham Strait. An Air Station Sitka HH-60 helo launched to the scene with additional medical personnel to assist with the trauma, hoisted the patient, and returned to Sitka. The Patient was transferred to a waiting ambulance and taken to Sitka Community Hospital.
8/3/06	Echo	N/A	3	N	Y	F/V Echo radioed the North Pacific SAR Coordinator reporting that the vessel was taking on water in Uyak Bay near Kodiak. Dewatering pumps on board were not keeping up with the flooding. The NPSC issued an Urgent Marine Information Broadcast, and an Air Station Kodiak HH-60 helo launched to the scene with extra pumps. Two Good Samaritan vessels responded to the assist. Prior to the helo arriving on scene, the Echo's crew abandoned ship to the skiff from one of the Good Samaritan vessels. Shortly after they abandoned ship, the vessel sank. Coast Guard assistance was no longer needed, the helo stood down, and returned to base.
8/9/06	Chariot	35ft Longliner	4	1	N	The F/V CHARIOT radioed Communications Center Kodiak requesting a MEDEVAC for a 35-year-old male crewmember who had fallen out of his bunk and was not breathing. The crew of the F/V CHARIOT's crew had been conducting CPR for 10 minutes prior to Coast Guard notification. An Air Station Kodiak HH-60 helo launched to the scene and lowered the rescue swimmer to the vessel. The rescue swimmer made the determination that the patient had no vital signs. The Alaska State Troopers were briefed that the patient was deceased and that the F/V CHARIOT would be transporting him into Kodiak.
8/11/06	Brittany	100ft Processor	N/A	N	N	A resident of Tenekee telephoned the North Pacific SAR Coordinator reporting a large fish processing vessel aground near Crab Bay. The NPSC attempted callouts to the vessel with negative results. Then NPSC contacted the Tenekee Springs Fire Dept and requested they investigate with their vessel. An Air Station Sitka HH-60 helo diverted from a training flight to investigate. The NPSC learned that the vessel had intentionally soft grounded to work on the propeller at low tide and intended to depart on the afternoon high tide. The vessel was in no distress required no CG assistance.

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

DATE	VESSEL NAME	TYPE	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
8/24/06	Norquest	110ft Trawler	4	N	N	The F/V Norquest radioed the North Pacific SAR Coordinator reporting that they had lost steering in 12-foot seas. They locked their rudders and had partial control on a heading towards Wingham Island to find calmer weather in order to effect repairs. The NPSC issued an Urgent Marine Information Broadcast and the USCGC Morgenthau diverted to the scene. The Morgenthau was making best speed in 20-foot seas with an ETA of nearly a day. The NPSC contacted the Prince William Sound tug company to see if they would be able to assist, but were unavailable to do so. At F/V Norquest was able to anchor on the Northern side of Wingham Island, expecting to be able to effect repairs in calmer seas provided by the island in the morning. The MORGENTHAU arrived on-scene and established communications with the vessel. The F/V NORQUEST was able to effect repairs and after successful steering checks, resumed its transit to drydock in Anacortes, WA.
8/27/06	Kuskatan	88ft Pot Boat	N/A	N	N	F/V KUSKATAN grounded on Fox Island in Resurrection Bay. The vessel was able to refloat with the help of the Good Samaritan vessel Alaskan Eagle and get underway en route Seward under own power. The Alaskan Eagle escorted the KUSKATAN to Seward. The Air Station Kodiak Communications Center placed the vessel on a 30-minute communication schedule until the vessel moored safely in Seward.
8/28/06	Prince William	44ft Seiner	5	N	Y	The F/V PRINCE WILLIAM radioed a MAYDAY to the MSU Valdez Communications Center reporting that the vessel was aground and in danger of sinking on Applegate Rock in Montague Strait. The NPSC issued an Urgent Marine Information Broadcast and an Air Station Kodiak HH-65 helo pre-deployed to Cordova, approximately launched to assist. Cordova was approximately 55nm from the vessel's position. The Good Samaritan vessel ORION responded to the UMIB as the persons on PRINCE WILLIAM abandoned ship to a skiff. The ORION arrived on-scene and recovered the five crewmembers from the skiff. The helo returned to base after determining there was no longer any danger.
8/31/06	Blue Gadus	150ft Longliner	21	N	N	The Blue Gadus radioed Sector Anchorage reporting a steering casualty and was awaiting commercial assistance. The NPSC placed them on a 12-hour satellite phone communications schedule. The Tug REDEEMER (Magone Marine) out of Dutch Harbor arrived on-scene and took the F/V BLUE GADUS in tow.
9/4/06	Molly	24ft Bowpicker	2	N	N	F/V INTREPID radioed the North Pacific SAR Coordinator reporting that they had taken the F/V MOLLY under tow into Shelikof Bay approximately 15nm northwest of Sitka. The MOLLY had suffered an engine casualty in 8 foot seas. The INTREPID towed the MOLLY to a safe anchorage in Goleta Cove in Shelikof Bay. The NPSC issued a Marine Assistance Request Broadcast for MOLLY. There were no responses to the MARB. Because communication was poor, NPSC diverted an Air Station Sitka HH-60 helo to MOLLY to establish communications and determine her intentions. The MOLLY intended to wait for better weather while effecting repairs to a broken heat exchanger. The MOLLY reported getting under way for Salisbury Sound and NPSC placed her on a VHF-FM communications schedule. MOLLY reported anchoring safely in Salisbury Sound.

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

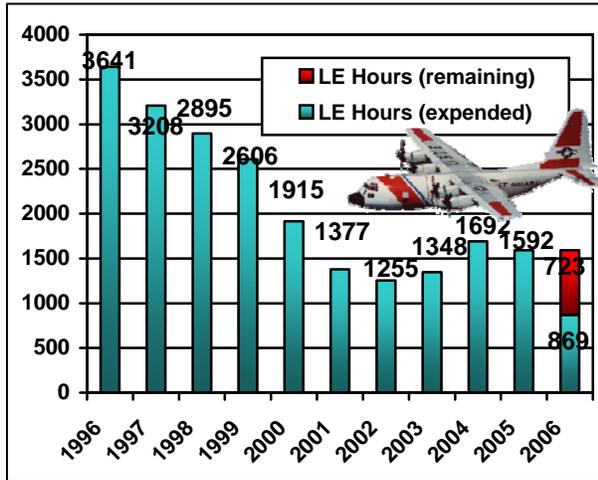
DATE	VESSEL NAME	TYPE	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
9/6/06	China B	47ft Longliner	5	N	Y	The F/V GOLDEN CHALICE radioed Communications Center Juneau Radio reporting a MAYDAY that they heard from the F/V CHINA B. The F/V CHINA B was reported to be taking on water with five crew approximately 25nm north of ST Paul Island. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast. An Air Station Kodiak HC-130 launched to assist, and the USCGC ALEX HALEY diverted to the scene. USCG District 13 in Seattle relayed an Unlocated 406MHz EPIRB alert registered to the F/V CHINA B at about the same time. Additional EPIRB alerts correlated with the last know position of the vessel. F/V GOLDEN CHALICE proceeded to the last know position of the vessel and was able to recover all five crewmembers from the China B who had abandoned ship to their life raft. The master of F/V CHINA B reported that a wave had come over the vessel's stern, and they sank in less than 5 minutes. F/V GOLDEN CHALICE transported the China B crew to ST Paul.
9/9/06	Hotspur	58ft Longliner	2	N	Y	The F/V HOTSPUR radioed Communications Center Juneau reporting that the vessel had grounded on Bold Island in Revillagigedo Channel and was listing to starboard. The AMHS ferry M/V MATANUSKA offered assistance by illuminating the HOTSPUR while she attempted to attach lines ashore to keep from rolling over. Station Ketchikan launched the 47ft motor lifeboat to assist and investigate. The MATANUSKA launched its rescue boat, recovered the HOTSPUR crew, and transferred them to Station Ketchikan's vessel.
9/11/06	Seabrooke	98ft Pot Boat	N/A	N	N	The F/V SEABROOKE sent an Inmarsat C message to the North Pacific SAR Coordinator reporting unspecified distress approximately 7nm north of Dutch Harbor. Preliminary communications produced negative results. An Air Station Kodiak HC-130 launched to investigate. The NPSC was able to contact the vessel's owner by phone with information provided by the Harbor Master in Dutch Harbor. The owner of SEABROOKE called the vessel and determined that the Inmarsat C alert was a false alarm and the vessel was not in any distress. The HC-130 stood down and returned to base.

N/A indicates data not available.

## IX. CGD17 Resource Summary

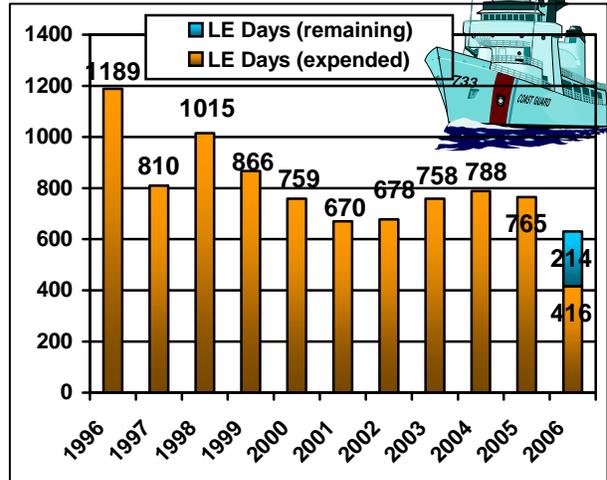
Figures 10 and 11 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 12 and 13 show the same information over the last three years for the *reporting period only*.

Figure 10. Annual HC-130 Hours



\*2006 includes projection through December.

Figure 11. Annual Cutter Days



\*2006 includes projection through December.

### JUN 2005 - SEP 2005

2 WHECs patrolled.....41 days  
 3 WMECs patrolled .....113 days  
 3 WLBs patrolled.....6 days  
 6 WPBs patrolled.....73 days  
**Total Cutter patrol.....233 days**

HC130s flew 85 sorties for 579 hours  
 HH-60/65s flew 220 sorties for 679 hours

### JUN 2006 - SEP 2006

3 WHECs patrolled .....124 days  
 3 WMECs patrolled.....151 days  
 4 WLBs patrolled .....62 days  
 5 WPBs patrolled.....145 days  
**Total Cutter patrol .....482 days**

HC130s flew 40 sorties for 271 hours  
 HH-60/65s flew 154 sorties for 472 hours

Figure 12. JUN - SEP HC-130 Hours

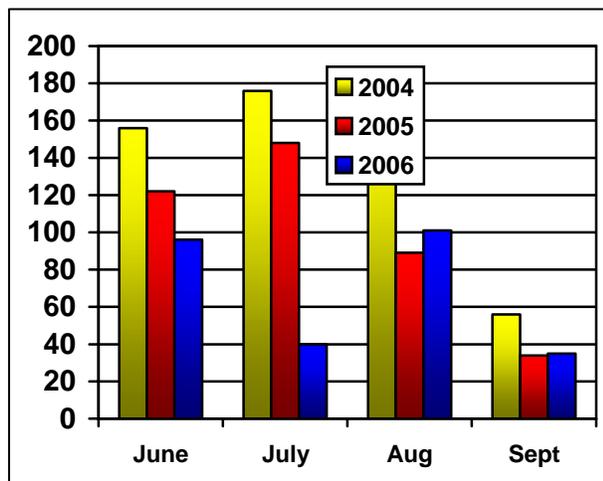
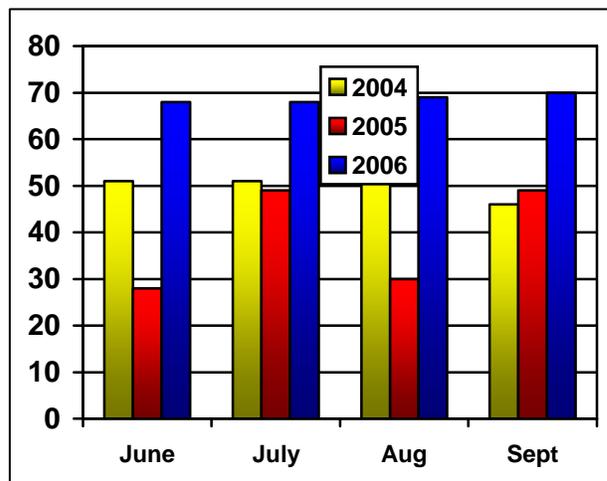


Figure 13. JUN - SEP Major Cutter Days



## **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.



**A Coast Guard HH-60 helo crew from Air Station Kodiak practices airborne use of force tactics firing blanks with an M240 machine gun near Woman's Bay.**

The Maritime Safety and Security Team (MSST) stationed in Anchorage is in the midst of their first deployment since reporting to Alaska last year. The team has been performing shoreside harbor patrols and underway cruise ship escorts in Ketchikan and Juneau. The MSST continued cruise ship escorts and has dedicated 2,386 hours of small boat underway time during the reporting period.

## **XI. International Enforcement Meetings**

Ambassador David Balton, Deputy Asst Sec for Oceans and Fisheries led the U.S. delegation at the annual Intergovernmental Consultative Committee on Fisheries (ICC) meeting in Kaliningrad, Russia, September 13-15. The U.S. delegation also included representatives from USCG headquarters and D17, NOAA headquarters, Alaska Region, and Alaska Fisheries Science Center, States of Alaska and Washington, and the fishing industry.

The Russian Federal Security Service (FSB) accepted the USCG's of March, 2006 enforcement cooperation (aka shiprider) proposal with no changes. AMB Balton proposed modifications to the comprehensive agreement that allows the area of enforcement cooperation to apply to areas beyond that of the comprehensive agreement area. The Russian delegation appeared to accept the fact that the U.S. would not agree to reciprocal fishing and negotiations focused on developing language that protects the U.S. position, while at the same time leaving the subject uninhibited for future negotiations.

## *Appendix A*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
06/23/06	Bounty	Dredger	Scallops	ST
07/07/06	Cape Horn	Trawler	Pacific Ocean Perch	541
07/11/06	Arica	Trawler	Pacific Ocean Perch	610
07/22/06	Unimak	Trawler	Flathead Sole	513
06/12/06	Alaska Ocean	Trawler	Pollock	521
08/11/06	American Dynasty	Trawler	Pollock	521
08/10/06	Highland Light	Trawler	Pollock	521
07/22/06	Alaska Juris	Trawler	Yellowfin Sole	514
07/22/06	Alaska Warrior	Trawler	Yellowfin Sole	514
07/21/06	Seafisher	Trawler	Yellowfin Sole	517
06/10/06	Plankton	Gillnetter	Salmon	610
08/17/06	Edward R	Gillnetter	Salmon	ST
06/06/06	Cape Fox	Gillnetter	Salmon	ST
06/28/06	Jane B	Gillnetter	Salmon	ST
06/28/06	Lisa T	Gillnetter	Salmon	ST
06/28/06	New Freedom	Gillnetter	Salmon	ST
06/28/06	Star Track	Gillnetter	Salmon	ST
08/30/06	Ak7940ae	Gillnetter	Salmon	ST
08/29/06	Aquarius	Gillnetter	Salmon	ST
08/29/06	Dogcatcher	Gillnetter	Salmon	ST
08/30/06	Eclipse	Gillnetter	Salmon	ST
08/30/06	Kimberly	Gillnetter	Salmon	ST
08/30/06	Penock	Gillnetter	Salmon	ST
08/29/06	St. Raphael	Gillnetter	Salmon	ST
06/28/06	Glacier Bay	Longliner	Greenland Turbot	521
07/10/06	Judi B	Longliner	Sablefish	AI
07/25/06	Navigator	Longliner	Sablefish	CG
06/08/06	Olympic	Longliner	Sablefish	CG
08/17/06	Vigilant	Longliner	Sablefish	CG
07/08/06	Billy Marie	Longliner	Sablefish	WY
06/01/06	Rainbow	Longliner	Halibut	3B
06/30/06	Dancing Bear	Longliner	Halibut	3A
06/26/06	Augenblick	Longliner	Halibut	3A
06/26/06	Kingfisher	Longliner	Halibut	3A
06/01/06	Carrie	Longliner	Halibut	3A
08/24/06	Cape Fear	Longliner	Halibut	2C
08/09/06	Mary Carl	Longliner	Halibut	2C
08/18/06	Nancy	Longliner	Halibut	2C
08/18/06	Sabrina Joy	Longliner	Halibut	2C
08/17/06	Seená	Longliner	Halibut	2C

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
08/30/06	Silversurfer	Longliner	Halibut	2C
07/27/06	Adelyn L	Longliner	Halibut	3A
08/29/06	Alaska	Longliner	Halibut	3A
06/22/06	Aleutian	Longliner	Halibut	3A
06/21/06	Aleutian Isle	Longliner	Halibut	3A
07/29/06	Ann Marie	Longliner	Halibut	3A
06/20/06	Anna D	Longliner	Halibut	3A
07/17/06	Arrow	Longliner	Halibut	3A
08/31/06	Blueberry	Longliner	Halibut	3A
07/29/06	Brigid's Bed	Longliner	Halibut	3A
08/29/06	Christina Sue	Longliner	Halibut	3A
07/24/06	Eagle	Longliner	Halibut	3A
07/17/06	Expatriate	Longliner	Halibut	3A
07/19/06	Gretchen S	Longliner	Halibut	3A
08/31/06	Grizzly	Longliner	Halibut	3A
06/20/06	Icy Mist	Longliner	Halibut	3A
06/21/06	Jennifer Lee	Longliner	Halibut	3A
08/29/06	Jomel	Longliner	Halibut	3A
08/31/06	Joyride	Longliner	Halibut	3A
06/21/06	Lorelei li	Longliner	Halibut	3A
06/21/06	Mardel Norte	Longliner	Halibut	3A
08/31/06	Marquam	Longliner	Halibut	3A
07/02/06	Ms Sam	Longliner	Halibut	3A
06/10/06	Northern Endurance	Longliner	Halibut	3A
08/29/06	Ounce	Longliner	Halibut	3A
08/30/06	Riptide	Longliner	Halibut	3A
06/02/06	Shadow-Line	Longliner	Halibut	3A
06/05/06	Shuyak	Longliner	Halibut	3A
07/25/06	Sierra Mar	Longliner	Halibut	3A
07/19/06	Splash Zone	Longliner	Halibut	3A
08/31/06	Step On	Longliner	Halibut	3A
07/29/06	Stress Pt	Longliner	Halibut	3A
06/19/06	Julia Breeze	Longliner	Halibut	3B
06/20/06	Masonic	Longliner	Halibut	3B
08/31/06	Northern	Longliner	Halibut	3B
07/16/06	Alaska Mist	Longliner	Pacific Cod	509
08/19/06	Baranof	Longliner	Pacific Cod	509
08/19/06	Frontier Explorer	Longliner	Pacific Cod	509
08/25/06	Frontier Mariner	Longliner	Pacific Cod	509
08/29/06	Ocean Prowler	Longliner	Pacific Cod	517

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
08/17/06	Blue Gadus	Longliner	Pacific Cod	521
08/23/06	Clipper Express	Longliner	Pacific Cod	521
08/15/06	Western Queen	Longliner	Pacific Cod	521
08/16/06	Pathfinder	Longliner	Pacific Cod	524
07/17/06	Sea Venture	Longliner	Pollock	640
07/06/06	Us Liberator	Longliner	Greenland Turbot/Sablefish	542/AI
07/05/06	Nomad li	Longliner	Halibut/Sablefish	3A/CG
08/27/06	A-Jax	Tender	Salmon	ST
06/26/06	Jager	Pot Boat	Crab	ST
08/25/06	Ocean Olympic	Pot Boat	Crab	541
06/16/06	Backlash	Pot Boat	Crab	ST
06/16/06	Chan C	Pot Boat	Crab	ST
06/16/06	Iliamna Bay	Pot Boat	Crab	ST
08/02/06	Independence	Pot Boat	Crab	ST
07/06/06	Seabrooke	Tender	Salmon	ST
07/19/06	Ocean Fury	Support	Salmon	ST
08/24/06	Golden Alaska	Support	Pollock	521
08/24/06	Ocean Phoenix	Support	Pollock	521
08/14/06	Windward	Support	Salmon	ST
08/25/06	Barwell	Support	Salmon	ST
07/06/06	Buccaneer	Support	Salmon	ST
08/17/06	Island Mist	Support	Salmon	ST
07/06/06	Kustatan	Support	Salmon	ST
08/16/06	Lady Helen	Support	Salmon	ST
06/24/06	Polar Sea	Support	Salmon	ST
07/06/06	Southern Wind	Support	Salmon	ST
08/24/06	Bering Sea	Support	Salmon	ST
08/24/06	Nuka Point	Support	Salmon	ST
08/18/06	Oregon	Support	Salmon	ST
07/10/06	Morning Light	Support	Salmon	ST
06/10/06	Betty Lee	Seiner	Salmon	610
06/10/06	Melanie Sue	Seiner	Salmon	610
06/10/06	Miss Roxanne	Seiner	Salmon	610
06/10/06	Northern Star	Seiner	Salmon	610
06/28/06	Celtic Lady	Seiner	Salmon	620
06/28/06	Kelly Girl	Seiner	Salmon	620
06/28/06	Viking Star	Seiner	Salmon	620
06/28/06	Wild West	Seiner	Salmon	620
06/28/06	Polar Star	Seiner	Salmon	630
07/31/06	Cat-Bil-Lu	Seiner	Salmon	ST

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
07/24/06	Debra	Seiner	Salmon	ST
07/06/06	Leah C	Seiner	Salmon	ST
08/18/06	Gallant Maid	Seiner	Salmon	ST
08/18/06	Lady Kathryn	Seiner	Salmon	ST
08/17/06	Lara Lee	Seiner	Salmon	ST
08/18/06	Marci La Rae	Seiner	Salmon	ST
08/18/06	Miss Michelle	Seiner	Salmon	ST
08/18/06	Salmon Bay	Seiner	Salmon	ST
08/17/06	Susan Marie	Seiner	Salmon	ST
08/17/06	Crescent Moon	Seiner	Salmon	ST
07/07/06	Alaska Spirit	Seiner	Salmon	ST
08/17/06	Alioth	Seiner	Salmon	ST
07/07/06	Ayakulik	Seiner	Salmon	ST
08/14/06	Cape Elinsworth	Seiner	Salmon	ST
06/29/06	Cape Trinity	Seiner	Salmon	ST
07/07/06	Joseph Booney	Seiner	Salmon	ST
08/25/06	Orion	Seiner	Salmon	ST
07/07/06	Papa Max	Seiner	Salmon	ST
08/13/06	Procession	Seiner	Salmon	ST
08/25/06	Rejoyce	Seiner	Salmon	ST
08/25/06	Sea Mist	Seiner	Salmon	ST
08/25/06	Sea Prince	Seiner	Salmon	ST
08/13/06	Sherin D	Seiner	Salmon	ST
06/29/06	Sisiooh	Seiner	Salmon	ST
08/14/06	Steven Daniel	Seiner	Salmon	ST
08/25/06	Sylvia Ann	Seiner	Salmon	ST
08/24/06	Chelsea Dawn	Seiner	Salmon	ST
08/24/06	Laday Kay	Seiner	Salmon	ST
08/24/06	Olleta	Seiner	Salmon	ST
08/24/06	Prince William	Seiner	Salmon	ST
08/24/06	Princess Christine	Seiner	Salmon	ST
08/24/06	Shiloh	Seiner	Salmon	ST
08/24/06	Strider	Seiner	Salmon	ST
08/17/06	Jaques Freedom	Troller	Salmon	ST
08/17/06	Sunrise	Troller	Salmon	ST
06/22/06	Millenium	Troller	Salmon	ST
06/26/06	Brant	Troller	Salmon	650
08/21/06	Janie C	Troller	Salmon	650
08/21/06	J-Jireh	Troller	Salmon	650
08/21/06	Sandy Andy	Troller	Salmon	650

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
08/16/06	Five-O	Troller	Salmon	ST
08/01/06	Ak1361n	Troller	Salmon	ST
08/10/06	Ak6689n	Troller	Salmon	ST
08/19/06	Doebay	Troller	Salmon	ST
08/15/06	Lady Ann	Troller	Salmon	ST
08/15/06	Quest	Troller	Salmon	ST
08/01/06	Robin	Troller	Salmon	ST
06/17/06	Blue Jay	Troller	Salmon	ST
07/11/06	Charlotte Marie	Troller	Salmon	ST
07/11/06	El Nido	Troller	Salmon	ST
06/17/06	Haven	Troller	Salmon	ST
07/11/06	Mrs Mac	Troller	Salmon	ST
07/02/06	Joanice T	Trawler	Pacific Cod	630
07/06/06	Hickory Wind	Trawler	Pacific Ocean Perch	630
07/06/06	Laura	Trawler	Pacific Ocean Perch	630
07/06/06	Walter N	Trawler	Pacific Ocean Perch	630
07/02/06	Peggy Jo	Trawler	Rockfish	630
07/02/06	Taasinge	Trawler	Rockfish	630
07/02/06	Topaz	Trawler	Rockfish	630
07/02/06	Vanguard	Trawler	Rockfish	630
08/25/06	Arica	Trawler	Pacific Cod	509
06/15/06	Storm Petrel	Trawler	Pollock	509
08/22/06	Arctic Explorer	Trawler	Pollock	517
06/23/06	Auriga	Trawler	Pollock	517
08/22/06	Commodore	Trawler	Pollock	517
08/08/06	Destination	Trawler	Pollock	517
06/23/06	Fierce Allegiance	Trawler	Pollock	517
08/22/06	Great Pacific	Trawler	Pollock	517
06/25/06	Nordic Star	Trawler	Pollock	517
08/28/06	Pacific Viking	Trawler	Pollock	517
06/18/06	Seattle Enterprise	Trawler	Pollock	517
08/30/06	Seeker	Trawler	Pollock	517
08/28/06	Viking Explorer	Trawler	Pollock	517
08/11/06	Pacific Fury	Trawler	Pollock	518
06/17/06	Aldebaran	Trawler	Pollock	519
07/18/06	Traveller	Trawler	Pollock	519
06/29/06	American Beauty	Trawler	Pollock	521
08/11/06	Royal Atlantic	Trawler	Pollock	521
08/16/06	Northern Eagle	Trawler	Pollock	524
08/31/06	Hazel Lorrane	Trawler	Pollock	630

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
07/19/06	Ocean Peace	Trawler	Yellowfin Sole	513
08/31/06	Mar Pacifico	Trawler	Pollock/Arrowtooth Flounder	630
07/28/06	Silver Fox	Seiner	Salmon	ST
09/05/06	Seafreeze Alaska	Trawler	Atka Mackerel	542
09/05/06	American No. 1	Trawler	Atka Mackerel	542
09/01/06	Dues Payer li	Longliner	Halibut	3A
09/02/06	Chaos	Longliner	Halibut	3A
09/02/06	Survivor	Longliner	Halibut	3A
09/03/06	Columbia	Longliner	Halibut	3A
09/10/06	Resurrection	Longliner	Halibut	3A
09/10/06	Tana C	Longliner	Halibut	3A
09/12/06	Alaska Pride	Longliner	Halibut/Sablefish	4A
09/01/06	Andronica	Pot Boat	Pacific Cod	542
09/01/06	Sea Venture	Pot Boat	Pacific Cod	542
09/01/06	Dynasty	Longliner	Pacific Cod	630
09/01/06	Concord	Longliner	Pacific Cod	630
09/01/06	Coral	Longliner	Pacific Cod	630
09/01/06	Velocity	Longliner	Pacific Cod	630
09/01/06	Navigator	Longliner	Pacific Cod	630
09/01/06	Currency	Longliner	Pacific Cod	630
09/02/06	Sea Dream	Pot Boat	Pacific Cod	630
09/02/06	Polaris	Pot Boat	Pacific Cod	630
09/02/06	Spectrum	Pot Boat	Pacific Cod	630
09/05/06	Defender	Longliner	Pacific Cod	630
09/12/06	Shawna Rae	Trawler	Pollock	610
09/01/06	New Dawn	Seiner	Salmon	ST
09/01/06	Windigo	Seiner	Salmon	ST
09/04/06	Markayla Dawn	Seiner	Salmon	ST
09/09/06	Linnea	Seiner	Salmon	ST
09/10/06	Challenger	Seiner	Salmon	ST
09/10/06	Amelie	Seiner	Salmon	ST
09/12/06	Alisa-K	Troller	Salmon	ST
09/12/06	Helen Rose li	Troller	Salmon	ST
09/12/06	Chasina Rose	Troller	Salmon	ST
09/12/06	Cheri Marie	Troller	Salmon	ST
09/12/06	Swan	Troller	Salmon	ST
09/12/06	Jonnae	Troller	Salmon	ST
09/12/06	Alaskan Rose	Seiner	Salmon	ST

## *Appendix B*

### 01 JUN – 30 SEP Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
06/02/06	Liberty	Pacific Star	Troller	Salmon	ST	Safety violation issued for expired EPIRB registration and EPIRB hydrostatic release
06/02/06	Long Island	Almaz	Longliner	Halibut	3A	Safety violation issued for expired liferaft hydro static release, no emergency instructions, and failure to perform emergency drills
06/02/06	Long Island	Corrina Kay	Longliner	Halibut	3A	Safety violation issued for failure to carry written emergency plan
06/02/06	Long Island	St. Nicholas	Longliner	Halibut	3A	Voyage terminated for expired EPIRB hydrostatic release, expired life raft, and insufficient life raft capacity
06/03/06	Naushon	Miss Roxanne	Longliner	Halibut	3A	Fisheries summary settlement issued for failure to properly maintain logbooks
06/06/06	Liberty	Shelter	Gillnetter	Salmon	ST	Safety violation issued for expired liferaft and liferaft hydrostatic release and no EPIRB registration
06/06/06	Liberty	Avery Bay	Gillnetter	Salmon	ST	Safety violation issued for failure to carry current documentation
06/06/06	Liberty	Five-O	Gillnetter	Salmon	ST	Voyage terminated for insufficient fire extinguishers unserviceable ring life buoy (no line, name or retro tape), expired visual distress signals, and no sound producing device
06/10/06	Sta Ketchikan	Alice H	Tender	Salmon	ST	Voyage terminated for multiple violations
06/14/06	Roanoke	Stranger	Longliner	Halibut	3B	Safety violation issued for insufficient survival suit markings (corrected on the spot) and unserviceable life ring buoy
06/16/06	Anacapa	Seniavin Sunset	Pot Boat	Crab	ST	Safety violation issued for expired visual distress signals
06/16/06	Sycamore	Miss Kayley	Troller	Salmon	ST	Voyage terminated for negligent operations and carrying passengers for hire without license after near collision with F/V Alaska Adventure
06/16/06	Sycamore	Storm Petrel	Troller	Salmon	ST	Voyage terminated insufficient life jackets
06/19/06	Morgenthau	Northern Glacier	Trawler	Pollock	521	Fisheries written warning issued for improper check-in/check-out notification and minor logbook errors and safety violation issued for insufficient markings on PFDs
06/20/06	Hickory	Tenacious	Longliner	Halibut	3A	Safety violation issued for expired visual distress signals
06/20/06	Hickory	Republic	Longliner	Halibut	3A	Safety violation issued for incorrect hailing port marked on stern
06/21/06	Hickory	Terri Ann	Longliner	Halibut	3A	Safety violation issued for failure to carry written emergency instructions
06/22/06	Hickory	Hungry Raven	Troller	Salmon	ST	Safety violation issued for expired EPIRB and no documentation
06/25/06	Storis	Viking	Trawler	Pollock	517	Fisheries summary settlement issued for logbook errors
06/27/06	Storis	Clipper Surprise	Longliner	Greenland Turbot	521	Fisheries written warning issued for logbook errors
06/28/06	Storis	Blue Star	Longliner	Greenland Turbot	521	Safety violation issued for failure to provide a safe boarding ladder and safety written warning issued for unserviceable lifesaving equipment
06/29/06	Morgenthau	Leslie Lee	Trawler	Pollock	518	Fisheries summary settlement issued for logbook omissions

## *Appendix B (Continued)*

### 01 JUN – 30 SEP Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
06/29/06	Storis	Ocean Leader	Trawler	Pollock	521	Fisheries summary settlement issued for failure to carry LLP and logbook errors and safety violation issued for inoperable EPIRB
06/30/06	Storis	Blue Attu	Longliner	Sablefish	BS	Fisheries summary settlement issued for logbook errors
07/03/06	Acushnet	Mar Del Sud	Longliner	Halibut	3B	Fisheries violation issued for inoperative VMS equipment
07/07/06	Hickory	Shonna Jacole	Longliner	Halibut	3B	Fisheries violation issued for failure to carry a seabird avoidance plan
07/11/06	Liberty	Sunset	Troller	Salmon	ST	Safety violation issued for insufficient liferaft
07/11/06	Liberty	Rena C	Troller	Salmon	ST	Safety violation issued for insufficient reflective tape on life ring buoy
07/18/06	Morgenthau	Columbia	Trawler	Pollock	509	Fisheries violation issued for logbook omissions
07/19/06	Mustang	Night Rider	Longliner	Halibut	3A	Safety violation issued for unserviceable pfd and expired visual distress signals
07/20/06	Naushon	Carole D	Longliner	Halibut	2C	Fisheries violation issued for processing rockfish prior to the completion of a fishing trip and IFQ cardholder not on board
07/28/06	Long Island	Sandla Sue	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals
07/28/06	Long Island	Swan	Longliner	Pacific Cod	630	Voyage terminated insufficient life jackets, expired visual distress signals, and insufficient fire extinguishers
07/28/06	Mustang	Five-O	Longliner	Halibut	3A	Fisheries summary settlement issued for missing logbooks and safety violation issued for insufficient fire extinguishers
07/28/06	Mustang	Jennifer Rose	Longliner	Halibut	3A	Safety violation issued for insufficient vessel markings
07/28/06	Mustang	Blue C's	Seiner	Salmon	ST	Voyage terminated insufficient survival suits
07/30/06	Long Island	Karelia	Longliner	Sablefish	CG	Fisheries summary settlement issued for failure to properly maintain log books
07/30/06	Long Island	Alrita	Longliner	Halibut	3A	Safety violation issued for expired visual distress signals
07/31/06	Long Island	Full Moon	Gillnetter	Salmon	ST	Safety violation issued for insufficient hull markings, insufficient visual distress signals, and no certificate of documentation
08/06/06	Storis	Vaerdal	Trawler	Arrowhead Flounder	620	Fisheries summary settlement issued for failure to carry LLP
08/09/06	Storis	North Cape	Longliner	Pacific Cod	521	Fisheries summary settlement issued for failure to carry LLP
08/10/06	Hickory	Sequoia	Longliner	Sablefish	SE	Safety violation issued for expired liferaft, expired liferaft hydrostatic release, expired visual distress signals, no sound producing device, failure to carry written emergency instructions, insufficient placards, and no hailing port on stern
08/10/06	Storis	Mar-Gun	Trawler	Pollock	521	Fisheries summary settlement issued for failure to carry LLP
08/11/06	Storis	American Triumph	Trawler	Pollock	521	Fisheries written warning issued for failure to maintain logbooks and safety violation issued for unserviceable life ring buoy

## *Appendix B (Continued)*

### 01 JUN – 30 SEP Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
08/12/06	Morgenthau	Northern Patriot	Trawler	Pollock	517	Fisheries verbal warning issued for failure to properly maintain logbook
08/13/06	Liberty	Journeyman	Seiner	Salmon	ST	Safety violation issued for expired life raft
08/13/06	Liberty	Sound Pacer	Support	Salmon	ST	Safety violation issued for no sound producing device onboard, no EPIRB registration, failure to carry navigation rules, no bell, no means of securing MSD
08/13/06	Morgenthau	Beauty Bay	Longliner	Pacific Cod	521	Fisheries summary settlement issued for failure to properly maintain and submit logbooks in a timely manner
08/14/06	Liberty	Tamar	Support	Salmon	ST	Safety violation issued for expired liferaft hydrostatic release, expired EPIRB hydrostatic release, expired fire extinguisher, and insufficient life ring buoy
08/14/06	Liberty	Northern Spirit	Seiner	Salmon	ST	Safety written warning issued for insufficient life ring buoys
08/14/06	Morgenthau	Bering Leader	Longliner	Pacific Cod	521	Fisheries fix-it ticket issued for logbook errors and omissions
08/15/06	Anacapa	Sylvia	Troller	Salmon	ST	Safety violation issued for insufficient ring life buoy
08/15/06	Anacapa	Ida Marie	Troller	Salmon	ST	Voyage terminated for expired EPIRB, expired liferaft, and unserviceable survival suits
08/15/06	Morgenthau	Bold Pacific	Longliner	Halibut	4D	Safety violation issued for expired visual distress signals
08/16/06	Liberty	Scandies Rose	Support	Salmon	ST	Safety violation issued for expired liferaft hydrostatic release and insufficient EPIRB
08/16/06	Morgenthau	Blue North	Longliner	Pacific Cod	524	Fisheries fix-it ticket issued for failure to properly maintain logbooks
08/17/06	Liberty	New St. Joseph	Support	Salmon	ST	Safety violation issued for expired visual distress signals and expired liferaft
08/17/06	Liberty	Enchantress	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals, expired liferaft, and expired liferaft hydrostatic release
08/17/06	Liberty	Cheerful li	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals
08/17/06	Liberty	Sisu	Longliner	Halibut	3A	Safety violation issued for insufficient fire extinguishers and insufficient immersion suit marker lights
08/18/06	Anacapa	Renegade	Longliner	Halibut	2C	Fisheries summary settlement issued for failure to carry a sea bird avoidance plan
08/18/06	Roanoke	Challenger	Seiner	Salmon	ST	Safety violation issued insufficient personal marker lights, insufficient life ring buoys, and insufficient visual distress signals
08/18/06	Roanoke	Katie Lynn	Seiner	Salmon	ST	Safety written warning issued for wrong name on hull
08/22/06	Acushnet	Majesty	Trawler	Pollock	517	Fisheries written warning issued for issued for failure to carry federal fisheries permit
08/23/06	Acushnet	Deep Pacific	Longliner	Pacific Cod	521	Fisheries verbal warning issued for minor logbook errors
08/24/06	Liberty	Destiny	Seiner	Salmon	ST	Safety violation issued for expired EPIRB hydro static release and insufficient visual distress signals
08/24/06	Liberty	Rafferty	Seiner	Salmon	ST	Safety violation issued for expired EPIRB registration

## *Appendix B (Continued)*

### 01 JUN – 30 SEP Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
08/24/06	Liberty	Rhema	Seiner	Salmon	ST	Safety violation issued for inoperative fire extinguishers
08/24/06	Liberty	Carmen Rose	Seiner	Salmon	ST	Safety violation issued for inoperative immersion suit marker light
08/25/06	Acushnet	Handler	Pot Boat	Crab	541	Safety written warning issued for failure to provide safe boarding ladder
08/25/06	Liberty	Miss Molly	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals
08/29/06	Naushon	Ajax	Gillnetter	Salmon	ST	Safety violation issued for unserviceable pfd
08/30/06	Acushnet	Julie Ana	Jig Boat	Pacific Cod	541	Safety verbal warning for incorrect labeling of safety equipment and non-working marker lights
08/30/06	Naushon	Peter B li	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals
08/31/06	Spar	Sarah M	Longliner	Halibut	3B	Safety violation issued expired emergency breathing device and expired survival craft
09/12/06	Anacapa	Seawitch	Troller	Salmon	ST	Issued boating violation for incorrect documentation
09/15/06	Roanoke	Coral Lee	Longliner	Halibut/Sablefish	3A/CG	Safety violation issued for expired EPIRB hydrostatic release
09/01/06	Spar	Ocean Bay	Longliner	Halibut/Sablefish	3A/CG	Safety violation issued for expired fire extinguishing equipment.
09/12/06	Acushnet	Bering Sea Princess	Longliner	Halibut	4C	Safety violation issued for expired visual distress signals
09/02/06	Long Island	Sinai	Pot Boat	Pacific Cod	630	Safety violation issued for expired visual distress signals
09/10/06	Anacapa	Sand Dollar	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals
09/05/06	Long Island	Automatic	Longliner	Pacific Cod	630	Safety violation issued for insufficient visual distress signals
09/10/06	Anacapa	Crane	Seiner	Salmon	ST	Voyage terminated for expired liferaft and hydrostatic release, expired and poorly secured EPIRB, and insufficient hull markings
09/05/06	Long Island	Conquest	Longliner	Pacific Cod	630	Voyage terminated for no liferaft
09/12/06	Acushnet	Iuliana	Longliner	Halibut	4C	Voyage terminated for no liferaft, expired EPIRB, expired visual distress signals, and failure to carry documentation and fisheries violation issued for failure to carry CDQ permit