

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 OCT - 30 NOV 04

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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. 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 was one incursion detected during this reporting period. An HC-130 aircraft observed the FF/V BUKHTA GAYDAMAK fishing approximately 200 yards inside the U.S. EEZ (Figure 1). There was not a cutter available to respond. All of the 2004 incursions to date have been considered minor and immediately returned to the RS EEZ after being

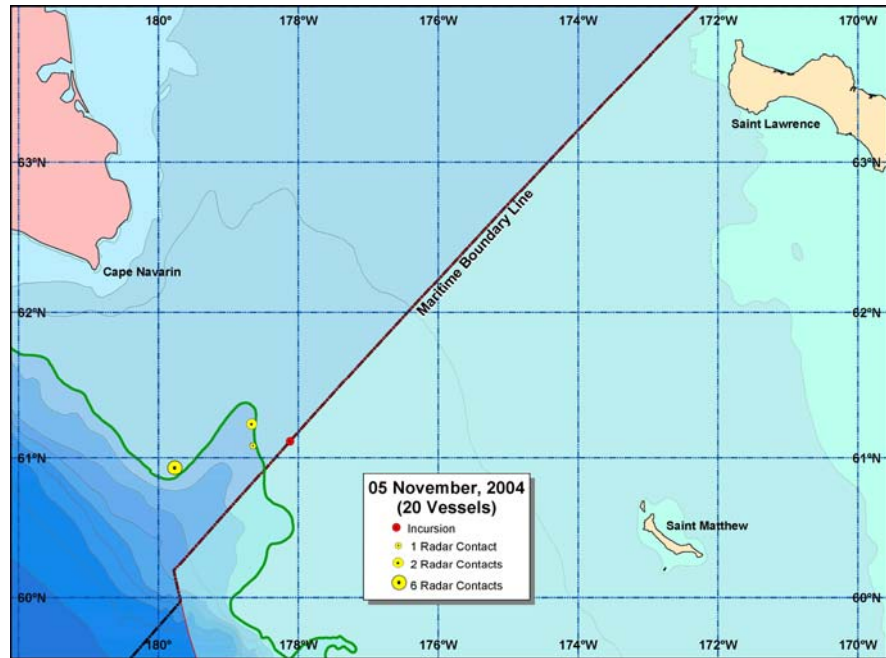


Figure 1. 05 November 04 MBL Scatter Plot of Vessels Sighted issued verbal warnings. Those vessels present continue to skirt the edge of the MBL very closely making the MBL a continued high priority for enforcement resources. Fishing pressure along the MBL is expected to be very low for the remainder of the year.

For the reporting period, the following MBL details apply:

- Coast Guard HC-130's flew 11 sorties totaling 89 hours.
- Coast Guard HEC/MECs spent 35 days patrolling the line.

Figure 3 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

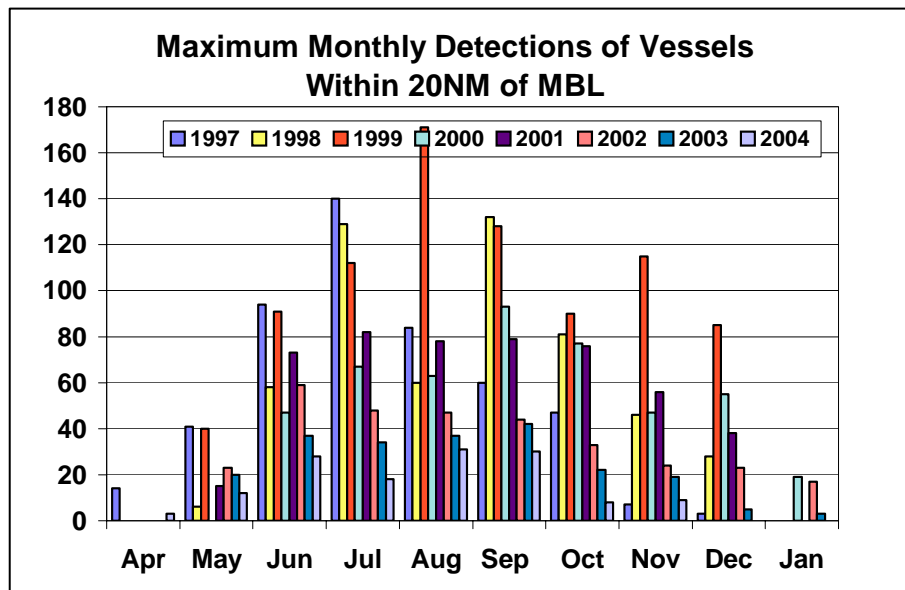


Figure 2. 1997-2004 MBL Max Detections 0-20 NM in RS EEZ

II. Donut Hole Activity

There has been no trial fishing activity since the Pioneer Nikolaeva and the Oryang No. 2 fished in October and November, 2003. 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 3) to verify catch reports and ensure compliance with the Convention.

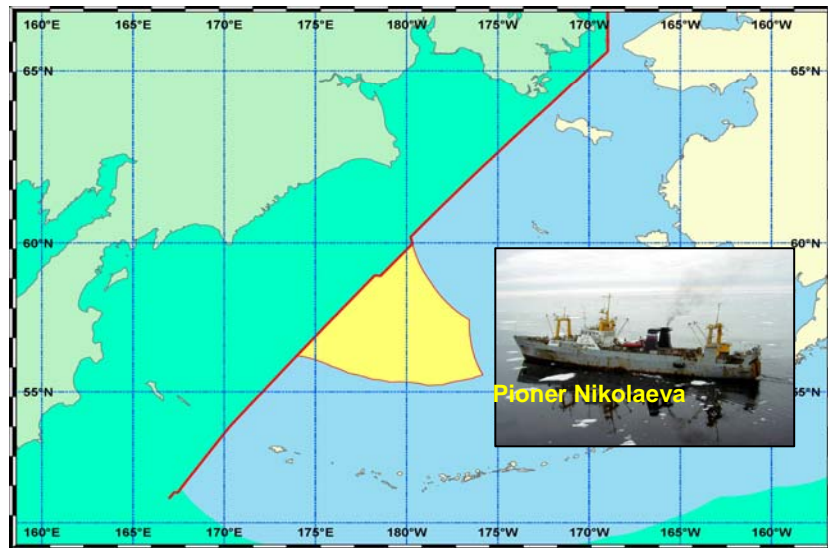


Figure 3. The Donut Hole

The Seventeenth District has received no formal notification of proposed trial fishing for the remainder of 2004. Both Japan and South Korea stated their intentions to trial fish in 2005, but indicated no specific dates.

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 24-29 October in Sapporo, Japan. 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 2004. Russia demonstrated a proposed web based information sharing system for exclusive use by NPAFC parties (for HSDN activity only) with database (e.g., vessel info) and secure chat capabilities.

USCG assets did not sight any active HSDN fishing in 2004 but did sight three vessels capable of HSDN fishing, plus received third-party reports of nine HSDN vessels from US tuna fishermen, and 11 from the PRC. Canada's flights (159 hours) staged from Shemya sighted two suspected HSDN vessels (not actively engaged in fishing). Russia reported 18 flights and various patrols during May, Jun, Aug, & Sep with no HSDN activity detected. Japan reported 23 patrol vessels operated for 335 days (May-Sep) and aircraft flew 144 hours. Japan boarded the Chun Jin No. 1 (Georgia flag, Taiwan crew) HSDN fishing with 10 tons of pink salmon on board. Taiwan reportedly revoked the license of the master. The president of the NPAFC also sent a letter to Taiwan expressing concern over the incident.

IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 453 hours and aircraft flew 76 hours in support of this mission. There were no significant violations observed.

V. CGD17 Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers (although down slightly) were consistent with the same period from last year. The 2004 total so far (457) is well above 2003 total for at-sea boardings. There was one significant violation (IFQ fishery) for fishing in one area and claiming the fish on the quota for another area. Figures 4 and 5 show the historic trend for boardings and violations over the last eight years.

Figure 4. Fisheries Boardings

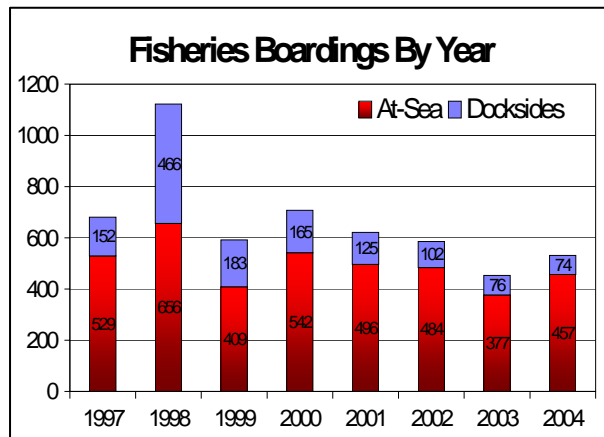
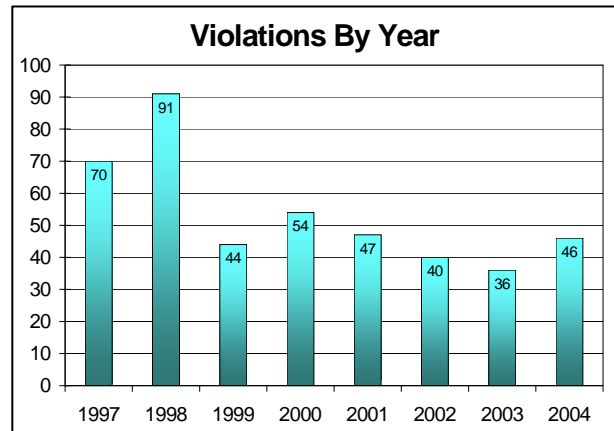


Figure 5. Fisheries Violations



The fisheries violation rate was down significantly from the same period last year (down from 11.1% to 2.2%). Appendices A and B contain a complete list of boardings and violations.

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%

OCT 2004 – NOV 2004

F/V Boardings (at sea):43
 IFQ Monitors (dockside):2
 Boarding/monitor w/fisheries vio's: ..1
 Violation Rate:2.2%

VI. IFQ At-Sea/Dockside Enforcement

There was one IFQ at-sea violation and no dockside violations. The only violation was a significant at-sea violation for fishing in an area without quota and claiming the catch in another area.

Coast Guard IFQ enforcement effort consisted of the following:

- 19 IFQ at-sea boardings (130 boardings for the year).
- 2 dockside offloads (74 dockside offloads for the year).
- 54 surveillance hours (524 hours year to date).

VII. Bristol Bay King Crab Fishery

The 2004 Bristol Bay Red King Crab fishery opened on time 15 October and closed 20 October, with 250 boats participating in the fishery.

Pre-season training was provided in Dutch Harbor by personnel from the Marine Safety Detachment (MSD) Unalaska. Training was provided to the crews of five vessels (28 people), including survival suit and life raft training in the pool. All ADF&G Observers were given training on board a crab vessel on how to properly spot check safety equipment. Operators were reminded of the requirement for "Safety Orientations" for new crew. All six vessels carrying Discovery film crews were inspected to ensure current decal, adequate survival craft, and survival suits for additional crewmen. All embarked Discovery Channel personnel were trained (30 people). Three crews received damage control training (15 people).



Red King Crab

MSD personnel conducted 10 spot checks in Kodiak and one complete dockside exam with issuance of a decal. Six of the ten had no discrepancies. Two vessels had expired EPIRB hydrostatic releases. The third vessel had no EPIRB and no survival craft on board. The fourth vessel's survival craft and hydrostatic release were not serviceable, and a Captain of the Port (COTP) order was issued and later rescinded upon correction of the discrepancy.

MSD personnel boarded 59 vessels in Dutch Harbor, another 53 vessels in King Cove, and 9 vessels in Akutan. Discrepancies included overloading of seven vessels: four in Akutan, two in Dutch Harbor and one in King Cove. Other discrepancies included life rafts incorrectly installed, expired life raft servicing, expired hydrostatic releases for rafts and EPIRBs, expired EPIRB batteries and registrations, unserviceable survival suits and marker lights. MSD personnel conducted four voluntary dockside exams in Dutch Harbor and four in King Cove with seven decals issued. All but one of the spot-checked vessels had current decals.

MSD considered the continued dockside focus on spot checks to be successful and the primary reason for low numbers of discrepancies. All discrepancies were corrected prior to vessels being allowed to sail.

There were four SAR cases associated with the fishery, including two crewmembers injured while handling crab pots resulting in MEDEVACs, one vessel disabled and adrift, and one ill crewmember (MEDEVAC aborted). The injured persons were removed from the vessels via helo (see Gun Mar and Bella K cases in SAR Summaries). There were no vessels lost, although one disabled vessel required a tow (see Lisa Marie case). The 2004 season represents the fourth consecutive year with no vessel sinkings.

Coast Guard preparations for this fishery included the following actions:

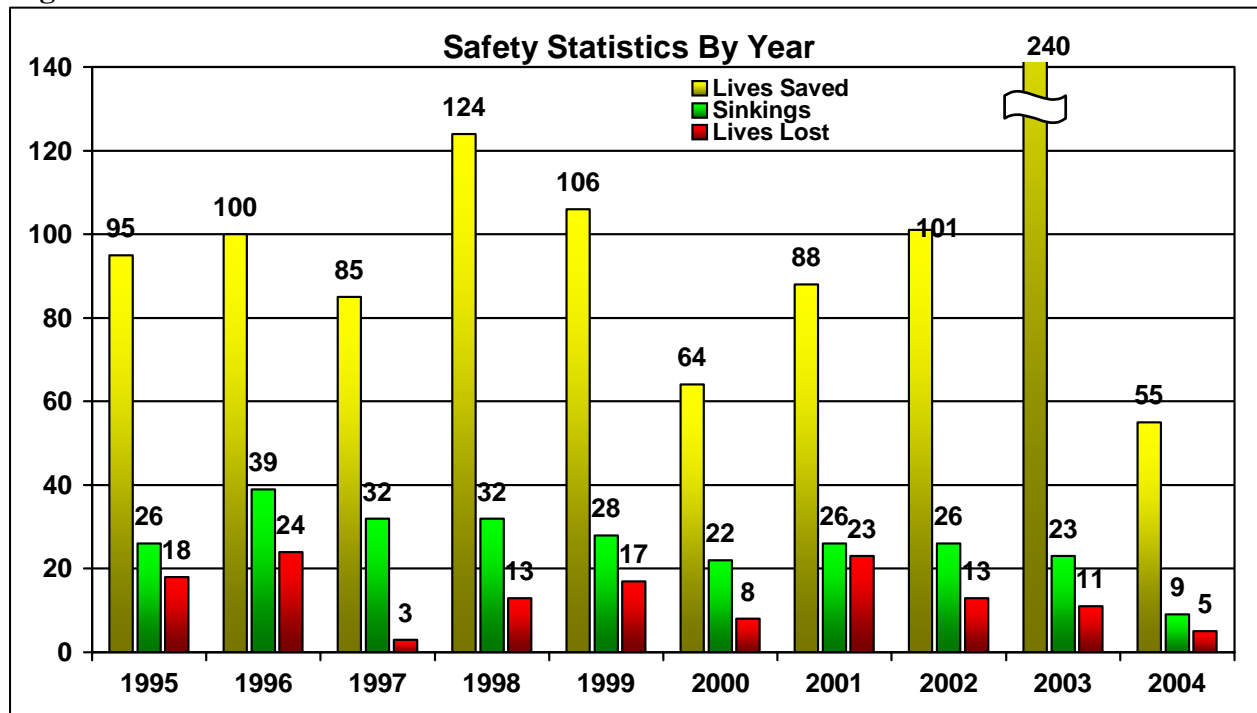
- Positioned helo-equipped WHEC on the grounds to provide SAR response.
- Forward deployed HH-60 helo and two crews to Cold Bay for 24-hour SAR response.
- Conducted safety training for fishing vessel crews and vessel safety exams.

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

A mix of safety violations were found in the course of boardings, with two voyages terminated as a result of safety violations. Both terminations were for unserviceable survival craft and hydrostatic releases.

The most common safety violations were expired & inadequate visual distress signals (5), expired or inadequate survival craft or hydrostatic release (3), and unserviceable ring buoys (3). Figure 6 shows the historic safety trends. Table 1 provides a summary of significant search and rescue cases.

Figure 6. Historical Overview of CFVS Statistics



There were no lives lost operationally, 2 lives saved, and 2 vessels lost from 01 October to 30 November.

Table 1 CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
10/01/04	Sea Fari	N/A	0	N	N	The North Pacific SAR Coordinator issued an urgent marine information broadcast based on an unlocated 406 MHz alert registered to F/V SEA FARI. Callouts revealed that SEA FARI was in the vicinity of Juneau for maintenance work. North Pacific SAR Coordinator directed station Juneau to board the vessel to determine beacon registration. Beacon had been taken off vessel and placed in a van where it was inadvertently activated. Subsequent calls by North Pacific SAR Coordinator verified that beacon was secured and registration numbers matched.
10/03/04	Confidence	50ft Longliner	4	N	N	Communications Center Juneau received notification that the F/V CONFIDENCE was disabled, adrift, and taking on water in the Gulf of Alaska, approximately 7NM southeast of Lituya Bay. The vessel was running low on fuel and was experiencing intermittent propulsion failures due to the contaminated/dirty fuel from the bottom of their fuel tank. The source of the flooding was reported to be in the engine room, but heavy seas made it difficult to determine the exact source. The vessel was able to keep up with the flooding as long as it had propulsion. An Air Station Sitka HH-60 helo launched to the scene to provide dewatering pumps and provide a communications relay due to sparse VHF coverage. The vessel safely crossed the bar into the calmer waters of Lituya Bay and safely anchored. The helicopter returned to Sitka and was shortly relieved by a second Sitka helicopter. It was determined that the source of the flooding was near a fish hold, but was inaccessible due to nearly 50K pounds of fish product on board. The vessel's owner indicated the intention to get underway from Sitka the next morning with additional diesel fuel and supplies. A total of four dewatering pumps were lowered to the vessel, which ensured dewatering capabilities until the arrival of the owner's assist vessel. An Air Station Kodiak HC-130 aircraft overflew the vessel's position in Lituya Bay the following day to ascertain any change in the vessel's condition.
10/05/04	Bikini	30ft Troller	1	N	N	Station Ketchikan contacted the North Pacific SAR Coordinator relaying a report that the F/V BIKINI had engine problems near Carroll Inlet and was trying to reach a safe anchorage area to make repairs. The North Pacific SAR Coordinator issued a Marine Assistance Request Broadcast (MARB) with negative results. Station Ketchikan 47' Motor Life Boat (MLB) launched to assist the vessel due to severe weather conditions in the area, including forty-knot sustained winds and fifty-knot wind gusts. The MLB arrived on scene and safely took the vessel in a stern tow into Ketchikan.
10/09/04	American Eagle	111ft Trawler	N/A	N	N	The master radioed the North Pacific SAR Coordinator reporting that the F/V AMERICAN EAGLE was disabled due to a steering gear casualty near Unimak. North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) due to inclement weather, 40-50kt winds, and 18-20ft seas. The F/V SILVER SPRAY responded to the UMIB and diverted to the scene. The Silver Spray stood by while the AMERICAN EAGLE conducted repairs. The AMERICAN EAGLE determined that their autopilot was damaged and attempted to resume their transit to Dutch Harbor using manual steering. Manual steering was inoperative, and SILVER SPRAY took the AMERICAN EAGLE into Dutch Harbor.
10/15/04	Gun-Mar	160ft Crab Boat	NA	N	N	The master radioed the North Pacific SAR Coordinator requesting a MEDEVAC for a 44 year-old male crewmember onboard the F/V GUN-MAR approximately 91nm northeast of Cold Bay. The crewmember had been struck in the head by a crab pot boom block and suffered a six-inch laceration and possible skull fracture while operating approximately 90nm northeast of Cold Bay. The duty flight surgeon was consulted and concurred with the MEDEVAC request. An Air Station Kodiak HH-60 helo, forward deployed to Cold Bay for the Red King Crab fishery, launched to the scene. The helo hoisted and transported the patient to Cold Bay, where he was met by EMS and taken to the Cold Bay Clinic until a commercial MEDEVAC jet arrived. The jet transported the patient to Anchorage for further medical care.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
10/16/04	Barren Islands	85ft Longliner	N/A	N	N	Communications Station Kodiak relayed a broken MAYDAY broadcast from the F/V BARREN ISLANDS, and the North Pacific SAR Coordinator received a 406MHZ Alert from the vessel. The initial interpretation of the MAYDAY call was that it was another vessel in another location, which resulted in diverting the USCGC ACUSHNET. Additional investigation of the MADAY relay by a VHF-FM shore station in Nikolski, on Umnak Island reporting the BARREN ISLANDS was out of fuel and adrift off of Kagamil Island 24NM west of Nikolski. The different calls were determined to be the same vessel, and the Acushnet was released due to the distance. The ready Air Station Kodiak HC-130 launched to the scene and the USCGC MIDGETT diverted from their crab SAR standby to assist. The HC-130 arrived on scene and made contact with the vessel and determined that the situation had improved and the vessel was able to take a lee behind Kagamil Island. The master was able to reassess the fuel situation and discovered that there was enough fuel to transit to Nikolski and no longer needed Coast Guard assistance. The MIDGETT returned to SAR standby and the HC-130 returned to Kodiak.
10/16/04	Bella K	111ft Crab Boat	N/A	N	N	Communications Station Kodiak relayed a call to the North Pacific SAR Coordinator requesting a MEDEVAC for a 40-year-old male who suffered a crushed pelvis by the vessel's crab pot launcher. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and the forward-deployed Air Station Kodiak HH-60 helo launched from Cold Bay. North Pacific SAR Coordinator also coordinated with commercial resources in Anchorage to have an Aeromed jet meet the helicopter in Cold Bay for further transit to Anchorage. The helo arrived on scene, hoisted and transported the patient to Cold Bay. An Aeromed Jet and EMS personnel met the helo in Cold Bay and transported the patient to Anchorage for further treatment.
10/17/04	Susan Ann	58ft Seiner	2	N	Y	Communications Center Juneau received a Mayday broadcast from the F/V SUSAN ANN reporting that the vessel was taking on water in Chatham Strait and needed assistance. The two-person crew was unable to keep up with the engine room flooding and donned survival suits before contacting the Coast Guard. An Urgent Marine Information Broadcast was issued and a vessel from the nearby Chatham Cannery responded and was on scene with the distressed vessel within minutes. An Air Station Sitka HH-60 helo launched to the scene to assist with dewatering pumps. Angoon SAR also overheard the call for help and responded with a rescue boat and dewatering equipment. Both the helicopter and rescue boat arrived on scene as the vessel was sinking. Both persons on board made it safely into their skiff and were observed rowing away from the sinking vessel by the helo. The Angoon rescue boat embarked both survivors and found them to be in good condition. Due to heavy seas in Chatham Strait, the rescue boat was unable to transport the survivors back to Angoon and had to transport them to a nearby beach where they embarked the helicopter and were transported back to Sitka. The Angoon rescue boat marked the sunken vessel with a buoy and collected as much debris as they could.
10/19/04	Lisa Marie	78ft Crab Boat	8	N	N	USCGC MIDGETT received a VHF radio call from the F/V LISA MARIE reporting that the vessel was disabled, but not in need of Coast Guard assistance. At the request of the LISA MARIE, the Coast Guard contacted a commercial salvage company in Dutch Harbor to arrange for a tow. The MAGONE MARINE TUG REDEEMER responded from Dutch Harbor towed the LISA MARIE to Dutch Harbor.
10/20/04	Western Queen	166ft Longliner	21	N	N	Communications Station Kodiak received a report of an engine room fire aboard the F/V WESTERN QUEEN in the vicinity of St. George Island. Due to poor reception on the HF radio frequency, only a partial position of the vessel was received. The North Pacific SAR Coordinator received an INMARSAT call a few minutes later from the master of the vessel who reported that the fire was out in the engine room, there was no significant damage, and there were no injuries.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
10/31/04	Blue Fin	42ft Longliner	N/A	N	N	Station Ketchikan received a radio call from the F/V BLUE FIN reporting that the vessel had capsized and both people onboard the vessel were in the water approximately 2nm south of Bold Island. The Station Ketchikan 47ft motor lifeboat launched to assist. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and an Air Station Sitka HH-60 helo launched to assist. Three Good Samaritan vessels responded to the UMIB and diverted to the general position given by the BLUE FIN. The F/V HALL POINT arrived on scene first and recovered both people from the water. Both survivors were wearing flotation devices and were clinging to the overturned vessel. They had been in the water for approximately 20 minutes. The HALL POINT attempted to right the overturned vessel and fouled her screw in the process. Station Ketchikan's 47ft MLB took the HALL POINT in tow into Ketchikan. The F/V BLUE FIN remains a hazard to navigation and its 406MHz EPIRB continues to transmit. Station Ketchikan was unable to secure the BLUE FIN due to rapidly deteriorating weather.
10/31/04	Edward R	32ft Gillnetter	N/A	N	N	The North Pacific SAR Coordinator received a call from a concerned individual who reported the F/V EDWARD R was operating erratically and running into the rocks near Point Higgins. Communications Center Juneau made callouts for the EDWARD R with negative results. The Station Ketchikan 25ft utility boat launched to investigate (the 47ft MLB was unavailable due to response to the BLUE FIN case). North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) due to deteriorating weather and the uncertainty surrounding the vessel's status. The F/V EDWARD R responded to the UMIB and reported that vessel was not in distress and was returning to Ketchikan due to weather. The Station Ketchikan 25ft UTB attempted to intercept the vessel to conduct a boarding, but was forced to return to the station after on-scene weather deteriorated to 5-6 foot seas. The relative of the vessel's owner called and reported that the Edward R was moored safely.
11/05/04	Kelsey Dawn	38ft Troller	4	N	Y	The F/V SEA DOG radioed Communications Center Juneau reporting a debris field in Sergius Narrows. The debris field was identified by the F/V SEA DOG as belonging to F/V KELSEY DAWN. While Communications Center Juneau was receiving report from F/V SEA DOG, the master of the F/V KELSEY DAWN contacted the F/V SEA DOG via handheld radio to report that the crew had abandoned the vessel into their skiff. The crew had made their way to Piper Island and were staying at a Forest Service cabin on Piper Island for the night. The crew of the M/V ENDORFIN was also staying at the same Forest Service cabin for the night while waiting out weather. The SEA DOG departed scene. The KELSEY DAWN skiff made its way in tandem with the ENDORFIN safely back to Sitka the following morning. The owner/operator of the KELSEY DAWN reported that the crew had been eating dinner and not paying attention to the navigation of the vessel. The vessel grounded on the east entrance of Canoe Pass in Sergius Narrows and sank in less than a minute.
11/08/04	Kema Sue	72ft Longliner	N/A	N	N	Communications Station Kodiak received a 121.5 MHz SARSAT signal throughout the day registered to the F/V KEMA SUE. The KEMA SUE was contacted several times to ensure the vessel had secured the beacon that seemed to be the source. F/V KEMA SUE reported that the beacon had been destroyed, and it was no longer transmitting. However, Air Station Kodiak and the Kodiak Airport both reported that there was still an audible tone heard, and it was difficult to get a line of bearing due to the mountainous geography of the area. An Air Station Kodiak HH-60 helo searched Narrow Strait, Monashka Bay, and Spruce Cape with negative results. The helo was only able to determine that the signal was coming from the town of Kodiak or the airport. The North Pacific SAR Coordinator contacted the Kodiak harbormaster and requested that he walk the docks and use direction finding equipment to locate the source of the signal. The NPSC also contacted the Civil Air Patrol in Kodiak to check the airport for an ELT transmitting a signal from an aircraft. The Harbormaster reported that he could hear the 121.5 MHz tone, but he could not determine the source. The Civil Air Patrol volunteers spent five hours trying to locate the source of the 121.5 MHz signal and finally found an active beacon in a bag full of survival gear in the back of someone's truck. The beacon was secured.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
11/11/04	Bluebird	36ft Longliner	1	N	N	North Pacific SAR Coordinator received a 406 MHz SARSAT beacon registered to the F/V BLUEBIRD. Communications Station Kodiak and Air Station Kodiak made call outs for the vessel with negative results. Preliminary communications were unsuccessful in locating the vessel or the vessel owner. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and an Air Station Kodiak HH-60 helo launched to investigate. The helo located the vessel on the north side of Uganik Island and determined that they were not in distress and that the beacon was accidentally activated. The vessels radio was inoperable. The helicopter passed a VHF-FM radio to the vessel to ensure that the vessel could communicate with the Coast Guard or other vessels in an emergency.
11/22/04	Shedoni II	36ft Troller	1	N	N	Station Juneau received notification via VHF-FM radio that the F/V SHEDONI II was taking on water approximately 21nm south of Juneau. The vessel had grounded on a gravel bar at low tide, and upon refloating at high tide, began taking on water. The vessel's pump was keeping up, and the vessel was enroute Juneau. Station Juneau placed the vessel on a 15 minute communications schedule and launched a 25ft SAFE boat to escorted the vessel to Harris Harbor.

N/A indicates data not available.

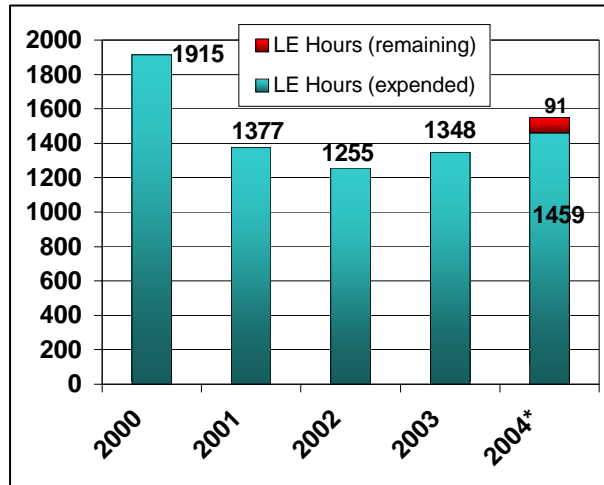
An Air Station Kodiak HH-60 helo crew practices vertical rescue deployment on the cliffs around Kodiak Island (*Pictured Right*). Frequently the only rescue resource quick enough to save lives aboard vessels in distress. In many cases helicopter hoisting by is the only way to retrieve an injured person from a cliff face.



IX. CGD17 Resource Summary

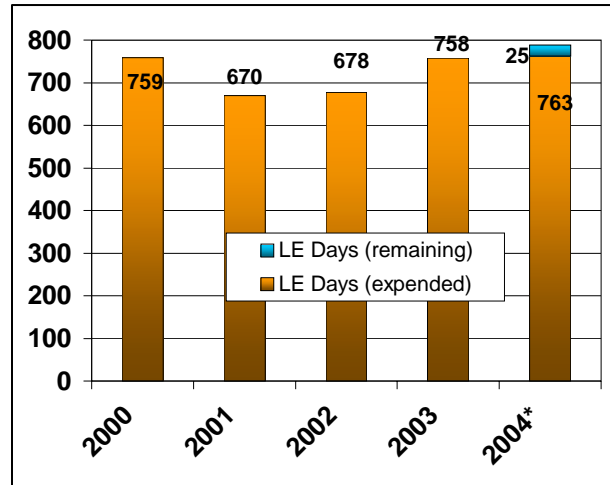
Figures 7 and 8 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only*.

Figure 7. Annual HC-130 Hours



*2004 includes projection through December.

Figure 8. Annual Major Cutter Days



*2004 includes projection through December.

OCT 2003 - NOV 2003

4 WHEC's patrolled.....60 days
 2 WMEC's patrolled.....44 days
 1 WLB's patrolled.....1 days
 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

OCT 2004 - NOV 2004

1 WHEC patrolled.....32 days
 2 WMEC patrolled.....77 days
 1 WLB's patrolled.....4 days
 5 WPB's patrolled.....22 days
Total Cutter patrol.....135 days

HC130's flew 29 sorties for 177 hours
 HH-60/65's flew 27 sorties for 114 hours

Figure 9. OCT - NOV HC-130 Hours

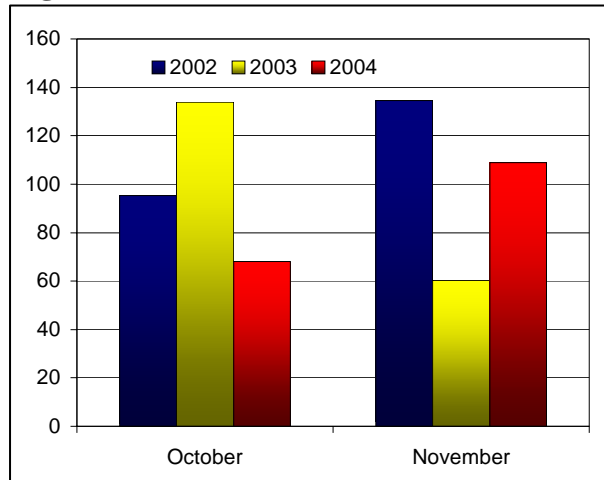
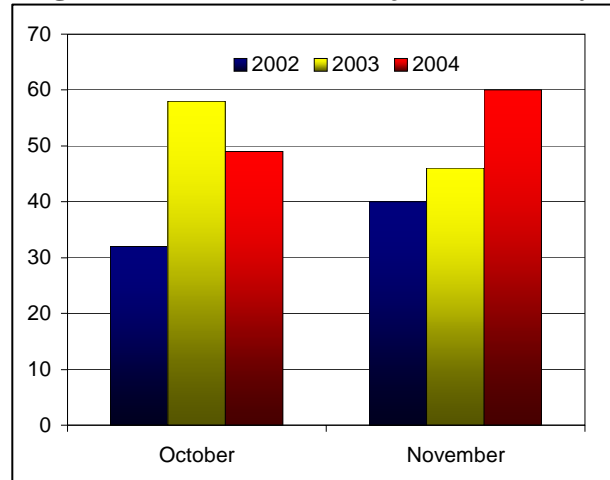


Figure 10. OCT - NOV Major Cutter Days



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, and increase escorts of certain ships such as those carrying a high number of passengers or dangerous cargo. Cutters in Alaska dedicated more than 4,500 hours to Ports, Waterways, and Coastal Security in 2004. Cutters conducted nearly 500 vessel escorts throughout the state. Seventeenth District aircraft flew more than 900 hours in support of this mission (more than 500 hours from HH-60 helos alone).

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. International Enforcement Meetings

Representatives of the United States and the Russian Federation conducted the 15th Session of the U.S.-Russia Intergovernmental Consultative Committee (ICC) on Fisheries in St. Petersburg, Russia, on September 21-24, 2004. David Balton, Deputy Assistant Secretary of State for Oceans and Fisheries, led the U.S. delegation and Sergei Poldolyan, Deputy Chief of the Federal Agency for Fisheries, led the Russian delegation.

Both Parties summarized the results of research on pollock stocks in their respective zones. The Russian side also presented preliminary results of genetics research on pollock stocks in the Russian zone. At the request of the United States, Russia presented summary information on the status of herring and capelin stocks in the Russian zone. The U.S. side presented the preliminary results of the 2004 survey cruise of the R/V MILLER FREEMAN, which conducted one segment of its cruise in the Russian zone. The survey revealed that pollock stocks were continuous across the northern Bering Sea in both the Russian and U.S. zones. Both sides noted a marked reduction in the number of incursions into the US EEZ over the past year. Russian scientists attributed this to stock improvements and fish migration patterns. The attendees

discussed opportunities for improved collateral research, cooperative enforcement, and joint management of north Pacific fisheries. The Coast Guard is pursuing a Shiprider Agreement with the Russian Federal Security Service.

Representatives from the Coast Guards of China, Russia, Korea, Japan, Canada and US met for the annual North Pacific Heads of Coast Guard meeting in Banff, Canada 20-24, September, 2004. The participants discussed the need for shared authorities, shared capabilities and shared capacity to maximize mutual operational benefits. The meeting also stressed continued multilateral cooperation and the leadership role of IMO. The Fisheries Enforcement Working Group will be focusing on:

1. Finalizing a Best Practices Document;
2. Identifying Fisheries Enforcement POC's for each country;
3. Seeking to formalize info exchange amongst the participating countries;
4. Reviewing the UN Fish Stocks Agreement and exploring opportunities for implementation.

Appendix A

01 OCT – 30 NOV Boardings Without Violations

Date	Vessel Name	Vessel Type	Fishery	Area
10/01/04	Hunter	Shrimp Boat	Shrimp	ST
11/10/04	Lively Jane	Shrimp Boat	Shrimp	ST
10/05/04	Bikini	Dive	Sea Cucumber	ST
10/19/04	Ak8792p	Dive	Sea Cucumber	ST
10/19/04	Dixie li	Dive	Sea Cucumber	ST
10/19/04	Minke	Dive	Sea Cucumber	ST
10/19/04	Typhoon	Dive	Sea Cucumber	ST
10/06/04	Westerly	Troller	Salmon	ST
10/23/04	Journey	Troller	Salmon	ST
10/23/04	Sunse	Troller	Salmon	ST
10/26/04	Miss Dee Dee	Troller	Salmon	ST
11/09/04	Shamrock	Longliner	Sablefish	SE
10/01/04	Bering Prowler	Longliner	Pacific Cod	524
11/05/04	Frontier Explorer	Longliner	Pacific Cod	517
10/02/04	Ocean Alaska	Trawler	No Product	ST
11/16/04	Angelette	Longliner	No Product	3A
10/06/04	Iceberg	Longliner	Halibut	3A
10/06/04	Last One	Longliner	Halibut	3A
10/06/04	Reliance	Longliner	Halibut	3A
10/13/04	Lisa Gayle	Longliner	Halibut	3B
10/13/04	Lisa Gayle	Longliner	Halibut	3A
10/25/04	Harvester	Longliner	Halibut	2C
10/25/04	Lesly Ann	Longliner	Halibut	2C
10/25/04	Siren	Longliner	Halibut	2C
10/26/04	Masonic	Longliner	Halibut	2C
10/26/04	Fish Hawk	Longliner	Halibut	2C
11/04/04	Pacific Sun	Longliner	Halibut	2C
11/08/04	Frigidland	Longliner	Halibut	2C
11/08/04	Lesley Ann	Longliner	Halibut	2C
11/12/04	Erica Ann	Longliner	Halibut	3A
11/01/04	Lilli Ann	Pot Boat	Crab	ST
11/11/04	Hat Trick	Pot Boat	Crab	ST

Appendix B

01 OCT – 30 NOV Boardings With Violations

Date	Unit	Vessel Name	Vessel Type	Fishery	Area	Violation Notes
10/06/04	Spar	Sea Racer	Longliner	Halibut	3A/3B	Fisheries violation issued for fishing in 3A without quota and claiming catch in 3B.
10/12/04	Roanoke	Iceberg	Longliner	Halibut	3A	Safety violation issued for expired visual distress signals
10/13/04	Juneau	Snowball	Gillnetter	No Product	ST	Safety violation issued unserviceable lifering buoy, failure to have required safety and pollution placards, and no marine sanitation device.
10/14/04	Sycamore	Karen Evich	Trawler	Pacific Cod	630	Safety violation issued for expired visual distress signals and expired documentation
10/23/04	Naushon	Rose Lynn	Troller	Salmon	ST	Safety violation issued for expired liferaft hydrostatic release
10/24/04	Naushon	Pappy Frost	Shrimp Boat	Shrimp	ST	Safety violation issued for expired visual distress signals and no lifering buoy.
11/04/04	Maple	Sailor	Pot Boat	Crab	ST	Safety violation issued for expired visual distress signals
11/10/04	Anacapa	Donna Ann	Longliner	Sablefish	SE	Voyage terminated and vessel escorted to Auke Bay for unserviceable survival craft, insufficient fire extinguishers, unsafe engine room conditions (unusually strong fumes caused by oil leaking from the engine onto saturated rags that leaked into the bilge, a steady stream of water entering the bilge from an undetermined source, expired visual distress signals, and expired documentation
11/11/04	Liberty	Rosanna Marie	Shrimp Boat	Shrimp	ST	Safety violation issued for no sound producing device and unserviceable lifering buoy.
11/15/04	Liberty	Carole D	Longliner	Halibut	3A	Boating written warning issued for no garbage placard
11/16/04	Liberty	Moonshadow	Dive	Sea Cucumber	ST	Voyage terminated and vessel escorted to Auke Bay for expired life raft, unserviceable EPIRB, insufficient survival suits, and improperly configured navigation lights