

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 DEC 01 - 31 MAR 02

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

Table of Contents	Page
I. High Seas Drift Net Enforcement	1
II. US/Russian Maritime Boundary Line (MBL) Enforcement.....	1–2
III. Donut Hole	3
IV. Steller Sea Lions and Critical Habitat Enforcement	3
V. CGD17 Commercial Fishing Vessel Boarding Statistics	3–4
VI. IFQ At-Sea/Dockside Enforcement	4
VII. 2002 Winter Crab Fisheries.....	4–7
VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases ...	7–9
IX. CGD17 Resource Summary	10
X. Maritime Security.....	11

Figures

1. 1998-2002 MBL Max Detections 0-20 NM in RS EEZ	1
2. 11 DEC 01 MBL Scatter Plot of Vessels Sighted by HC-130's.....	2
3. 07 JAN 02 MBL Scatter Plot of Vessels Sighted by HC-130's.....	2
4. Fisheries Boardings	3
5. Fisheries Violations.....	3
6. Historical Overview of CFVS Statistics	7
7. Annual HC-130 Flight Hours.....	10
8. Annual Major Cutter Days	10
9. DEC – MAR HC-130 Hours	10
10. DEC – MAR Reporting Period Cutter Days	10

Tables

1. CGD17 CFVS/Search and Rescue Case Summaries	7–9
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Appendices

A. Boardings Without Violations 01 DEC 2001 – 31 MAR 2002	12–14
B. Boardings With Violations 01 DEC 2001 – 31 MAR 2002	15–16

List of Abbreviations

CFVS – Commercial Fishing Vessel Safety	HH-60/HH-65 – CG Helicopter
FF/V – Foreign Fishing Vessel	HSDN – High Seas Drift Net
GOA – Gulf of Alaska	MBL – US/Russian Maritime Boundary
HC-130 – USCG Fixed-Wing Aircraft	SAR – Search and Rescue
WHEC/WMEC – High/Medium Endurance Cutters	FBS – Russian Federal Border Service
WLB – 180ft or 225ft Buoy Tender	WPB – 110ft Patrol Boat

I. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. The Joint Operations Information Coordinating Group continues their monthly communications and cooperative efforts. The Coast Guard will resume dedicated HSDN patrol flights in the north Pacific in April, with other members of the North Pacific Anadromous Fish Commission assisting in the following months.

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

As anticipated, foreign fishing activity on the RS side of the MBL dwindled to a very low level during the reporting period, finally ceasing in mid-January. Activity is not expected to resume until late April. The ice edge pushed fishing vessels away from MBL fishing areas and eliminated the need for cutter coverage for most of the reporting period. The ice edge is steadily receding and is now just south of St. Matthew Is. Coast Guard enforcement resources detected no incursions.

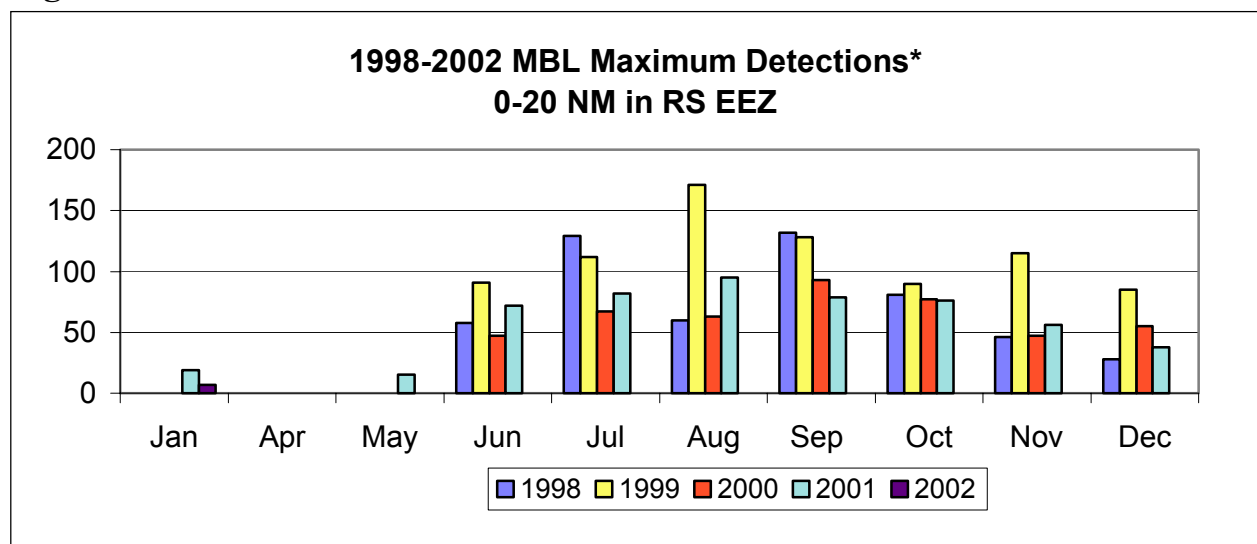


HC-130 Patrol

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

- Coast Guard HC-130's flew 8 sorties totaling 47.7 hours.
- Coast Guard WHEC/WMECs spent 9 days patrolling the MBL.

Figure 1. 1998-2002 MBL Max Detections 0-20 NM in RS EEZ



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

Figures 2 - 3: Peak Vessel Activity Days Detected by HC-130's on MBL

Figure 2. 11 DEC 01 MBL Scatter Plot of Vessels Sighted by HC-130's

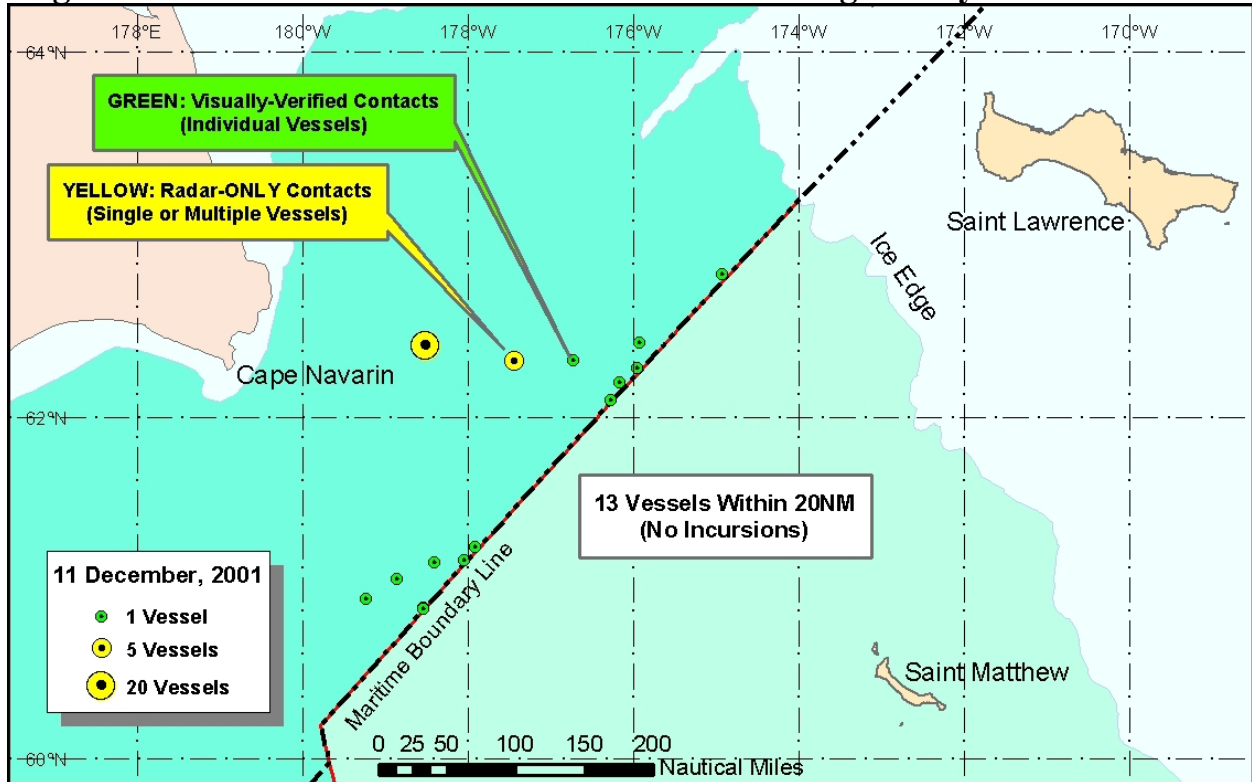
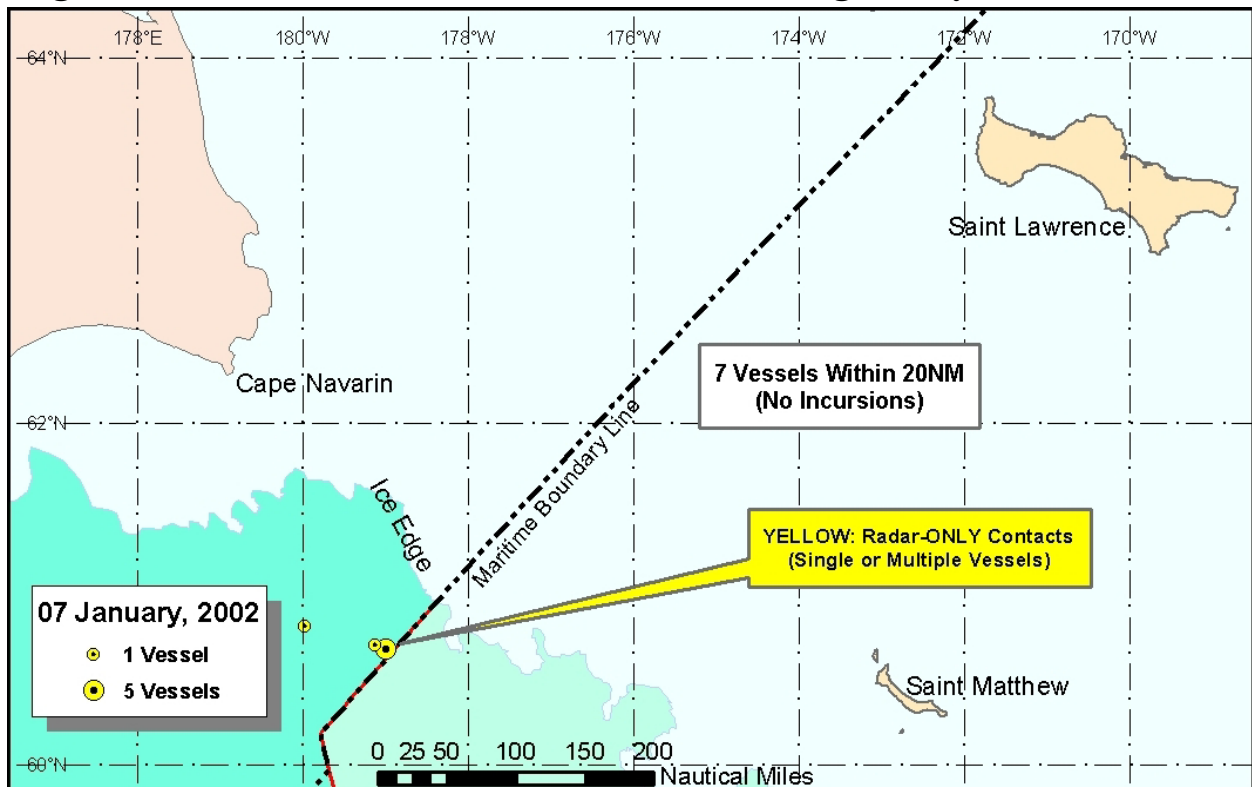


Figure 3. 07 JAN 02 MBL Scatter Plot of Vessels Sighted by HC-130's



III. Donut Hole

The Peoples Republic of China previously indicated that the Chinese fishing vessels KAI FENG and MING ZHU intended to conduct trial fishing during December, 2001. However, neither vessel fished during the reporting period.

IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 3162.8 monitoring hours, and aircraft patrolled 106.7 hours in support of this mission. There were no violations during the reporting period.

V. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends over the last seven years. Violations during the reporting-period lower than during the same period last year. During the reporting period, there were three noteworthy fisheries violations and four other minor violations, all of which were at-sea.

Figure 4. Fisheries Boardings

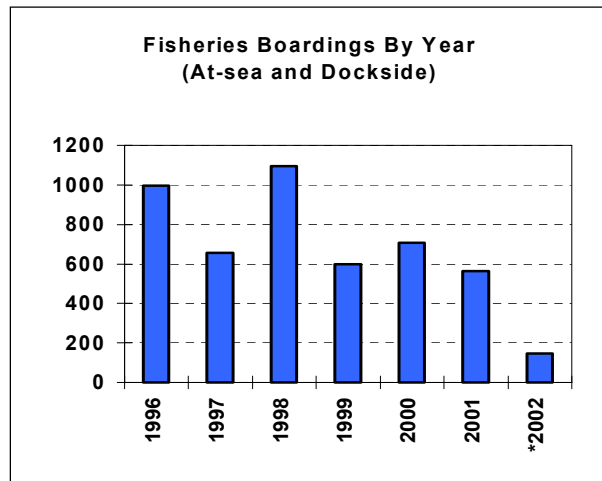
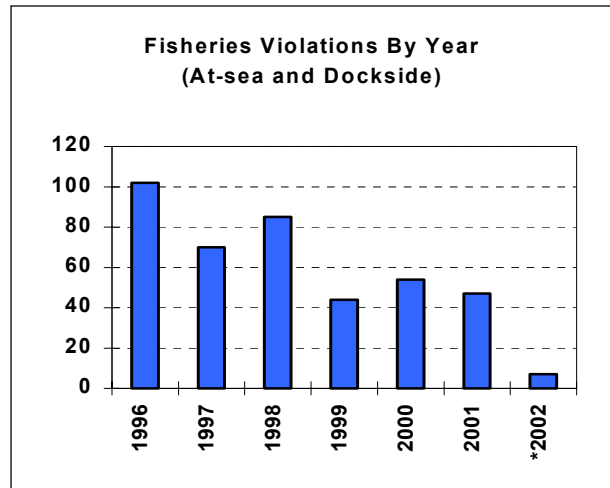


Figure 5. Fisheries Violations



DEC 2000 - MAR 2001

All F/V Boardings (at sea):118
 IFQ Monitors (dockside):44
 Boarding/monitor w/fisheries vio's:15
 Violation Rate: 9.2%

DEC 2001 - MAR 2002*

All F/V Boardings (at sea): 146
 IFQ Monitors (dockside): 14
 Boarding/monitor w/fisheries vio's: 7
 Violation Rate:4.4%

The three noteworthy violations were for the F/V PREDATOR, F/V SILVER SPRAY, and F/V ANNA MARIE. The F/V PREDATOR was issued a violation notice for multiple counts for discarding all pollock while trawling for Pacific cod and numerous logbook discrepancies. The F/V SILVER SPRAY was issued a \$750 summary settlement for fishing out of bounds (reportedly fishing in one management area, when it was checked into another) and for several log discrepancies. The F/V ANNA MARIE was issued a violation notice for multiple logbook errors. The cutter seized the logbooks and provided the master with a new logbook as well as instruction on how to properly fill it out.

The remainder of the fisheries violations were minor discrepancies. There was one violation for exceeding by-catch limit. There were three fix-it notices issued for failure to carry Federal Fisheries Permits or logbooks.

There were four *voyage terminations* for safety violations. All of the voyage terminations involved either expired survival craft or no survival craft on-board or failure to carry a sufficient number of survival suits on-board. Several of the termination cases also had other minor safety violations, and one had a minor fisheries violation for failure to carry a halibut log.

There were several vessels that were issued violation notices and warnings for a mixture of minor safety discrepancies. Appendices A and B contain a complete list of boardings and violations for the reporting period.

VI. IFQ At-Sea/Dockside Enforcement

The 2002 IFQ season opened on schedule without incident. The only at-sea fishery violation (listed above) was a fix-it notice issued for failure to carry a halibut log. Additionally, two of the voyage terminations for failure to carry a survival craft on-board (listed above) were IFQ participants. There were no dockside fisheries violations.

Coast Guard effort consisted of the following:

- 42 IFQ at sea boardings (42 IFQ boardings year to date).
- 14 dockside offloads monitored (14 dockside offloads monitored year to date).
- 199 surveillance hours (199 hours year to date).

VII. 2002 Winter Crab Fisheries

Prior to the start of these fisheries, Coast Guard officials evaluated the expected weather conditions and assessed the expected impact on SAR response capabilities. The Coast Guard provided the results of that assessment to the Alaska Department of Fish & Game for use in their analysis of the need for a weather delay. This cooperative effort was in support of the recently signed CG-AK MOU. Significant weather was not indicated at the time of the consultation, and all three fisheries opened on time.



Bering Sea Opilio Crab Fishery

The 2002 Bering Sea Opilio Crab fishery opened on time 15 January and closed 08 February, with 191 boats participating in the fishery. The Coast Guard responded to five SAR cases related to the fishery, all of which were medevacs. The Coast Guard also responded to five other SAR cases that were not crab-fishery related, but did use resources that had been pre-positioned for SAR response to crab fishing incidents. There were no vessel sinkings and no deaths. Additional details on these and other SAR cases are provided in the Commercial Fishing Vessel Safety section below.

Coast Guard SAR-response preparations for this fishery included the following actions:

- Positioned helo-equipped WHEC on the grounds.
- Positioned WMEC on the grounds.
- Forward deployed HH-60 helo and two crews to St. Paul for 24-hour response.
- Forward deployed HH-65 helo from the WHEC to St. Paul for 24-hour response when shipboard landing capability was impacted by weather.
- Conducted safety training for fishing vessel crews as well as vessel safety exams.

The scheduled survival gear training in Dutch Harbor went unattended, and the stability and damage control seminar was attended by only one person, the engineer from the F/V NORDIC FURY. Similar turnout was experienced in Kodiak (only seven crewmembers at the survival gear training), despite extensive public affairs effort. NOTE: Kodiak efforts were primarily for the tanner crab fishery participants, but did capture some opilio boats and are thus mentioned here.



In Dutch Harbor, St. Paul, and King Cove, Marine Safety Office Anchorage personnel boarded and inspected 106 fishing vessels. In Kodiak and Old Harbor 71 vessels were examined. Findings were limited to minor discrepancies, with few exceptions. One Captain of the Port order was issued in King Cove for overloading the vessel with passengers. All deficiencies were corrected and re-checked prior to the vessels departing. Additionally, there was one Letter of Concern issued in Dutch Harbor for expired safety equipment.

Kodiak Tanner Crab Fishery

The 2002 Kodiak Tanner Crab fishery opened on 15 January as scheduled and closed 13 February with 179 boats participating in the fishery. The Coast Guard responded to four SAR cases related to the fishery, none of which resulted in deaths or serious injuries. The fishing vessels F/V MERIDIAN and F/V VEহার sank. The F/V MISS MICHELLE grounded and took on water, but was towed back to port. The F/V LADY ASHLEY grounded and was salvaged.

Coast Guard SAR-response preparations for this fishery included the following actions:

- Positioned a WLB on the grounds.
- Patrolled with HH-60 and HH-65 helos.
- Maintained a ready HH-60 on 24-hour standby in Kodiak.

Prior to the Kodiak tanner crab opener, Marine Safety Detachment Kodiak personnel conducted training and vessel examinations. As mentioned above, survival gear training was offered in Kodiak with a relatively low turnout (seven crewmembers). MSD personnel examined 58 vessels in Kodiak, and 13 vessels were examined in Old Harbor. There were only minor

discrepancies, with one exception. One Captain of the Port order was issued in Kodiak for stability problems. It was cleared the following day without delaying the vessel from fishing on opening day. Two Letters of Concern were issued in Kodiak to vessels with marginal stability issues. All deficiencies were corrected and re-checked prior to the vessels departing.

Southeast Alaska Tanner Crab Fishery

The 2002 Southeast Alaska Tanner Crab fishery opened as scheduled on 15 February and closed 21 February with 82 boats participating in the fishery. There were no SAR cases.

Coast Guard SAR-response preparations for this fishery included the following actions:

- One WLB and one WPB patrolled the grounds.
- Patrolled with HH-60 helo.
- Maintained a ready HH-60 on 24-hour standby in Sitka.

Pre-season vessel examinations and safety training seminars were conducted by Marine Safety Detachment (MSD) Ketchikan for the Tanner Crab fleet in early February in Petersburg in what proved to be a very productive port visit. MSD personnel noted that owners and operators continue to maintain their vessels to the highest level of safety, many going beyond the prescribed Federal requirements.

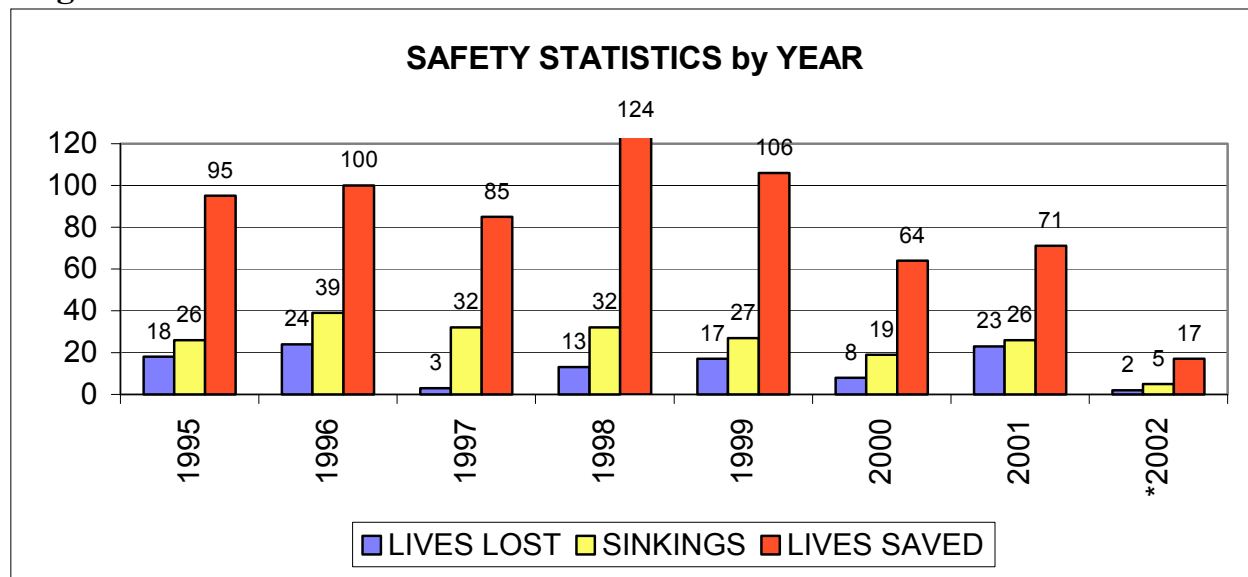
MSD Ketchikan personnel examined 21 vessels and issued 16 CFVS decals. There were no significant deficiencies detected. This year, the Coast Guard recognized those fishermen who annually receive CFVS decals, by presenting them with *Excellence in Safety* pennants that may be flown from their masts. Nine such pennants were issued to vessels from Petersburg and two to vessels from Ketchikan during this port visit. These vessels and owners are listed at the right.

EXCELLENCE-IN-SAFETY PENNANT RECIPIENTS		
VESSEL NAME	OWNER	HAILING PORT
F/V Dream Maid	Robert Leekley	Petersburg
F/V Tacoma	Anthony Moran	Petersburg
F/V Odin	F/V Odin Inc.	Petersburg
F/V Commander	Alan Otness	Petersburg
F/V Conquest	Ronald B. Lindsey	Petersburg
F/V Southeastern	Jack C. Lyons	Petersburg
F/V Providence	Brian Kandall	Petersburg
F/V Mary Ann	Darryl P. Olson	Petersburg
F/V Lady Britina	Jack Lyons	Petersburg
F/V Leif	Melvin E. Gruelle Jr.	Ketchikan
F/V Ocean Pearl	Wayne Jackson	Ketchikan

MSD Ketchikan personnel represented the Coast Guard at a public meeting coordinated by the Anchorage, Alaska NIOSH office and the Alaska Marine Safety Education Association (AMSEA). LCDR Jennifer Lincoln (Public Health Service) Occupational Safety and Health Specialist from NIOSH and Mr. Jerry Dzugan, Executive Director of AMSEA were the co-hosts. The co-hosts called the meeting as part of the Petersburg port visit to solicit ideas and best practice techniques for deck safety on commercial fishing vessels. Several local fishermen in attendance volunteered their safety practices. LCDR Lincoln intends to disseminate this information and other compiled safety information gathered throughout Alaska in a deck safety handbook. One item of note came from the meeting. Even though statistics show a high survivability of “man overboard” incidents while wearing PFDs, none of the fishermen in attendance indicated that they wear PFDs while on deck or when working gear.

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

Figure 6. Historical Overview of CFVS Statistics



**There were 2 lives lost, 5 vessels lost, and 17 lives saved during this reporting period*

Summaries of the more significant search and rescue cases are included in the table below and on the following two pages.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/15/02	Lady Ashley	38ft Crabber	3	N	N	Vessel grounded 19nm SW of Kodiak and was assisted by several fishing vessels in the area. USCGC SPAR and an Air Station Kodiak HH-60 diverted to provide assistance. The HH-60 arrived on scene and determined no additional help was required.
1/16/02	Miss Michelle	55ft Crabber	3	N	N	Vessel grounded near Chiniak Point near Kodiak and took on water. An Air Station Kodiak HH-60 diverted from training to the vessel's position. USCGC SPAR also diverted towards the vessel's position. Good Samaritan vessel, F/V MAXELL, took the MISS MICHELLE in tow and brought her safely into Kodiak harbor.
1/17/02	Meridian	52ft Crabber	3	N	Y	Vessel radioed for assistance, reporting engine room half full of water approximately 14nm north of Kodiak. An Air Station Kodiak HH-60 launched to assist. The Good Samaritan vessel F/V CARLSEN POINT diverted to assist, recovering all crewmembers. The helo observed the MERIDIAN sink.
01/16/02	Aleutian Rover	115ft Crabber	6	N	N	Vessel radioed that they were DIW and adrift 98nm northeast of St. Paul Island. The master requested assistance from the Coast Guard or a commercial tow. USCGC MELLON diverted to the ALEUTIAN ROVER's position to ensure they did not drift into the ice, which was seven miles away. MELLON took the ALEUTIAN ROVER in tow and transferred the tow to the commercial tug REDEEMER on 18 JAN. Tug towed vessel to St. Paul for repairs.

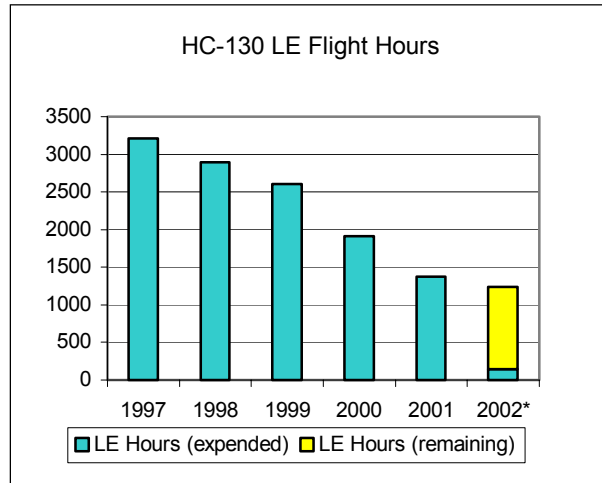
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/24/02	Windjammer and Miss Leona	75ft Longliner and 90ft Trawler	4 and 4	N	N	The F/V WINDJAMMER, accompanied by the F/V MISS LEONA, encountered severe icing and 80 knot winds while transiting the GOA from Bellingham, WA to Sand Point, AK. The WINDJAMMER radioed Communications Station Kodiak reporting that the MISS LEONA had taken a wave into the wheelhouse, had lost HF communications, and was icing up severely. The MISS LEONA was idling and not making way. Unable to assist due to icing, the WINDJAMMER continued west to Sand Point. The MISS LEONA maintained communications with the WINDJAMMER as long as possible, but altered course to maintain stability and to avoid more icing. An Air Station Kodiak HC-130 launched to establish communications with the MISS LEONA and maintained constant surveillance of both vessels until a cutter was able to get on scene. USCGC MELLON diverted to the scene, and the USCGC STORIS was sortied from Kodiak to assist. An Urgent Marine Information Broadcast was issued, to which the F/V SEATTLE ENTERPRISE and the M/V BOSTON SYMPHONY responded. The M/V BOSTON SYMPHONY was released, and the F/V SEATTLE ENTERPRISE stood by on scene until USCGC STORIS arrived. The safest course of action for the MISS LEONA was determined to be transiting the 650nm to Ketchikan. The MELLON arrived on scene and escorted the MISS LEONA to Ketchikan, where they arrived safely 29 JAN.
02/09/02	Vehar	39ft Crabber	3	N	Y	Vessel radioed that they were taking on water and abandoning ship 13nm southeast of Kodiak. An Air Station Kodiak HH-60 launched to the scene, recovered all crewmembers from the water, and transported them to Kodiak for treatment for exposure. The vessel sank.
02/18/02	Contentment	35ft Crabber	2	N	Y	Vessel radioed that they struck a rock approximately 18nm south of King Cove and were taking on water. The Cold Bay weather station intercepted the radio call and relayed it to Communications Station Kodiak. An Air Station Kodiak HH-60, forward deployed to St. Paul, launched to the scene. An Urgent Marine Information Broadcast was issued for Good Samaritan assistance, and an Air Station Kodiak HC-130, pre-deployed to Anchorage, launched to the scene to fly cover. Several Good Samaritan vessels responded, the first of which to arrive on scene was the F/V COASTAL PILOT. The COASTAL PILOT recovered both crewmembers prior to them getting into their raft and transported them to Dutch Harbor. The F/V CONTENTMENT sank.
02/18/02	Tradewind	58ft Longliner	3	N	Y	The Coast Guard received notice of an emergency beacon signal registered to the F/V TRADEWIND. While readying aircraft in St. Paul and Kodiak for a search, the Coast Guard Communications Station in Kodiak was notified that the TRADEWIND sank about 35 miles south of King Cove. The F/V TEMPTATION had recovered all three crewmen from a liferaft in good condition. The TEMPTATION proceeded to Sand Point with the survivors.
03/01/02	Pilot	42ft Longliner	3	1	N	Vessel radioed a MAYDAY for MOB, while operating approximately 35nm southeast of Homer near Nuka Bay in the Gulf of Alaska, after a 16-year-old male crewmember became entangled in fishing gear and was swept overboard. Coast Guard Air Station Kodiak launched a HH-60 helo to the scene, and USCGC ALEX HALEY diverted from fisheries enforcement to assist in the search. The ALEX HALEY's small boat crew located the crewman entangled in the long line gear as it was backhauled. The ALEX HALEY transferred the deceased crewmember to the Alaska State Troopers in Seward.

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/04/02	Cummins	36ft Troller	2	N	N	While operating in Salisbury Sound, approximately 20nm northwest of Sitka, the vessel's main engine failed. The only crewmember had severely lacerated his hand, and the vessel was drifting toward the rocks. An Air Station Sitka HH-60 helo diverted to respond and a 41ft Coast Guard training boat was dispatched. The helo was unable to hoist the victim due to concerns about erratic vessel motion. A Good Samaritan vessel transported the injured crewmember to Sitka and the 41ft training boat took the disable vessel in tow to Sitka.
03/18/02	Aleut Star	65ft Shrimp Pot Bot	2	N	N	While transiting from Seward to Kodiak, the vessel was reported more than a day overdue. Radio contact with the vessel was attempted and failed and a Urgent Marine Information Broadcast was issued. A Coast Guard HC-130, a HH-60 helo, and the USCGC MUSTANG were diverted from other missions to begin searching. The vessel eventually answered the UMIB, approximately 2 hours after the first callout was made. Their plans had changed, and they were in no distress.
03/23/02	Northern Dawn	33ft Longliner	2	N	Y	While hauling in fishing gear approximately 54nm southwest of Sitka in 8ft seas, the vessel's main engine failed. With a full deck of fish and a hold nearly full of fish and ice, the vessel began taking on water over the stern. Master radioed a MAYDAY and reported that the crew were donning survival suits and deploying their liferaft, before communications were lost. Coast Guard Air Station Sitka launched a HH-60 helo to the scene, which hoisted both crewmembers from their raft. The Good Samaritan vessel F/V STELLA responded to the scene and recovered the liferaft. The vessel sank.
03/28	Dustin Sea	40ft Longliner	1	1	N	The F/V ERIN K radioed Communications Center in Juneau that the F/V DUSTIN SEA was aground near Elfin Cove, 62nm west of Juneau. The master, the only person onboard, was believed to have fallen overboard. Coast Guard Air Station Sitka launched a HH-60 helo to the scene to search. A Good Samaritan vessel located and recovered the victim from the water and began CPR. The helo hoisted the victim, continued CPR, and transported the victim to Sitka. The victim was pronounced dead at Mt. Edgecumbe hospital in Sitka.

IX. CGD17 Resource Summary

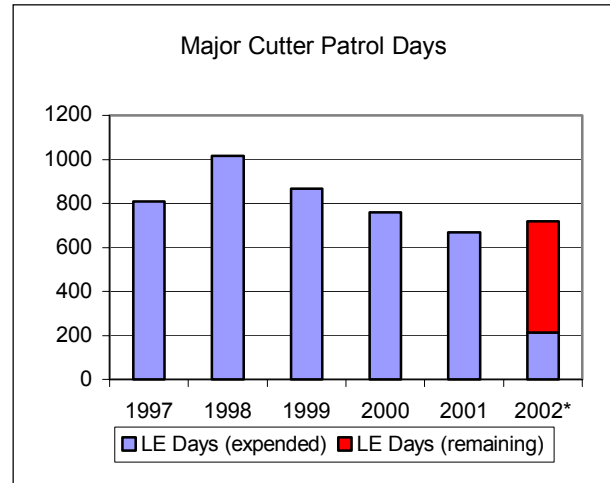
Figures 7 and 8 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only*.

Figure 7. Annual HC-130 Hours



*Flight hour data by calendar year.
2002 includes projection through December.

Figure 8. Annual Cutter Days



*Patrol day data by calendar year.
2002 includes projection through December.

DEC 2000 - MAR 2001

5 WHEC's patrolled for 143 days
3 WMEC's patrolled for 94 days
1 WLB patrolled for 6 days
5 WPB's patrolled for 43 days
Total Cutter days – 286

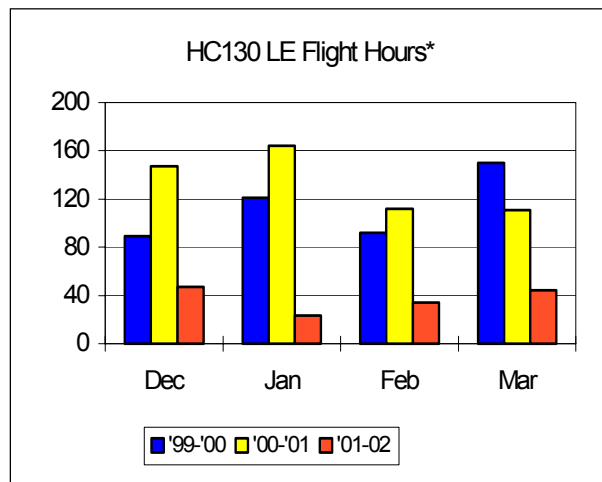
HC130's flew 74 sorties for 534 hours
HH-60/65's flew 86 sorties for 297 hours

DEC 2001 - MAR 2002

4 WHEC's patrolled for 113 days
2 WMEC's patrolled for 99 days
3 WLB's patrolled for 11 days (fisheries)
2 WPB's patrolled for 12 days (fisheries)
Total Cutter days – 235

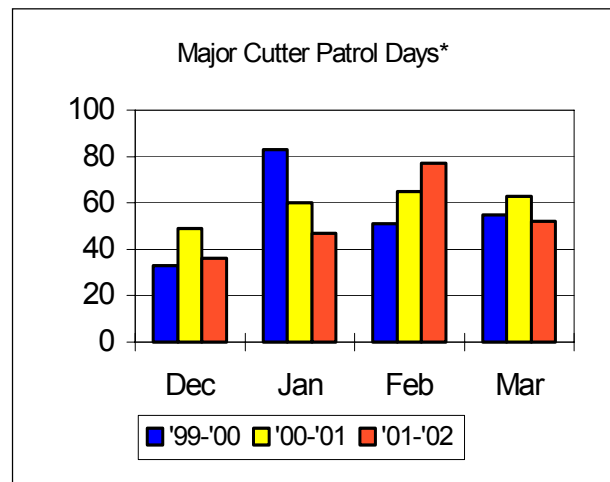
HC130's flew 28 sorties for 149 hours
HH-60/65's flew 89 sorties for 331 hours

Figure 9. DEC - MAR HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 10. DEC - MAR Cutter Days



*Patrol day data for reporting period ONLY.

X. Maritime Security

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

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

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

Appendix A

Boardings Without Violations 01 DEC 2001 – 31 MAR 2002

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
12/8/01	Coronation	Pot Boat	No Product	ST
2/7/02	Alaska Juris	Trawler	Atka mackerel	542
2/7/02	Alaska Ranger	Trawler	Atka mackerel	542
2/7/02	Alaska Warrior	Trawler	Atka mackerel	542
2/7/02	Seafisher	Trawler	Atka mackerel	542
2/8/02	Alaska Spirit	Trawler	Atka mackerel	541
2/8/02	Lone Star	Trawler	Pacific Cod	519
2/14/02	Debbie Lynn	Pot Boat	Opilio tanner crab	ST
2/14/02	Emily Nicole	Pot Boat	Opilio tanner crab	ST
2/14/02	Fortune	Pot Boat	Opilio tanner crab	ST
2/14/02	Martina	Pot Boat	Opilio tanner crab	ST
2/14/02	Mongoose	Pot Boat	Opilio tanner crab	ST
2/14/02	Sarah Dawn	Pot Boat	Opilio tanner crab	ST
2/14/02	Steadfast	Pot Boat	Opilio tanner crab	ST
2/15/02	Champion	Pot Boat	Opilio tanner crab	ST
2/15/02	Confidence	Pot Boat	Opilio tanner crab	ST
2/15/02	New Viking	Pot Boat	Opilio tanner crab	ST
2/16/02	American Triumph	Trawler	Pollock	517
2/16/02	Northern Hawk	Trawler	Pollock	517
2/17/02	Atlantico	Pot Boat	Pacific Cod	517
2/19/02	America No 1	Trawler	Rock Sole	509
2/19/02	Arica	Trawler	Rock Sole	509
2/19/02	Bering Prowler	Longliner	Pacific Cod	610
2/19/02	Cape Horn	Trawler	Rock Sole	509
2/19/02	Kjevolja	Longliner	Pacific Cod	610
2/20/02	Alaskan Rose	Trawler	Rock Sole	509
2/20/02	Us Intrepid	Trawler	Rock Sole	509
2/23/02	Viking Explorer	Trawler	Pollock	610
2/24/02	Aleutian Belle	Trawler	Pacific Cod	610
2/24/02	Annette	Trawler	Pacific Cod	610
2/24/02	Milky Way	Trawler	Pacific Cod	610
2/24/02	Night Watch	Trawler	Pacific Cod	610
2/24/02	Tern	Trawler	Pacific Cod	610
2/25/02	Blue North	Longliner	Pacific Cod	517
2/25/02	Cape Caution	Trawler	Pacific Cod	610
3/1/02	Alaska Victory	Trawler	Rock Sole	517
3/1/02	Constellation	Trawler	Yellowfin Sole	517
3/1/02	Stellar Sea	Trawler	Pacific Cod	610
3/1/02	Walter N	Trawler	Pollock	610
3/2/02	Legacy	Trawler	Yellowfin Sole	630
3/3/02	American Eagle	Trawler	Pollock	517
3/3/02	Arcturus	Trawler	Pollock	517
3/3/02	Destination	Trawler	Pollock	517

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
3/3/02	Golden Alaska	Trawler	Pollock	517
3/3/02	Gunmar	Trawler	Pollock	517
3/5/02	Art	Longliner	Pacific Cod	630
3/5/02	Eleon	Longliner	Pacific Cod	ST
3/5/02	Kruzof	Longliner	Pacific Cod	630
3/5/02	Outlook	Longliner	Pacific Cod	ST
3/6/02	Taasinge	Trawler	Pacific Cod	630
3/9/02	Viekoda Bay	Pot Boat	Pacific Cod	509
3/10/02	Brittany	Pot Boat	Pacific Cod	517
3/10/02	Guardian	Pot Boat	Pacific Cod	517
3/10/02	Northwestern	Pot Boat	Pacific Cod	509
3/10/02	Sea Storm	Trawler	Pacific Cod	509
3/13/02	Destroyer	Longliner	Pacific Cod	630
3/13/02	Golden Fleece	Trawler	Rex Sole	630
3/13/02	Ocean Bay	Pot Boat	Pacific Cod	630
3/14/02	Excalibur li	Trawler	Pollock	630
3/14/02	Obsession	Pot Boat	Pacific Cod	630
3/15/02	Dawn	Trawler	Pollock	630
3/15/02	Lady J	Longliner	Halibut	630
3/16/02	Grumpy J	Trawler	Pollock	630
3/16/02	Northern Jaeger	Pot Boat	Pacific Cod	630
3/16/02	Sumner Strait	Pot Boat	Pacific Cod	630
3/18/02	Cape Spencer	Longliner	Halibut	649
3/18/02	Nature	Longliner	Halibut	3A
3/18/02	Navigator	Longliner	Halibut	3A
3/18/02	Nordic Mariner	Pot Boat	Pacific Cod	3A
3/18/02	Provider	Longliner	No Product	2C
3/18/02	Red Beard	Longliner	Halibut	3A
3/19/02	Alaska Assassin	Longliner	Halibut	2C
3/19/02	Gaff Rock	Longliner	Halibut	2C
3/19/02	Jon K	Longliner	Halibut	2C
3/19/02	Kayliegh Ann	Longliner	No Product	2C
3/19/02	Keta	Longliner	Halibut	2C
3/19/02	Lady J	Longliner	Halibut	3A
3/19/02	Miss Emily	Longliner	Halibut	3A
3/19/02	Nip N Tuck	Longliner	Halibut	3A
3/19/02	Northern Seas	Longliner	Halibut	2C
3/19/02	Pacific Sojourn	Longliner	Halibut	3A
3/19/02	Shirley N.	Longliner	Halibut	2C
3/19/02	Silver Lance	Longliner	Halibut	2C
3/19/02	Spirit	Longliner	No Product	2C
3/20/02	Argosy	Trawler	Pollock	509
3/20/02	Chelsea K	Trawler	Pollock	509
3/20/02	Icy Queen	Longliner	Halibut	2C
3/20/02	Oceanic	Trawler	Pacific Cod	509
3/20/02	Pacific Prince	Trawler	Pollock	509
3/20/02	Patience	Longliner	Halibut	2C

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
3/20/02	Royal Atlantic	Trawler	Pacific Cod	509
3/20/02	Salmo	Longliner	Halibut	3A
3/20/02	Sea Hawk	Longliner	Halibut	2C
3/20/02	Shari Marie	Longliner	Halibut	2C
3/20/02	Vulcan	Longliner	Halibut	2C
3/21/02	Lady Simpson	Longliner	Halibut	3A
3/21/02	Ocean Cape	Longliner	Halibut	ST
3/21/02	Seven C's	Longliner	Halibut	ST
3/21/02	Cougar	Longliner	Halibut	3A
3/21/02	Ocean Dawn	Longliner	Halibut/Sablefish	ST
3/24/02	Northern Eagle	Trawler	Yellowfin Sole	521
3/26/02	Arctic Storm	Trawler	Yellowfin Sole	513
3/26/02	Unimak	Trawler	Yellowfin Sole	509
3/27/02	Rebecca Irene	Trawler	Yellowfin Sole	509
3/28/02	Annita J	Trawler	Pacific Cod	509
3/28/02	Mark I	Trawler	Pacific Cod	509
3/28/02	Icy Mist	Trawler	No Product	620
3/29/02	Provision	Trawler	No Product	620

Appendix B

Boardings With Violations 01 DEC 2001 – 31 MAR 2002

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
2/14/02	MAPLE	Little Lady	Pot Boat	Opilio Tanner Crab	ST	Issued violation notice no injury placard.
2/14/02	MAPLE	Vulcan	Longliner	Opilio Tanner Crab	ST	Issued violation notice for no sound producing device and missing one B-1 fire extinguisher
2/15/02	MAPLE	Matilda Bay	Pot Boat	Opilio Tanner Crab	ST	Issued violation notice and voyage terminated for expired survival craft and expired hydrostatic release.
2/17/02	ALEX HALEY	Northern Aurora	Longliner	Pacific Cod	517	Issued fix-it ticket for no federal fisheries permit onboard.
2/19/02	STORIS	Lady Gundy	Longliner	Pacific Cod	610	Issued written warning for one expired visual distress signals.
2/25/02	RUSH	Halfmoon Bay	Trawler	Pacific Cod	517	Issued written warning for expired hydrostatic release.
2/25/02	RUSH	Predator	Trawler	Pacific Cod	517	Issued violation notice for failure to comply with IR/IU program and numerous logbook discrepancies. Vessel was trawling for P-cod and discarding all pollock caught.
2/25/02	RUSH	Silver Spray	Pot Boat	Pacific Cod	517	Issued summary settlement for \$750 for log violations, failure to check in/out (vessel was checked into area 519 but fishing in 517).
3/1/02	STORIS	Miss Roxanne	Pot Boat	Pacific Cod	610	Issued violation notice for inadequate personal marker lights on immersion suits and expired visual distress signals.
3/3/02	STORIS	Dee Donna J	Pot Boat	Pacific Cod	630	Issued written warning for improper name and hailing port markings on stern.
3/5/02	RUSH	Alaska Ocean	Trawler	Pollock	509	Issued written warning for three improperly marked liferings.
3/6/02	RUSH	Beauty Bay	Longliner	Pacific Cod	509	Issued violation notice for expired EPIRB registration.
3/6/02	ALEX HALEY	New Life	Trawler	Pacific Cod	630	Issued written warning for expired visual distress signals.
3/8/02	STORIS	Phoenix	Longliner	Pacific Cod	649	Issued violation notice and voyage terminated for inadequate number of immersion suits and expired liferaft. Vessel was escorted to Cordova.
3/8/02	ALEX HALEY	Sinai	Longliner	Pacific Cod	630	Issued violation notice for survival suit not properly marked and light inoperable, no waste management plan, expired hydrostatic release and no expiration date on battery of EPIRB, no sound producing device.
3/9/02	RUSH	Anna Marie	Pot Boat	Pacific Cod	509	Issued violation notice for log errors, seized logs for excessive errors, master provided with new log books and instructions on how to proper complete them.

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
3/10/02	RUSH	Ocean Harvester	Trawler	Pacific Cod	509	Issued written warning for expired hydrostatic release and expired visual distress signals.
3/10/02	RUSH	Windjammer	Trawler	Pacific Cod	509	Issued violation notice for expired survival craft. Advised master that he will be subject to re-boarding and termination if he does not take prompt action to renew inspection.
3/11/02	STORIS	Rosella	Trawler	Pollock	620	Issued written warning for expired visual distress signals.
3/13/02	STORIS	Michelle Renee	Trawler	Pollock	630	Issued violation notice for expired visual distress signals.
3/15/02	STORIS	Pacific Star	Trawler	Pollock	630	Issued written warning for expired survival craft and hydrostatic release.
3/16/02	RUSH	Ocean Peace	Trawler	Pacific Cod	542	Issued violation notice for failure to use guards for exposed hazards, inoperative high water alarms, bilge pumps piping and dewatering systems, and failure to conduct drills.
3/18/02	MUSTANG	Alaskan Pride	Longliner	Halibut	3A	Issued written warning for expired visual distress signals.
3/18/02	MUSTANG	Sun Set	Longliner	Halibut	3A	Issued violation notice for expired hydrostatic release on EPIRB, survival suits needed servicing, non-CG-approved liferaft.
3/18/02	ANACAPA	Lady Lori	Longliner	Halibut	649	
3/18/02	ANACAPA	Valiant Lady	Longliner	Halibut	649	
3/19/02	MUSTANG	Matilda Bay	Longliner	Halibut	3A	Issued violation notice for expired liferaft, expired hydrostatic release, unserviceable life ring, and no sound producing device.
3/19/02	ANACAPA	Phoenix	Longliner	Halibut	3A	Issued violation notice for no liferaft. Voyage not terminated due to vessel having 2 zodiacs on-board with one operable outboard motor.
3/20/02	RUSH	Alaska Command	Trawler	Pollock	509	Issued violation notice for expired life raft. Minor logging violations.
3/20/02	ANACAPA	Aquaholic	Longliner	Halibut	3A	Issued violation notice for expired visual distress signals.
3/20/02	LIBERTY	Chopaka	Longliner	No Product	2C	Issued fix-it ticket for failure to have federal fisheries permit onboard.
3/20/02	ANACAPA	Joseph Booney	Longliner	Halibut	3A	Issued violation notice and voyage terminated for no liferaft. Additional violations were unserviceable lifering and 2 survival suits without operable personal marker lights or names on back. Vessel had current CFVS decal dated Sep 00. Stipulation of decal requires vessel to carry seine skiff as survival craft, but skiff was not onboard. Vessel was escorted to Cordova.
3/20/02	ANACAPA	Starling	Longliner	Halibut	3A	Issued violation and voyage terminated for no liferaft. Issued fix-it ticket for no halibut log. Vessel was escorted to Cordova.
3/26/02	ANACAPA	Sound Developer	Mothership	Other	649	Issued violation for no freight endorsement.
3/28/02	RUSH	Defender	Trawler	Pollock	517	Seized two false IDs from Mexican nationals.
3/28/02	ANACAPA	Commitment	Longliner	Halibut	3A	Issued written warning for no ring buoy and no name on stern.
3/28/02	FIREBUSH	Ballad	Longliner	Halibut	3A	Issued violation for insufficient liferings and expired visual distress signals.
3/30/02	FIREBUSH	Terrigail	Longliner	Halibut	3A	Issued multiple safety violations including inoperative general and high water alarms, inoperative bell, no compass deviation card, and no waste mgt. plan.