

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 DEC 05 - 15 MAR 06

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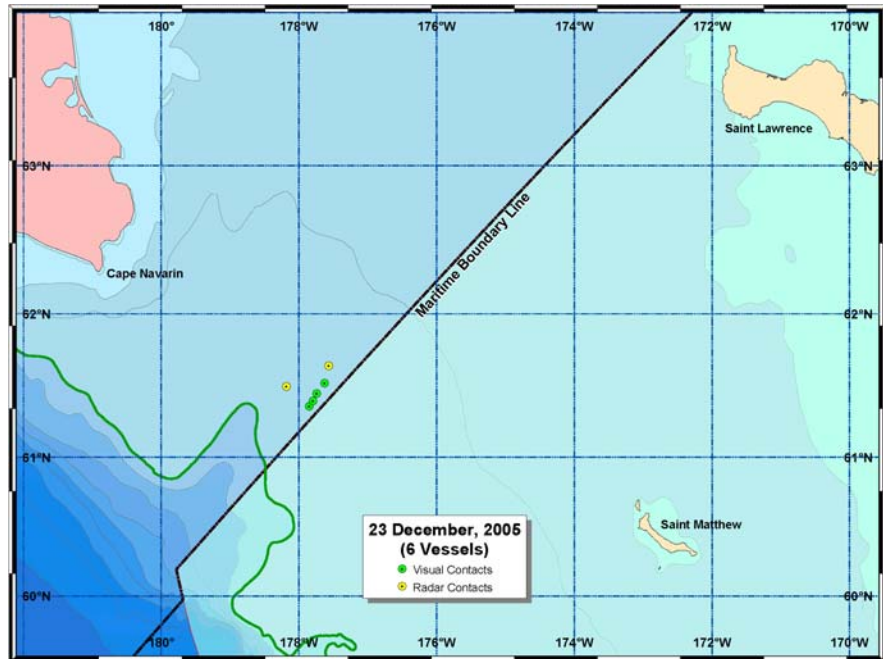
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List of Abbreviations

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	WLB – 180ft or 225ft Buoy Tender
WHEC/WMEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

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

The advance of the ice edge southward into the Bering Sea curtailed most fishing activity along the MBL in mid-December. The last day with any significant numbers was 23 December with 7 vessels sighted, Figure 1 plots the foreign fishing vessel activity near the MBL for that date. Patrols detected an average of fewer than five vessels operating along the for the period. That trend held through March with only one or two sighted at any given time. Significant



activity is not expected to resume until mid-May at which time Coast Guard units will be in position to respond to potential incursions. Coast Guard enforcement resources detected no incursions during this reporting period.

For the reporting period, the following details apply:

- Coast Guard HC-130's flew 5 sorties totaling 40 hours.

II. High Seas Drift Net Enforcement

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. Members of the North Pacific Anadromous Fish Commission Enforcement Committee met in Juneau from 28 Feb to 03 Mar in order to coordinate enforcement plans for the 2006 season.

III. Donut Hole

There was no trial fishing activity during the reporting period. Several of the parties to the convention have indicated that they plan to conduct trial fishing during 2006, however, none are planned for the near future. The Coast Guard is actively pursuing joint US/RS boarding opportunities of trial fishing vessels that operate in the central Bering Sea.

IV. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 1,919 monitoring hours, and aircraft patrolled 59 hours in support of this mission. There were no violations observed during the reporting period.

V. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends since 1997. Total violation numbers during the reporting-period were one third of those during to the same period last year. During the reporting period, there were two significant violations for insufficient seabird avoidance measures and three minor at-sea violations.

Figure 2. Fisheries Boardings

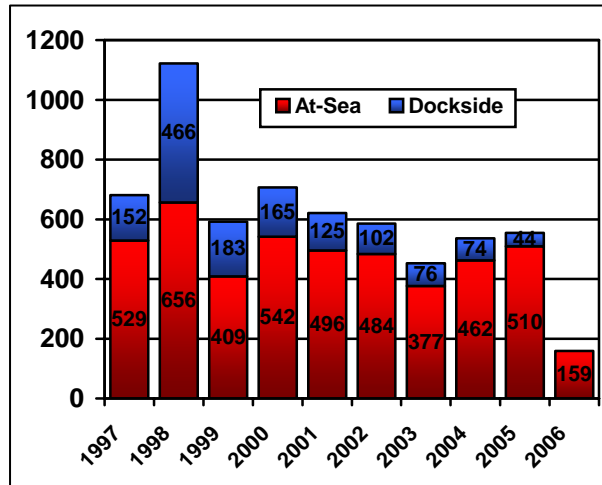
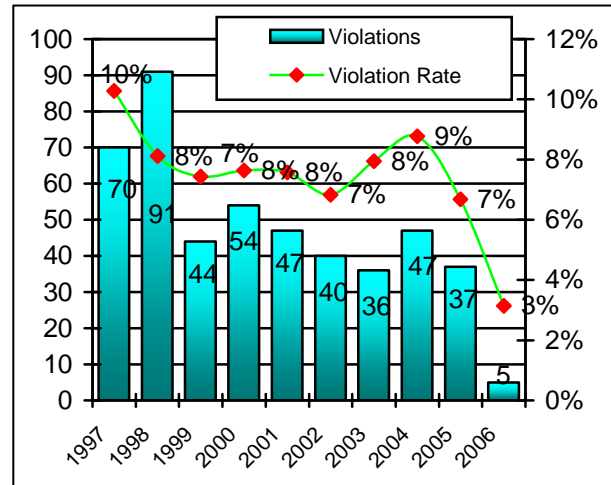


Figure 3. Fisheries Violations



DEC 2005 - MAR 2006

All F/V Boardings (at sea):164
 Boardings w/Fisheries Violations:15
 Violation Rate: 8.8%

DEC 2004 - MAR 2005

All F/V Boardings (at sea): 159
 Boardings w/Fisheries Violations: 5
 Violation Rate:3.1%

The remainder of the violations were for minor logbook errors. One violation was in December. Appendices A and B contain a complete list of boardings and violations for the reporting period.

VI. IFQ Halibut/Sablefish At-Sea Enforcement

The 2006 IFQ season opened on schedule without incident. Fishing was light due to heavy weather early in the season. There were two fisheries violations detected and three safety violations detected. Two vessels had insufficient seabird avoidance measures.

Coast Guard effort consisted of the following:

- 16 IFQ at sea boardings.

VII. 2005 Winter Crab Fisheries

Rationalized Federal Crab Fisheries

The spikes from the derby-style winter crab fisheries have flattened dramatically under rationalization. Pre-season compliance with training and safety equipment checks was considered high. The effort for the Bering Sea opilio fishery has been spread at a relatively low level throughout the season with a maximum 30 to 40 boats participating at any given time. Effort in March declined to about 10 boats. Most operators appear to be watching the weather and altering behavior based on weather.



The Coast Guard has taken a very conservative position due to the history of substantial loss of life and property from the crab fisheries. There have been two lengthy helo deployments to St. Paul for the opilio fishery this winter with no search and rescue cases. Resource allocations have included 49 deployed days for helos (100 flight hours), 48 flight hours for HC-130s, and 38 major cutter days.

The Coast Guard is cautiously optimistic that the lack of search and rescue cases this year will become a trend. The cost of special deployments for the Bering Sea crab fisheries have been three to four times that under derby-style fisheries. A full accounting of the Coast Guard effort and analyses of the first season of rationalized crab fisheries will be presented at the June council meeting following the wrap-up of the crab seasons.

Southeast State Tanner Crab Fisheries

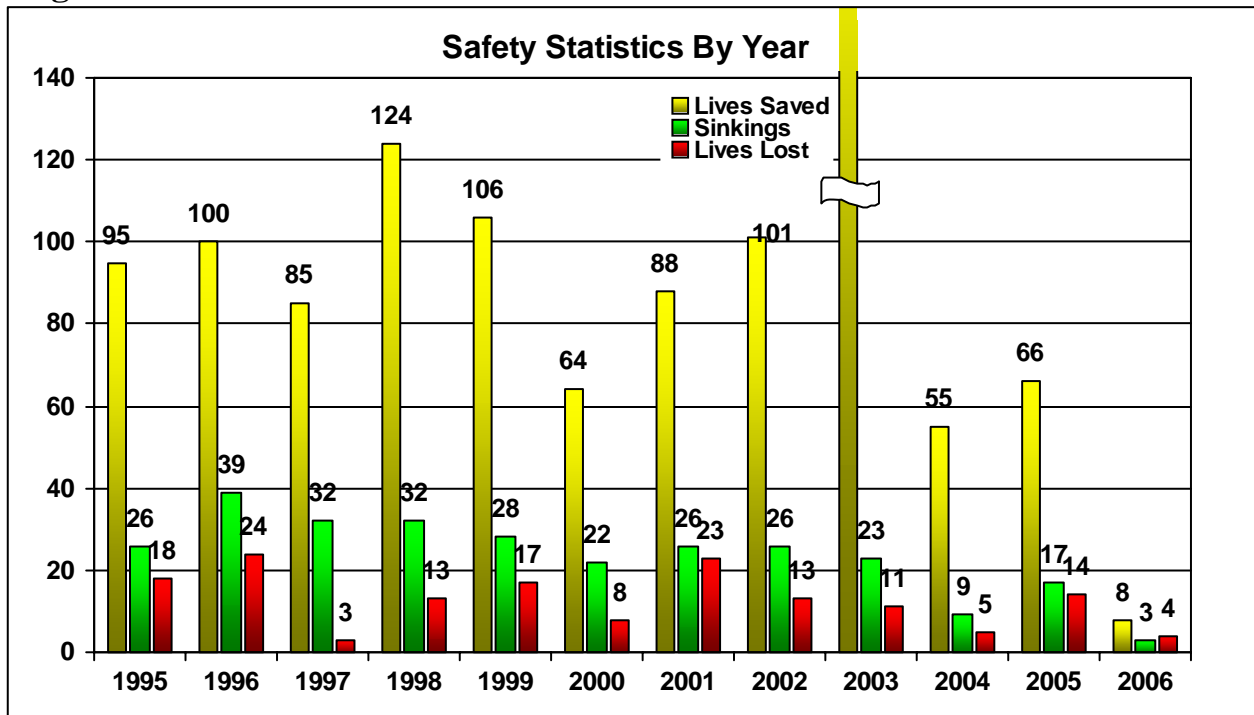
The 2006 Southeast Tanner Crab fishery opened on time 15 February and closed 25 February, with 90 boats participating in the fishery. There were no SAR cases related to the fishery. Marine Safety Detachment Ketchikan personnel completed 39 safety compliance checks, 33 dockside exams, and 3 stability checks all in Petersburg. Two COTP orders were issued and later rescinded. Several violations were found, all of which were corrected prior to the vessels departing Petersburg. The violations included expired EPIRBs and liferafts as well as hydrostatic releases.

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

Over the past year, several Coast Guard boarding officers have fallen overboard while attempting to board fishing vessels due to inadequate boarding ladders. The Coast Guard is therefore requesting that all fishing vessels provide safe boarding ladders as required by regulation. At the same time, the Coast Guard is seeking a long-term solution to this issue by urging NOAA General Council adopt requirements for fishing vessels consistent with existing SOLAS boarding ladder requirements for merchant vessels and foreign vessels. Safety of enforcement personnel is critical to effective performance of the Coast Guard's fishery law enforcement mission.

There were three *voyage terminations* for safety violations. Two voyage terminations were for expired fire fighting equipment, and the third was for insufficient immersions suits. An additional eight vessels were issued violation notices and warnings for a variety of safety discrepancies. The history of causalities and fatalities is summarized in Figure 4.

Figure 4. Historical Overview of CFVS Statistics



There were 4 lives lost, 3 vessels lost, and 8 lives saved this reporting period.

There were 12 SAR cases including five MEDEVACs. Good Samaritan vessels assisted in several cases. Summaries of the more significant search and rescue cases are included in the table below and on the following four pages.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/13/06	Bristol Leader	153ft		N	N	Health Force Partners contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 19 year-old male crewmember from the BRISTOL LEADER 200nm northwest of St. Paul. The crewmember was suffering from a trauma to his right eye. The Duty Flight Surgeon recommended the MEDEVAC as the eye injury could permanently impair the patient's eye sight. North Pacific SAR Coordinator and Air Station Kodiak evaluated the weather and determined the conditions were too poor to conduct the MEDEVAC at night. F/V BRISTOL LEADER then began to close the distance to St. Paul Island. After conferencing with F/V BRISTOL LEADER, the Duty Flight Surgeon, the doctor from Health Force Partners, and an ophthalmologist from Anchorage, it was determined that the patient's condition improved enough to where it did not warrant a dangerous hoist operation with an HH-60 in heavy winds and seas. F/V BRISTOL LEADER transited to St. Paul where the patient was transported to Anchorage for medical care via a commercial flight arranged by the BRISTOL LEADER's ship's agent.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
01/27/06	Ocean Pearl			N	N	RCC Victoria contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 34 year-old-male crewmember from a Canadian fishing vessel 25nm northwest of Graham Island. The patient had a knife injury to his forearm and had possibly severed an artery. The bleeding did not stop with direct pressure to the wound or when a tourniquet was applied. The Duty Flight Surgeon recommended a MEDEVAC. An Air Station Sitka HH-60 helo launched to the vessel's position and hoisted of the patient while a Canadian Buffalo fixed wing aircraft provided cover overhead. The helo transported the patient to Ketchikan and waiting EMS personnel for further transport to Ketchikan General Hospital.
02/12/06	Sea Warrior	98ft	N/A	N	N	The master radioed Air Station Kodiak Communications Center requesting a MEDEVAC for a crewman suffering a compound fracture of his "pinky" finger. The Duty Flight Surgeon determined that a MEDEVAC was warranted. An Air Station Kodiak HH-60 helo launched to Lazy Bay and transported the patient back to Kodiak for medical attention.
02/15/06	Alaskan Frontier	58ft	5	N	N	The master radioed the North Pacific SAR Coordinator reporting that the vessel was disabled and adrift near Mitrofanina Island. The vessel was in danger of running aground and was unable to deploy its anchor. North Pacific SAR Coordinator diverted the USCGC ALEX HALEY, so the cutter could close the gap with ALASKAN FRONTIER and allow their embarked HH-65 helo to launch. The master of ALASKAN FRONTIER reported a few minutes later that he was no longer in danger of running aground. However the vessel's position plotted ½ NM from the beach of Mitrofanina Island, so the helo landed in Cold Bay to remain ready if needed for SAR. The Tug FOSS departed Sand Point to assist ALASKAN FRONTIER and towed the vessel safely into Sand Point.
02/18/06	Impressive	29ft Dive Boat	3	N	Y	Station Ketchikan received a MAYDAY broadcast over the Gravina Island high site and Canadian CG Prince Rupert Radio received the same broadcast. A minute later, the vessel FORMULA 1 reported a vessel sinking 300 yards away near Hassler Reef on the west side of Duke Island in Clarence Strait with three people in the water. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast while Formula 1 made way to assist. North Pacific SAR Coordinator diverted a Station Ketchikan 47ft motor lifeboat and an Air Station Sitka HH-60 helo. The Formula 1 recovered all three people from the water in good condition and transferred them to the F/V Sable (F/V Impressive's tender). All of the CG assets stood down prior to arriving on scene. The Impressive had apparently taken a wave over the stern and flooded the lazarette.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
02/23/06	Northern Dawn	50ft Pot Boat	2	2	Y	North Pacific SAR Coordinator received an Unlocated 406MHZ alert for the F/V NORTHERN DAWN. Preliminary communications revealed that the vessel was operating in the vicinity of Makushin Bay. North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and received a located 406MHZ alert. An Air Station Kodiak HC-130 aircraft launched to investigate, and the USCGC ALEX HALEY diverted toward scene but was outside launch parameters for their embarked HH-65 helo. Due to the ALEX HALEY not being able to launch their helo, an Airsta Kodiak HH-60 helo launched to assist. The HC-130 arrived in the search area and located the EPIRB registered to the F/V NORTHERN DAWN, a small oil sheen, and a lifering approximately 2 NM north of Cape Kovrizhka. The HC-130 continued to search the assigned pattern with negative sightings. The ALEX HALEY was able to come within launch parameters and launched their embarked HH-65 helo to the scene. The F/V Raven Bay also joined the search. The two helos and Alex Haley completed off-shore and shoreline searches from Makushin Point to Cape Cheerful with negative results in good search conditions. ALEX HALEY's helo conducted a first-light shoreline search from Unalaska Bay to Makushin Bay and a parallel search in the vicinity of the debris field spotted the previous day. An HC-130 completed an afternoon search of Makushin Bay and a parallel search from the debris field out to 25 miles. Coast Guard aircraft, the CGC ALEX HALEY, and Good Samaritan vessels conducted 10 separate searches, extensively covering a 500 square mile area during the two day search. North Pacific SAR Coordinator determined that no further searches would result in locating survivors.
02/23/06	Pegasus	88ft Trawler	N/A	N	N	The master radioed the North Pacific SAR Coordinator requesting a MEDEVAC for a 39 year-old male crewmember with chest injuries. The crewmember's chest had been crushed while retrieving nets 50nm northwest of Cold Bay. The Flight Surgeon concurred with the MEDEVAC request. An Air Station Kodiak HH-60 helo launched to the scene, hoisted the victim, and transported him to waiting medical assistance in Cold Bay.
02/26/06	Polar Lady			N	N	The Regional Command Center Australia contacted the North Pacific SAR Coordinator reporting that they had received an unspecified INMARSAT C alert from the F/V POLAR LADY, an 87 foot fishing vessel, near the southeast side of Unalaska Island. Westwood Seafoods, the cannery for which the POLAR LADY works, advised North Pacific SAR Coordinator that POLAR LADY was under way and fishing in an area corresponding to the alert position. Communications Station Kodiak conducted callouts for POLAR LADY and sent an INMARSAT-C message to the POLAR LADY inquiring about their distress alert. North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast, and an Air Station Kodiak HH-65 helo launched from the USCGC ALEX HALEY to investigate. The helo was one hour flight time from the POLAR LADY's position. North Pacific SAR Coordinator received a report from the Westwood Seafoods that POLAR LADY had been reached and was in no distress, the alert was an inadvertent activation and the vessel is enroute to Dutch Harbor. The vessel contacted North Pacific SAR Coordinator when it moored safely.
03/10/06	Mr Wind			N	N	The master radioed the North Pacific SAR Coordinator reporting that the vessel was disabled in Chatham Strait and drifting toward shore approximately one mile away. The USCGC ANACAPA was diverted from the F/V SLAYER case to respond. ANACAPA took the vessel in tow and transited safely to Warm Springs Bay.

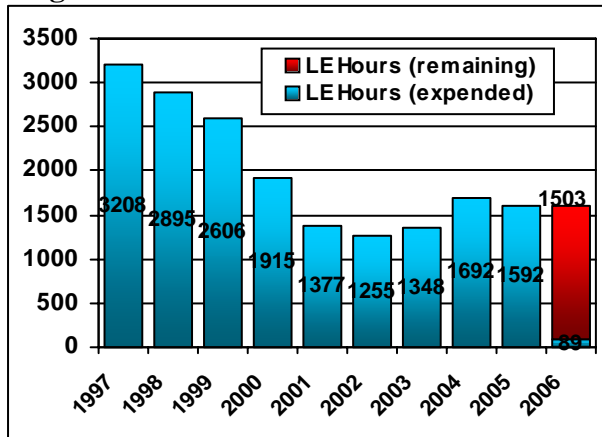
Table 1. (Continued) CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
03/12/06	Slayer	32ft Troller	2	2	Y	North Pacific SAR Coordinator received a MAYDAY call over channel 16 on numerous high sites. Mayday call stated, "Mayday, mayday, Coast Guard I am going down, Point Gardner, 2 hands on board, Point Gardner." An Air Station Sitka HH-60 helo launched and the USCGC ANACAPA responded. The helo arrived on scene and conducted a search of the Point Gardner area. A life ring with F/V SLAYER, a survival suit labeled with F/V SLAYER, and a partially deflated zodiac were located. Extended communications then indicated that F/V SLAYER was transiting from Kake to Sitka with two persons onboard to offload fish. The helo was relieved by a second helo, which continued to search the area using visual and FLIR imagery. The zodiac was located again in the search area and a radio marker beacon was deployed. The ANACAPA arrived on scene and conducted a search along the projected drift of the debris. ANACAPA was then diverted to respond to the F/V MR WIND, which was disabled and adrift. Two Civil Air Patrol aircraft conducted a search of Chatham Strait and Frederick Sound. Two more HH-60 helo sorties were flown. All searches were completed with negative results. First light searches by a CG helos, two fixed wing aircraft from Juneau CAP, and the ANACAPA were completed with negative results. A ground search was conducted by Sitka Mountain Rescue in Surprise Bay also with negative results. Additional sorties were conducted with an HH-60 and two fixed wing assets from the CAP during the day. A night helo shoreline search was completed with an utilizing the FLIR covering nearly all of Southern Chatham Strait. The family also hired a civilian helicopter to transport them to the scene and to conduct a search. No further signs of the F/V Slayer were spotted during the searches. Additional helo searches were completed around Coronation Island, however, with deteriorating weather due to snow and ice, the helo was not able to investigate debris found in the area. CGC ANACAPA completed a search of Saginaw Channel, also with negative results.
03/16/06	Kari Marie	N/A	N/A	N	N	The master radioed the North Pacific SAR Coordinator requesting a MEDEVAC for a 24 year-old female crewmember suffering from severe abdominal pain, nausea, and diarrhea. The Flight Surgeon diagnosed the patient's symptoms as possible appendicitis and recommended MEDEVAC. An Air Station Kodiak HH-60 helo launched from Saint Paul, hoisted the patient, and transported her to waiting commercial MEDEVAC services in Saint Paul.
03/31/06	Blue North	180ft Catcher Processor	11	N	N	The master radioed Communications Station Kodiak reporting that the vessel was disabled and adrift approximately 25NM west of Spray Cape on Unalaska Island. Anchor line had fouled the vessel's screw and the crew could not free it. Blue North estimated drifting aground in the vicinity of Spray Cape in approximately 10 hours from the initial call. Communications Station Kodiak issued a Marine Assistance Request Broadcast (MARB) and North Pacific SAR Coordinator contacted Dunlap towing in Dutch Harbor to respond. The tug James Dunlap got underway to intercept the vessel, and the NPSC upgraded the MARB to an Urgent Marine Information Broadcast. An Air Station Kodiak HC-130 launched to assess the situation and two Air Station Kodiak HH-60 helos launched to stage at Dutch Harbor. An incident command team was initiated as a precaution. Tug James Dunlap arrived on-scene and towed the vessel safely into Dutch Harbor.

IX. CGD17 Resource Summary

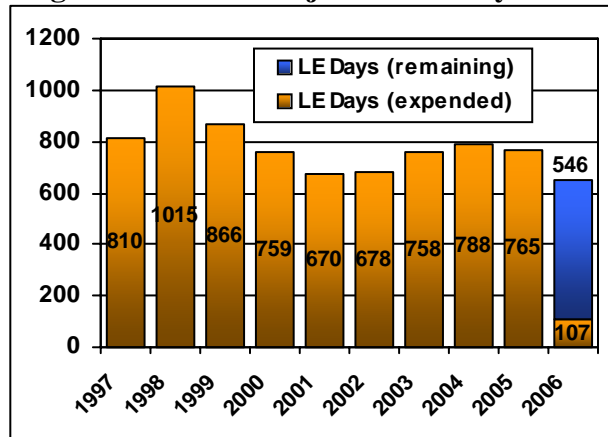
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Total projected major cutter days are already down by more than 100 days from last year due to casualties and reprogramming to other missions. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours



*Flight hour data by calendar year.
2006 includes projection through December.

Figure 6. Annual Major Cutter Days



*Patrol day data by calendar year.
2006 includes projection through December.

DEC 2005 - MAR 2006

4 WHEC's patrolled for 126 days
3 WMEC's patrolled for 66 days
2 WLB patrolled for 6 days (Fisheries)
4 WPB's patrolled for 38 days (Fisheries)
Total Cutter days – 236

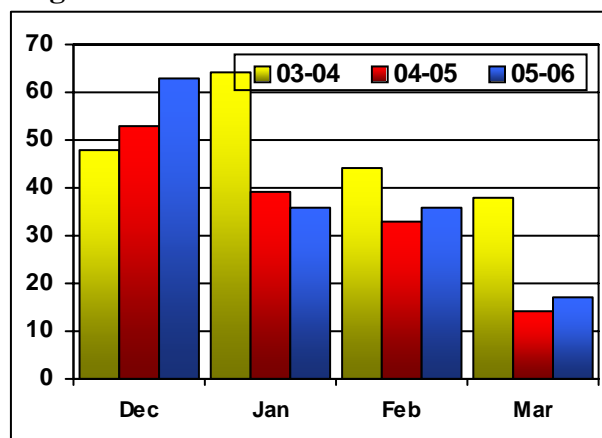
HC130's flew 55 sorties for 169 hours
HH-60/65's flew 53 sorties for 242 hours

DEC 2005 - MAR 2006

4 WHEC's patrolled for 92 days
2 WMEC's patrolled for 78 days
3 WLB's patrolled for 4 days (Fisheries)
4 WPB's patrolled for 105 days (Fisheries)
Total Cutter days – 279

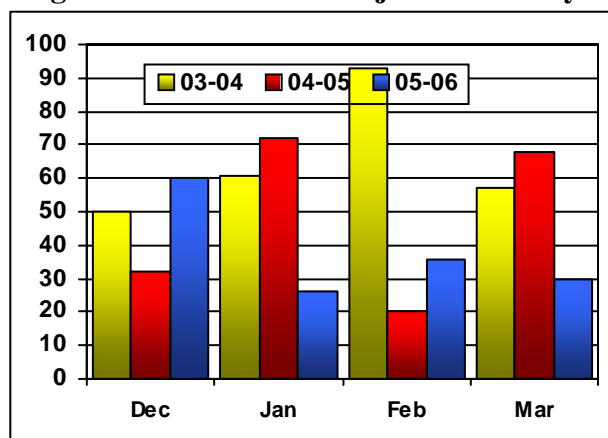
HC130's flew 49 sorties for 152 hours
HH-60/65's flew 73 sorties for 321 hours

Figure 7. DEC - MAR HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 8. DEC - MAR Major 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. 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.

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.

Appendix A

Boardings Without Violations 01 DEC 2005 – 31 MAR 2006

Date	Vessel Name	Vessel Type	Fishery	Area
12/05/05	Siberian Sea	Longliner	Pacific Cod	509
12/10/05	Alaskan Enterprise	Pot Boat	Crab	ST
12/11/05	Deep Pacific	Longliner	Pacific Cod	509
12/12/05	Lucky Island	Longliner	Pacific Cod	519
12/12/05	Freedom	Dive Boat	Cucumbers	ST
12/16/05	Alaska Leader	Longliner	Pacific Cod	513
12/16/05	Skipjack	Dive Boat	Urchins	ST
12/17/05	Qiearra	Pot Boat	Crab	ST
12/17/05	Aquanaut	Dive Boat	Urchins	ST
12/21/05	Orcrist	Pot Boat	Pacific Cod	519
12/29/05	Ocean Hunter	Dragger	Scallop	ST
01/02/06	Chanticleer	Pot Boat	Pacific Cod	630
01/03/06	Centurion	Pot Boat	Pacific Cod	630
01/06/06	Sandra Five	Pot Boat	Crab	521
01/11/06	Escape	Troller	Salmon	ST
01/11/06	Midnight Blue	Troller	Salmon	ST
01/11/06	Pacific Gold	Troller	Salmon	ST
01/13/06	Brat	Troller	Salmon	ST
01/13/06	Cloud Nine	Troller	Salmon	ST
01/13/06	Jennison	Troller	Salmon	ST
01/13/06	Kari Ann	Troller	Salmon	ST
01/13/06	Lady Brijet	Troller	Salmon	ST
01/13/06	Lisa Mae	Troller	Salmon	ST
01/13/06	Storm Chief	Troller	Salmon	ST
01/16/06	Miss Michelle	Pot Boat	Crab	630
01/17/06	Kodiak Girl	Pot Boat	Crab	630
01/17/06	North Point	Pot Boat	Crab	630
01/17/06	Silver Sword	Pot Boat	Crab	630
01/18/06	Aleutian Ballad	Pot Boat	Crab	513
01/18/06	Stellar Sea	Pot Boat	Crab	513
01/18/06	Northern Jaeger	Pot Boat	Crab	630
01/19/06	Legasea	Pot Boat	Crab	630
01/19/06	Melina	Pot Boat	Crab	630
01/30/06	Bering Star	Pot Boat	Pacific Cod	509
01/30/06	Trailblazer	Pot Boat	Pacific Cod	509
01/31/06	Obsession	Pot Boat	Pacific Cod	509
02/01/06	Aleutian Spray	Pot Boat	Pacific Cod	509
02/04/06	Ocean Pearl	Tender	Salmon	ST
02/04/06	Sable	Tender	Salmon	ST
02/08/06	Glasply	Troller	Salmon	ST
02/08/06	Kelcey Michelle	Pot Boat	Shrimp	ST
02/11/06	Gold Rush	Trawler	Pollock	509

Appendix A (Continued)

Boardings Without Violations 01 DEC 2005 – 31 MAR 2006

Date	Vessel Name	Vessel Type	Fishery	Area
02/12/06	Vaerdal	Trawler	Rocksole	509
02/14/06	Seafreeze Ak	Trawler	Rocksole	509
02/14/06	Defender	Trawler	Rocksole	509
02/14/06	Legacy	Trawler	Rocksole	509
02/14/06	Osprey	Pot Boat	Crab	ST
02/14/06	Pot Luck	Pot Boat	Shrimp	ST
02/15/06	Pacific Dawn	Pot Boat	Crab	ST
02/15/06	Victory	Pot Boat	Crab	ST
02/15/06	Wave Dancer	Pot Boat	Crab	ST
02/16/06	Chelsea Dawn	Pot Boat	Crab	ST
02/16/06	Mongoose	Pot Boat	Crab	ST
02/16/06	Steadfast	Pot Boat	Crab	ST
02/16/06	Grace C	Pot Boat	Crab	ST
02/17/06	Lisa Melinda	Trawler	Pollock	509
02/17/06	Angelette	Pot Boat	Crab	ST
02/17/06	Marauder	Pot Boat	Crab	ST
02/18/06	Ocean Destiny	Pot Boat	Crab	ST
02/18/06	Saint Jo	Pot Boat	Crab	ST
02/18/06	Southeastern	Pot Boat	Crab	ST
02/19/06	New Life	Trawler	Pacific Cod	630
02/20/06	Automatic	Longliner	Pacific Cod	630
02/20/06	Last One	Longliner	Pacific Cod	630
02/20/06	Survivor	Longliner	Pacific Cod	630
02/20/06	Currency	Longliner	Pacific Cod	630
02/20/06	Destroyer	Longliner	Pacific Cod	630
02/20/06	Arizona	Longliner	Pacific Cod	630
02/20/06	Evelyn O	Longliner	Pacific Cod	630
02/20/06	Lana E	Longliner	Pacific Cod	630
02/20/06	Letun	Longliner	Pacific Cod	630
02/20/06	Silver Bullet	Longliner	Pacific Cod	ST
02/20/06	Hungry Raven	Mothership	Pacific Cod	630
02/22/06	Concord	Longliner	Pacific Cod	630
02/22/06	Defender	Longliner	Pacific Cod	630
02/22/06	Glacier	Longliner	Pacific Cod	630
02/22/06	Startrek	Longliner	Pacific Cod	630
02/22/06	Midnight Sun	Pot Boat	Pacific Cod	ST
02/24/06	Jan D	Longliner	Pacific Cod	ST
02/25/06	Irene H	Pot Boat	Pacific Cod	630
02/25/06	Providence	Pot Boat	Pacific Cod	630
03/01/06	Tsiu	Pot Boat	Crab	ST
03/02/06	Caitlin Ann	Trawler	Pacific Cod	509
03/02/06	Lone Star	Trawler	Pacific Cod	509

Appendix A (Continued)

Boardings Without Violations 01 DEC 2005 – 31 MAR 2006

Date	Vessel Name	Vessel Type	Fishery	Area
03/02/06	Margaret Lyn	Trawler	Pacific Cod	509
03/02/06	Pacific Viking	Trawler	Pacific Cod	509
03/02/06	Royal Atlantic	Trawler	Pacific Cod	509
03/02/06	Western Dawn	Trawler	Pacific Cod	509
03/02/06	Windjammer	Trawler	Pacific Cod	509
03/03/06	Starlite	Trawler	Pacific Cod	509
03/03/06	Morning Star	Trawler	Pollock	509
03/03/06	Westward 1	Trawler	Pollock	509
03/04/06	Courageous	Longliner	Pacific Cod	519
03/05/06	Aleutian Spirit	Longliner	Halibut	2C
03/06/06	Windfall	Longliner	Sablefish	SE
03/08/06	Agile	Longliner	Halibut	2C
03/08/06	Haakon	Longliner	Halibut	2C
03/08/06	Island Pride	Longliner	Halibut	2C
03/08/06	Summerbreeze	Longliner	Halibut	2C
03/09/06	Tremont	Trawler	Pacific Cod	509
03/09/06	American No 1	Trawler	Yellowfin Sole	509
03/09/06	Lady Solvay	Longliner	Halibut	2C
03/10/06	Mr. Wind	Pot Boat	Crab	ST
03/11/06	Aurora	Trawler	Pollock	509
03/11/06	Defender	Trawler	Pollock	509
03/12/06	Alaska Juris	Trawler	Yellowfin Sole	509
03/12/06	Alaska Ranger	Trawler	Yellowfin Sole	509
03/13/06	Alaska Spirit	Trawler	Yellowfin Sole	509
03/13/06	Alaska Warrior	Trawler	Yellowfin Sole	509
03/13/06	Constellation	Trawler	Yellowfin Sole	509
03/15/06	Northern Jaeger	Trawler	Pollock	517
03/22/06	Island Enterprise	Trawler	Pollock	517
03/22/06	Starbound	Trawler	Pollock	517
03/14/06	Current	Longliner	Halibut	3A
03/19/06	Michael M	Longliner	Halibut	2C
03/23/06	Defender	Longliner	Halibut	3B
03/23/06	Joann Marie	Longliner	Halibut	3B
03/14/06	Tempo Sea	Pot Boat	Crab	521
03/23/06	Barbara J	Pot Boat	Crab	517
03/19/06	Jennifer A	Seiner	No Product	ST
03/20/06	Pacific Belle	Seiner	Herring	ST
03/20/06	Talia	Seiner	Herring	ST
03/20/06	Westerly	Seiner	Herring	ST
03/23/06	Totem	Seiner	Herring	ST
03/23/06	Westview No. 1	Seiner	Herring	ST
03/23/06	Melanie Ann	Seiner	Herring	ST

Appendix A (Continued)

Boardings Without Violations 01 DEC 2005 – 31 MAR 2006

Date	Vessel Name	Vessel Type	Fishery	Area
03/19/06	Aghileen	Seiner	Herring	ST
03/21/06	Patience	Troller	Salmon	ST
03/22/06	Michelle Renee	Trawler	Pollock	ST
03/22/06	Pacific Star	Trawler	Pollock	ST
03/22/06	Seadawn	Trawler	Pollock	517
03/23/06	Chelsea K	Trawler	Pollock	517

Appendix B

Boardings With Violations 01 DEC 2005 – 31 MAR 2006

Date	Cutter	Vessel Name	Vessel Type	Fishery	Area	Violation Notes
12/10/05	Munro	Clipper Endeavor	Longliner	Pacific Cod	521	Fisheries written warning issued for logging errors
01/10/06	Roanoke	Hadassah	Pot Boat	Pacific Cod	630	Voyage terminated for insufficient fire fighting equipment.
01/11/06	Anacapa	Sea Weed li	Troller	Salmon	ST	Safety violation issued for no sound producing device and failure to carry documentation.
01/13/06	Anacapa	Christie	Troller	Salmon	ST	Safety violation issued for insufficient marker lights and insufficient reflective tape on immersion suits.
01/26/06	Spar	Pamela Dawn	Mothership	Salmon	ST	Voyage terminated for insufficient fire fighting equipment and expired visual distress signals.
01/30/06	Alex Haley	Determined	Pot Boat	Pacific Cod	509	Fisheries fixit ticket issued for logging errors
02/15/06	Liberty	Middle Pass	Pot Boat	Crab	ST	Safety violation issued for insufficient immersion suits.
02/16/06	Liberty	Traci C	Pot Boat	Crab	ST	Safety violation issued for expired EPIRB and insufficient lifering buoys.
02/16/06	Liberty	Little Lady	Pot Boat	Crab	ST	Safety violation issued for expired liferaft.
02/17/06	Liberty	Northern Explorer	Longliner	Pacific Cod	659	Safety violation issued for expired fire fighting equipment and insufficient hull markings.
02/17/06	Liberty	Tsiu	Pot Boat	Crab	ST	Safety violation issued for expired visual distress signals.
02/18/06	Liberty	New Freedom	Pot Boat	Crab	ST	Safety violation issued for expired fire fighting equipment..
03/03/06	Acushnet	Us Intrepid	Trawler	Pacific Cod	509	Fisheries written warning issued for logging errors
03/14/06	MUSTANG	REBOUBT	Longliner	Halibut	3A	Safety violation issued for expired life raft
03/19/06	ANACAPA	LUCY O	Longliner	Halibut	2C	Safety violation issued for expired EPIRB
03/20/06	HICKORY	HADASSAH	Pot Boat	Pacific Cod	630	Safety violation issued for expired liferaft hydrostatic release and expired EPIRB
03/20/06	HICKORY	MONARCH	Pot Boat	Pacific Cod	630	Safety violation issued for expired liferaft.
03/20/06	HICKORY	OLD SQUAW	Pot Boat	Pacific Cod	630	Safety violation issued for expired svc date on liferaft and insufficient markings on lifering buoy.
03/20/06	ANACAPA	FLATLANDER	Troller	Salmon	ST	Voyage terminated for insufficient immersion suits
03/21/06	ANACAPA	ALASKAN ROSE	Seiner	Herring	ST	Safety violation issued for expired liferaft and insufficient immersion suits
03/21/06	ANACAPA	TAMARACK	Troller	Salmon	ST	Safety violation issued for expired liferaft, expired EPIRBs onboard, expired EPIRB hydrostatic release, and expired visual distress signals
03/21/06	ANACAPA	LAKE BAY	Seiner	Herring	ST	Safety violation issued for expired liferaft, expired visual distress signals, and no sound producing device
03/22/06	HICKORY	MARATHON	Trawler	Pollock	ST	Boating violation issued for failure to carry certificate of documentation.
03/23/06	HICKORY	PHOENIX	Longliner	Halibut	3A	Safety violation issued for insufficient hull markings and expired FCC license.
03/23/06	ANACAPA	ROSE LEE	Seiner	Herring	ST	Safety violation issued for insufficient immersion suits.
03/23/06	ANACAPA	JACKPINE	Longliner	Halibut	2C	Summary settlement issued for lack of a seabird avoidance plan onboard.
03/23/06	ANACAPA	JETTA D	Longliner	Sablefish	WY	Summary settlement issued for lack of a seabird avoidance plan onboard.