

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



**01 OCT - 30 NOV 07**

*Prepared By:  
Response and Enforcement Branch  
Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517*

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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

Two confirmed incursions were detected for 2007, with an additional nine suspected incursions resulting from radar contacts. All incursions occurred during the summer and were described in detail in previous reports. The *average maximum* number of vessels observed (visually or by radar) within 20nm of the MBL (Figure 1) has dropped from 52 in 2001 to a low of about 5 in 2005. The density has increased slightly over the last two years. Those vessels present have continued to skirt the edge of the MBL very closely, making the MBL a continued high priority for enforcement resources. Coast Guard HC-130s flew 11 hours patrolling the MBL for the reporting period. Regular cutter patrols are planned to resume next June.

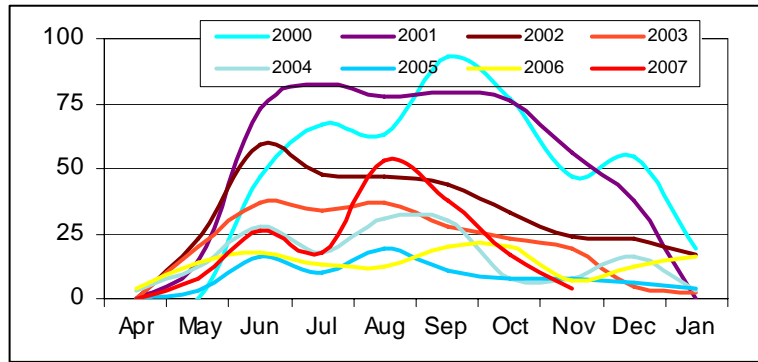


Figure 1. MBL Maximum Monthly Observations.

## II. High Seas Drift Net Enforcement

Operation North Pacific Watch, the United States Coast Guard HSDN Enforcement Plan, continued through October with joint operations between the USCGC BOUTWELL and MIDGETT totaling 49 days for the reporting period. Air Station Kodiak HC-130s flew 31 hours during a short deployment in conjunction with the cutter coverage. Combined with earlier USCG flights, HC-130s flew 152 hours in support of the HSDN/IUU missions in 2007, and major cutters spent 119 days patrolling.

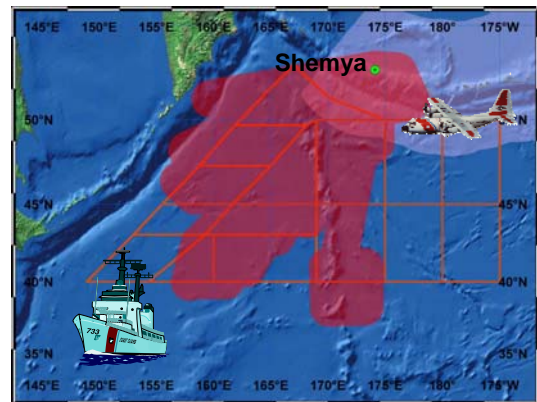


Figure 2. HSDN HC-130 Patrol Coverage

On October 5<sup>th</sup> the USCGC BOUTWELL seized three foreign fishing vessels (LU RONG YU 2659, LU RONGYU 2660, and LU RONG YU 6105) which were targeting squid. The BOUTWELL detained the vessels under the authority of the embarked

Chinese shiprider. All three of the vessels were relatively small catcher vessels of approximately



Lu Rong Yu 6105 seized by USCGC BOUTWELL

35 meters. One of the vessels had nearly 90 percent of the hold space used to store monofilament driftnets, and a second vessel had nearly half of its hold space occupied by nets and gear. One vessel had approximately 30 tons of squid and a second had approximately 50 tons.

### III. Donut Hole Activity

There has been no activity since the two Korean vessels fished earlier this year. The next expected trial fishing activity will be vessels from Korea in 2008. 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 to verify catch reports and ensure compliance with the Convention on the Conservation and Management of the Pollock Resources in the Central Bering Sea..

### IV. Dixon Entrance

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

### V. Bering Sea Crab Fisheries

The Coast Guard's efforts for the 2007 Red King Crab fishery were very similar to that of the 2006 season. Dockside prevention activities were focused in Unalaska (Dutch Harbor), King Cove, and Kodiak prior to the October 15<sup>th</sup> opening. An Air Station Kodiak HH-60 helo was forward deployed to Cold Bay for 40 days this season (versus 39 days last year) with the USCGC MUNRO, USCGC ALEX HALEY, and USCGC MIDGETT providing Bering Sea patrol coverage. All three cutters patrolled with minimal overlap and in each case an HH-65 helo was embarked. When weather conditions would prevent underway launch of the aircraft, the helo was stationed ashore to enable their continued use.



MUNRO boarding team pulls along side Bering Sea crabber

USCGC MUNRO boarded more than 90% of vessels which failed to complete dockside safety exams with the USCGC ALEX HALEY boarding the remainder. The combination of dockside and at-sea boardings resulted in 100% Coast Guard safety checks of the crab fleet.

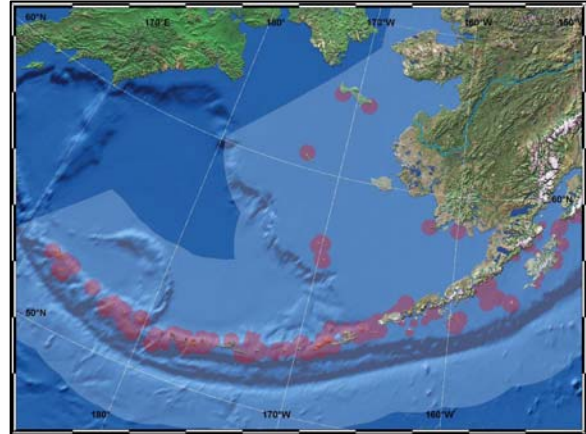


Orange smoke demonstration during training

Coast Guard personnel conducted Safety Compliance Checks (SCC), dockside Commercial Fishing Vessel Safety (CFVS) examinations, and stability/damage control training sessions in Dutch Harbor, Kodiak, and King Cove. Fourteen fishermen, twelve Discovery Channel personnel, and two observers received raft and survival suit training. The Coast Guard continued coordinated enforcement planning with NOAA enforcement, Alaska Department of Fish and Game, and the Alaska Wildlife Troopers via weekly conference calls and by a shared database of F/Vs that had been boarded at-sea or had offloads monitored.

## VI. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to enforce NMFS management regulations to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The Coast Guard does this through continued patrols of Steller Sea Lion Critical Habitat Areas, monitoring the western population of rookeries and haulouts starting at Cape St. Elias and extending out the Aleutian Chain and into the Bering Sea. Cutters committed 175 hours, and aircraft flew 8 hours in support of this mission. There were no significant violations observed.



Stellar Sea Lion management areas

The Coast Guard assisted the Alaska SeaLife Center in returning a rehabilitated ribbon seal to the wild by providing transportation from Seward to Cold Bay. Safely secured in a cage, the 250-pound seal, “Diamond”, was driven from the SeaLife Center in Seward to the airport in Kenai, loaded into the back of an Air Station Kodiak HC-130 aircraft and flown to Cold Bay.



Ribbon Seal (Diamond) during rehab in Seward

The seal was found October 4, 2007 outside of its natural environment at the Palmer Hayflats State Game Refuge. It was rehabilitated at the SeaLife Center in Seward. Two representatives from the SeaLife Center accompanied the animal during the flight.

Although the Coast Guard is known for its safety and security missions, the stewardship mission in Alaska has a history dating back more than 130 years. In 1872, Revenue Cutter Service ships were dispatched to the region to examine exploited seal rookeries. This led to the Fur Seal Treaty of 1911 and ultimately the Marine Mammal Protection Act. Today Air Station Kodiak regularly conducts observation flights over protected seal and walrus rookeries.



Diamond the ribbon seal departs Seward for new home in Cold Bay

## VII. Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers were down approximately 46% compared to the same period last year. The reduced boarding effort was due in part to severe weather, which reduced boarding opportunities. There was one significant fisheries violation, plus several minor administrative compliance discrepancies. The one significant violation was for a vessel targeting rockfish with sablefish on board. The vessel had no sablefish quota for where it was operating. Figures 3 and 4 show the historic trend for boardings and violations.



Boarding team underway with NOAA Special Agent

Figure 3. Fisheries Boardings By Year

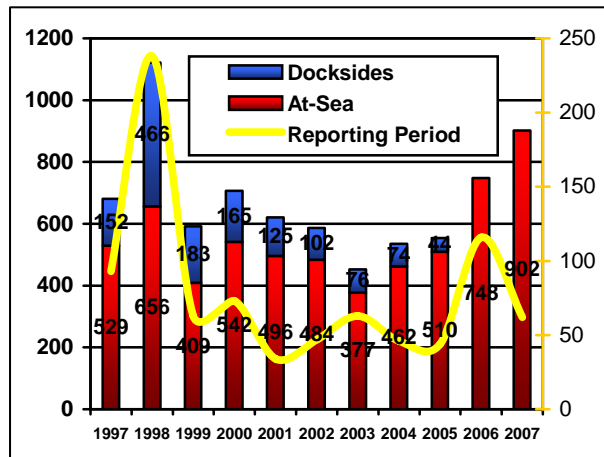
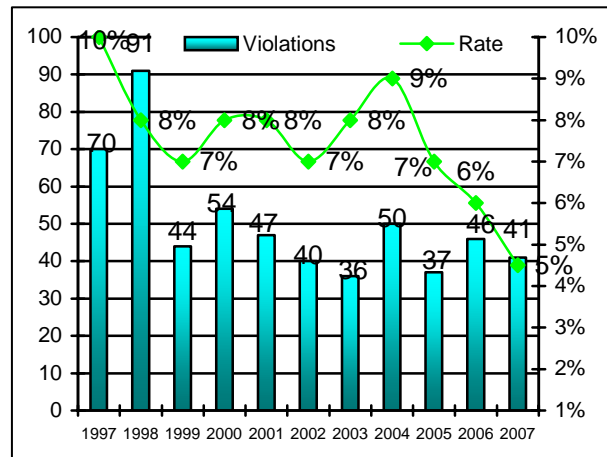


Figure 4. Fisheries Violations By Year



The fisheries violation rate (12.9%) was up by almost 8% from that observed over the same period last year. The rate was also anomalously high compared to the 2007 overall rate (4.5%), which is the lowest overall violation rate on record. Appendices A and B contain a complete list of boardings and violations.

### OCT 2006 - NOV 2006

F/V Boardings (at sea): ..... 115  
 Boarding w/fisheries violations: ..... 6  
 Violation Rate: ..... 5.2%

### OCT 2007 - NOV 2007

F/V Boardings (at sea): ..... 62  
 Boarding w/fisheries violations: ..... 8  
 Violation Rate: ..... 12.9%

## VIII. IFQ Enforcement



The IFQ halibut and sablefish fisheries closed during this reporting period. There was one minor IFQ fisheries violation for improperly maintained logbooks. Coast Guard IFQ enforcement effort consisted of 10 at-sea boardings. Enforcement efforts for this fishery will resume in March.

## IX. Commercial Fishing Vessel Safety/Search and Rescue Cases

There were ten vessels found to have safety violations. Two voyages were terminated (both had insufficient or inoperative fire fighting equipment, one had expired EPIRB, and both had numerous other violations). The other safety violations consisted of expired visual distress signals, expired EPIRB registrations, insufficient survival suits, and insufficient life rings.

There were ten search and rescue cases during the reporting period. The operational summary of the reporting period (01 October to 30 November) tallied no lives lost, five lives saved, and four vessels lost (Figure 5). Table 1 (below and on the following three pages) provides a summary of significant search and rescue cases.

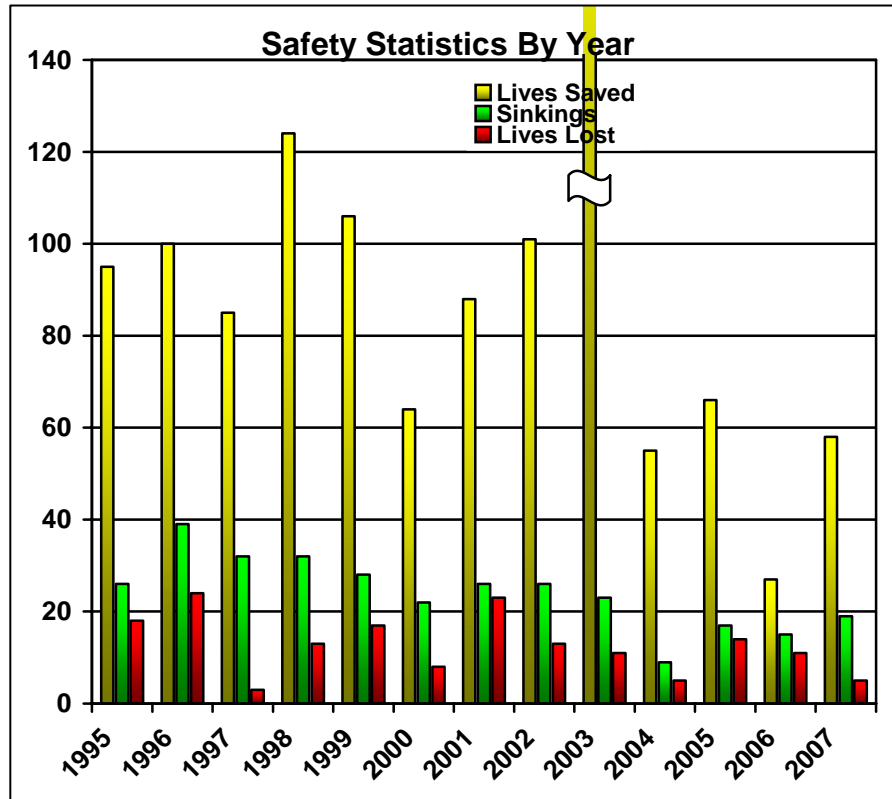






Figure 5. Historical Overview of CFVS Statistics

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
10/8/07	Joma	N/A	N	N	The master of the F/V JOMA radioed Sector Juneau reporting that the vessel had lost steering and was adrift in Behm Canal. Sector Juneau Command Center requested a waiver for Station Ketchikan to get underway as fishing vessel position was approximately a half mile outside their area of operation. Prior to Station Ketchikan getting underway, the JOMA reported that they had regained steering and was headed back to Ketchikan, and that Coast Guard assistance was no longer needed. The vessel was put on a 60-minute communication schedule during the transit to Ketchikan. JOMA safely moored in Ketchikan.
11/2/07	Annette	N/A	N	Y	 <p>Marine Safety Detachment Ketchikan received a phone call stating that the F/V ANNETTE had sunk in Ward Cove. All crew had abandoned ship safely to shore. Pollution investigators responded and discovered the vessel to be laying on its port side 75 yards off shore with half of the vessel out of the water.</p> <p>F/V ANNETTE partially submerged in Ward Cove</p>

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

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
11/4/07	Hero	1	1	Y	<p>Alaska State Troopers requested helicopter support to transport a trooper from Cordova to Point Bentinck on Hinchinbrook Island. Troopers received a report from two hunters on Hinchinbrook Island who had discovered a body being consumed by a brown bear. The troopers believe the deceased is the unaccounted for master of the F/V HERO (a previously suspended SAR case). The vessel was discovered overturned on the sand flats in vicinity of the Egg Islands on September 25 after being reported overdue. Extensive aircraft and ground searches of the area failed to locate the crewmember at the time, who had since been presumed dead. An Air Station Kodiak HH-60 helo transported an Alaska State Trooper to Hinchinbrook Island and recovered the remains of the deceased. Positive identification on-scene was not possible due to the condition of the remains. AST later confirmed the identity of the deceased through dental records as that of the master from the HERO.</p> 
11/6/07	Sea Hunter	2	N	N	<p>Sector Anchorage received a 3<sup>rd</sup>-party report of the F/V SEA HUNTER disabled and adrift 50nm southwest of Middletown Island. The USCGC MUSTANG launched to assist, and the USCGC HICKORY diverted from another mission to assist. Good Samaritan vessel F/V DELIVERANCE responded to the scene and took the SEA HUNTER in tow. MUSTANG stood down and returned to Resurrection Bay due to deteriorating weather. Deteriorating weather conditions caused the line to part several times throughout the night, repeatedly breaking the tow from the DELIVERANCE. HICKORY arrived on scene, transferred the tow from the DELIVERANCE, and made way toward Seward. A combined Sector Anchorage/CGC MUSTANG/CGC HICKORY boarding team boarded the vessel approximately 5nm outside of Seward and completed a boarding. One crewmember was arrested after disembarking the vessel onto the dock by AST for violation of bail terms. The other crewmember was noted to be in violation of parole.</p>  <p>USCGC HICKORY tows F/V Sea Hunter into Seward</p>
11/8/07	Hazel Louise	1	N	Y	<p>The master of the 55ft F/V Hazel Louise telephoned Sector Juneau Command Center reporting that the vessel had caught fire and burned to the waterline sometime during the early morning hours. The vessel was at anchor in Nakwasina Passage, in the vicinity of the northern end of Halleck Island near Sitka. The master was awakened by explosions, the sound of burning wood, and heavy smoke. The master donned a survival suit, jumped overboard, and swam to a nearby island. Vessel burned to water line, split in half, and sank.</p>  <p>Sheen rises from sunken F/V Hazel Louise</p>



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

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
11/10/07	Bruin	N/A	N	N	A Good Samaritan called Station Ketchikan and reported seeing F/V BRUIN adrift about 100 feet off of the beach of Clover Pass near Ketchikan. The BRUIN called US Navy Sea Fac and told them that they had been adrift for three hours and were dragging anchor. Sea Fac launched their Sea Fac One, a Boston Whaler, to render assistance. Station Ketchikan also launched a 25ft Response Boat to take the fishing vessel in tow. Station Ketchikan's 47ft Motor Life Boat responded from another SAR case, relieved the 25ft Response Boat, and continued towards Ketchikan with the BRUIN in tow. The BRUIN was towed safely into Knutson Cove for a post SAR boarding that resulted in several safety violations and a voyage termination.
11/13/07	Fog	3	N	N	The master of the F/V FOG radioed Sector Juneau Command Center reporting a stove fire in the galley near False Point Retreat in Lynn Canal. At the time of the call the owner of the vessel was the only one on board. The other two persons were ashore. The owner was able to extinguish the fire and set a re-flash watch. Station Juneau launched a 25ft Response Boat to assist, and an Alaska State Troopers small boat responded. When Station Juneau and AST arrived on scene the Good Samaritan vessel ALASKAN HUNTER volunteered to take the FOG in tow. The Station Juneau 25ft Response Boat located the two persons ashore and brought them on board. The 25ft RB-S and the AST's small boat escorted the ALASKAN HUNTER and FOG back to Auke Bay. While in transit, a hot spot on F/V FOG flared up and the L/C Alaskan Hunter broke the tow. Once the fire was extinguished, 25ft RB-S assumed the tow and towed F/V FOG, for approximately five hours, back to Auke Bay where they moored safely.
11/16/07	Pacific Lady	1	N	Y	District Seventeen received an unlocated 406 MHz EPIRB alert registered to the fishing vessel Pacific Lady. Preliminary communications with the owner's contact revealed that the vessel was underway enroute to Kodiak from Sand Point with one person on board. District Seventeen issued an Urgent Marine Information Broadcast (UMIB) and subsequently resolved the EPIRB to a position 70nm southwest of Kodiak Island. The North Pacific SAR Coordinator directed the launch of an Air Station Kodiak HH-60 helo and an HC-130 aircraft to investigate. The USCGC HICKORY diverted from approximately 35nm away. The HC-130 arrived on scene and spotted a white strobe light and deployed several life rafts, and a self-locating drift marker beacon. The F/V HERITAGE responded to the UMIB, coordinated with the HC-130, and headed towards the scene. The HC-130 had to depart the scene due to fuel status by the time the HERITAGE arrived. The HERITAGE conducted search operations while coordinating with the HH-60. The HERITAGE located the Pacific Lady crewmember in one of the life rafts dropped by the HC-130. The crewmember was in good health and was determined by the HH-60 to not be in need of medical assistance. The HERITAGE safely transported the crewmember to Kodiak.



**Heritage crew, Pacific Lady survivor, and Coast Guard pilot safely home with raft dropped from HC-130.**

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

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
11/23/07	Hope	N/A	N	N	Sector Juneau Command Center intercepted a MAYDAY from the master of the F/V HOPE reporting that the vessel was taking on water in the vicinity of Cape Strait in Frederick Sound. Sector Juneau Command Center issued an Urgent Marine Information Broadcast (UMIB). The F/V TORI M responded to the UMIB and diverted to assist. The USCGC ANACAPA launched their small boat to assist. The F/V HOPE energized two on board pumps that were able to keep up with the flooding. The ANACAPA small boat escorted the F/V HOPE safely into Petersburg Harbor.
11/25/07	Lady Blackie	4	N	Y	District Seventeen Command Center received a located 406 MHz EPIRB alert registered to the F/V LADY BLACKIE in vicinity of Wide Bay on the Alaska Peninsula. The Command Center called the cell phone number listed on the registration and spoke directly with the master on board who reported the vessel was taking on water and was in need of Coast Guard assistance. Communications Center Kodiak issued an Urgent Marine Information Broadcast (UMIB) and directed the launch of Air Station Kodiak HH-60 helo. Sector Anchorage assumed Search and Rescue Mission Coordinator and directed the helo to the most recent EPIRB position. The four people on board the fishing vessel abandoned ship into liferaft and activated a second EPIRB which HH-60 located. The helo hoisted the four persons (and one dog) from the raft and treated them for hypothermia until they were transferred to local paramedics in Kodiak. The vessel sank, and the 197ft processing barge associated with the vessel went adrift.



**Lady Blackie crew and local Kodiak rescue unit personnel (left) and their dog (above) safely home after the sinking**

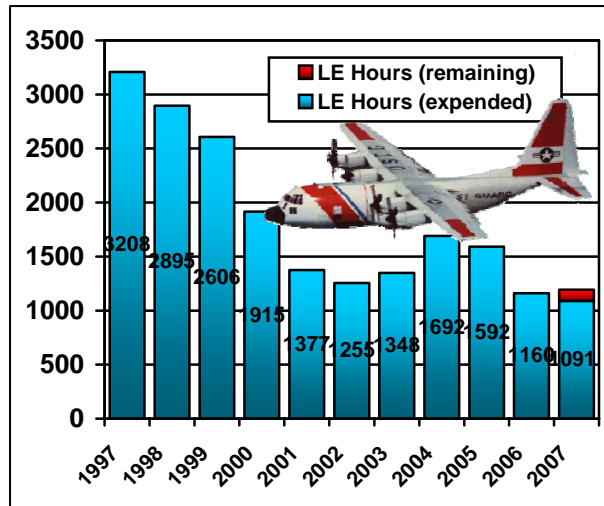


**Heading Out**

## X. Coast Guard Resource Summary

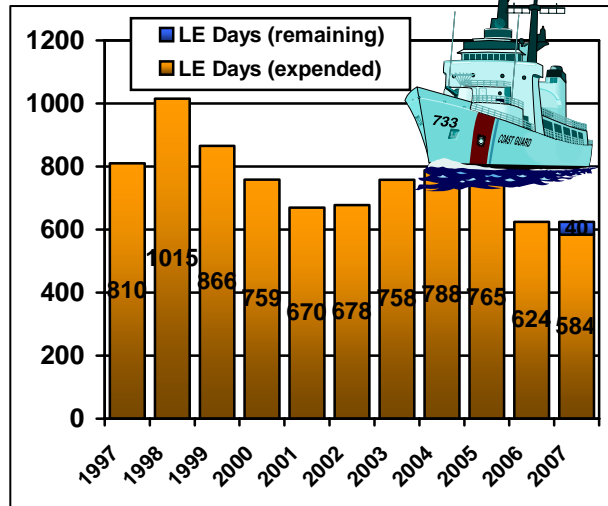
Figures 6 and 7 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 8 and 9 show the same information over the last three years for the *reporting period only*.

**Figure 6. Annual HC-130 Hours**



\*2007 includes projection through December.

**Figure 7. Annual Cutter Days**



\*2007 includes projection through December.

**OCT 2006 - NOV 2006**

2 WHECs patrolled..... 107 days  
 2 WMECs patrolled ..... 65 days  
 2 WLBs patrolled..... 27 days  
 5 WPBs patrolled..... 111 days  
**Total Cutter patrol..... 310 days**

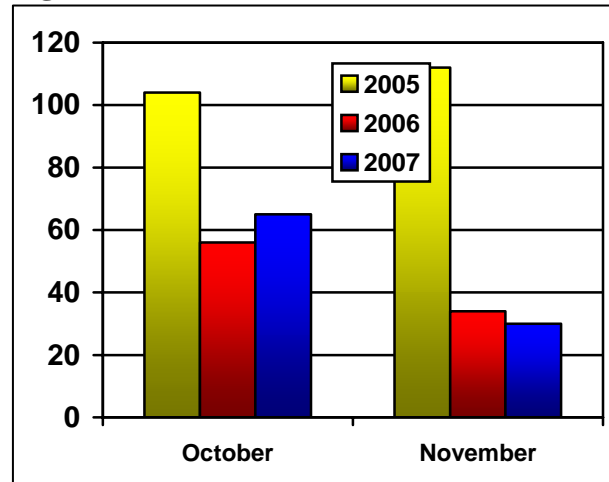
HC-130s flew ..... 90 hours  
 HH-60/65s flew..... 169 hours

**OCT 2007 - NOV 2007**

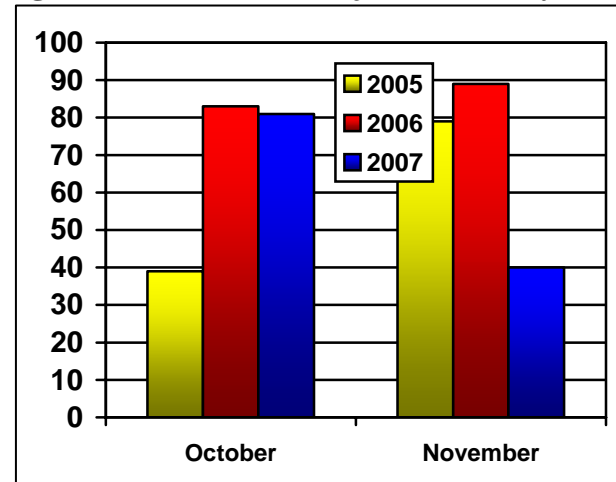
3 WHECs patrolled..... 81 days  
 2 WMECs patrolled ..... 40 days  
 4 WLBs patrolled..... 24 days  
 4 WPBs patrolled..... 34 days  
**Total Cutter patrol..... 179 days**

HC-130s flew ..... 95 hours  
 HH-60/65s flew..... 169 hours

**Figure 8. OCT - NOV HC-130 Hours**



**Figure 9. OCT - NOV Major Cutter Days**



## XI. 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. Cooperation with other federal and state agencies has resulted in the apprehension of several individuals with various outstanding arrest warrants.



Vehicle check at ferry terminal

The Coast Guard is actively enlisting the participation of those who live, work or play around America's waterfront areas through *America's Waterway Watch*, a combined effort of the Coast Guard and its Reserve and Auxiliary components. Coast Guard Reserve personnel concentrate on connecting with businesses and government agencies, while Auxiliarists focus on building AWW awareness among the recreational boating public.

*America's Waterway Watch* is similar to the *Coast Watch* program of World War II, which caused the early growth of the Coast Guard Auxiliary, a group of citizen-volunteers who were mobilized as a uniformed, civilian component of the Coast Guard to scan the coast for U-boats and saboteurs attempting to infiltrate the shores of the United States. Today, *America's Waterway Watch* goes one step further: It calls on ordinary citizens — who spend much of their time on and around America's waterways — to assist in the War on Terrorism on the Domestic Front. More information about the *America's Waterway Watch* program can be found online at the program website: [www.americaswaterwaywatch.org](http://www.americaswaterwaywatch.org).

## XII. Arctic Domain Awareness

The USCG commenced Arctic Domain Awareness flights in October. An Air Station Kodiak HC-130 flew to the North Pole on October 30<sup>th</sup>, traveling 1,183 miles from Barrow, Alaska. Future patrols will monitor Arctic Ocean shipping traffic, which is expected to increase as climate changes impact the polar ice cap. The route through the arctic is 4,000 miles shorter than a transit through the Panama Canal. Along with increasing polar patrols, the Coast Guard has identified the potential need for a traffic routing system in the Bering Straits and the Arctic to define shipping lanes.



View of the Arctic Ocean from HC-130

The USCG is the principal U.S. federal maritime enforcement agency in the Arctic with broad safety, security and environmental stewardship missions. The USCG expects its operations in the Arctic will increase in coming years. The USCG will forward deploy assets as a test bed on the north slope next summer. The initial deployment will identify challenges and determine infrastructure needed to support increased Arctic operations. Furthermore, some HC-130 flights are planned to be staged from Nome, which will reduce transit time to the MBL.

# *Appendix A*

## 01 OCT – 30 NOV Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
10/08/07	Alaska Rose	Pollock	517
10/08/07	Great Pacific	Pollock	517
10/08/07	Progress	Pollock	517
10/08/07	Sunset Bay	Pollock	517
10/08/07	Nomad II	Halibut	3A
10/11/07	Toni Marie	Salmon	ST
10/12/07	Windfall	Salmon	ST
10/12/07	Zimovia	Salmon	ST
10/17/07	Baranof	Crab	509
10/17/07	Handler	Crab	509
10/17/07	Kari Marie	Crab	509
10/18/07	Barbara J	Crab	509
10/20/07	Brat	Salmon	ST
10/21/07	Scadies Rose	Crab	509
10/21/07	Miss Norma	Salmon	ST
10/21/07	Shearwater	Salmon	ST
10/21/07	Tamerack	Salmon	ST
10/22/07	Bountiful	Crab	509
10/23/07	Northwestern	Crab	509
10/23/07	Melanie Ann	Crab	ST
10/23/07	Sweet Lisa	Crab	ST
10/26/07	Ocean Fury	Crab	516
10/27/07	AK	Cucumbers	ST
11/06/07	Sounder	Crab	ST
11/07/07	Patricia K	Geoduck	ST
11/10/07	Avalanche	Pacific Cod	630
11/11/07	North American	Crab	509
11/12/07	Alpine Cove	Pacific Cod	630
11/12/07	Shady Lady	Halibut	630
11/12/07	Arch Cape	Salmon	ST
11/12/07	Mai Tai	Salmon	ST
11/12/07	Storm Ranger	No Produc	ST
11/13/07	N/A	Pacific Cod	630
11/13/07	Stella	Pacific Cod	630
11/13/07	Clearlight	Cucumbers	ST
11/13/07	Almaz	Halibut	3A
11/13/07	Deliverance	Halibut	3A
11/14/07	Kodiak Girl	Crab	630
11/14/07	Kariela	Pacific Cod	ST
11/14/07	Summer Gill	Halibut	2C
11/14/07	Tammy Lin	Halibut	2C
11/14/07	Lady J	Halibut	3A/3B
11/14/07	Big Blue	Halibut	3B
11/16/07	Nature	Halibut	3A

## *Appendix B*

### 01 OCT – 30 NOV Boardings With Violations

DATE	UNIT	VESSEL NAME	FISHERY	AREA	VIOLATION NOTES
10/19/07	Munro	Farwest Leader	Crab	509	Fisheries fix-it ticket issued for failure to properly maintain logbooks
11/14/07	Spar	Ruff And Reddy	Pacific Cod	630	Fisheries fix-it ticket issued for failure to properly maintain logbooks
10/26/07	Munro	Bering Hunter	Crab	516	Fisheries violation issued for failure to properly maintain logbooks and safety violation issued for improperly labeled immersion suits
10/18/07	Munro	Royal Viking	Crab	516	Fisheries violation issued for failure to properly maintain and submit logbooks in a timely manner and safety violation issued for failure to have a waste management plan
10/22/07	Munro	Southern Wind	Crab	516	Fisheries violation issued for failure to properly maintain logbooks
10/26/07	Munro	Bulldog	Crab	516	Fisheries violation issued for failure to properly maintain logbooks
11/11/07	Hickory	Pacific Lady	Halibut	3B	Fisheries violation issued for failure to properly maintain logbooks
11/08/07	Hickory	Sea Hunter	Rockfish	630	Fisheries violation issued for possession of sablefish while operating in an area with no available quota
10/20/07	Liberty	Miracle	Salmon	ST	Safety warning issued for inoperative fire fighting equipment
10/21/07	Munro	Silver Dolphin	Crab	509	Safety violation issued for expired EPIRB
11/16/07	Roanoke	Volga	Pacific Cod	630	Safety violation issued for expired survival craft, expired EPIRB, and insufficient fire fighting equipment
10/21/07	Liberty	Go N' Off	Salmon	ST	Safety violation issued for failure to carry current certificate of documentation
10/21/07	Liberty	Gothic	Salmon	ST	Safety violation issued for failure to carry current certificate of documentation
11/10/07	Ketchikan	Bruin	Cucumbers	ST	Safety violation issued for insufficient immersion suits, improper EPIRB, insufficient liferaft, and failure to carry current certificate of documentation.
11/06/07	Anacapa	Sagacious	Geoduck	ST	Safety violation issued for insufficient liferaft, voyage was not terminated because a nearby fishing boat loaned an extra liferaft
11/11/07	Hickory	Vicki Rae	Pacific Cod	610	Safety violation issued for insufficient visual distress signals
10/15/07	Liberty	Col. Lindy	Pacific Cod	ST	Voyage terminated for expired visual distress signals, unserviceable fire fighting equipment, unserviceable life ring buoy, and failure to carry current certificate of documentation
10/23/07	Liberty	819	No Product	ST	Voyage terminated for insufficient life ring buoys, expired EPIRB, improperly labeled immersion suits, and insufficient fire fighting equipment, and criminal misdemeanor issued for simple possession of a controlled substance.