

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 APR 02 - 15 MAY 02

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

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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
NPSC – North Pacific SAR Coordinator	

I. High Seas Drift Net Enforcement

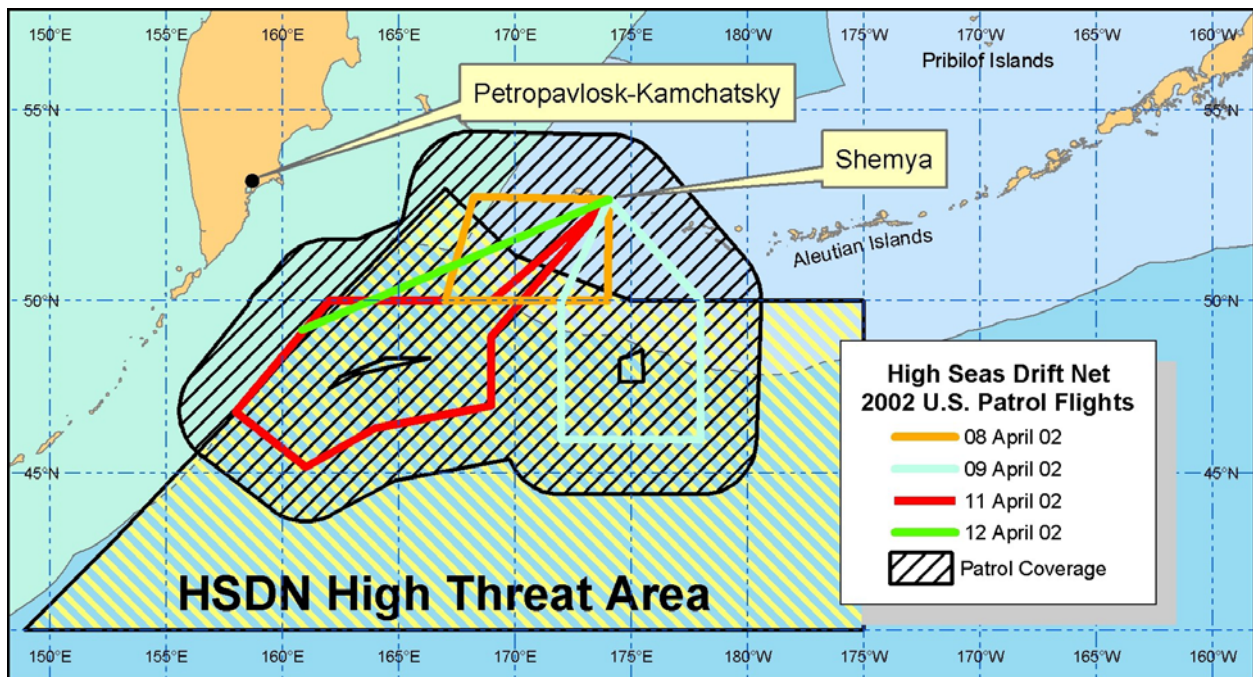
The Joint Operations Information Coordinating Group continues their monthly communications and cooperative efforts. Additionally, representatives from Canada, Japan, Russia and the United States met in Kodiak, AK from 7-9 May for the North Pacific Anadromous Fish Commission (NPAFC) Enforcement Evaluation and Coordination Meeting. This year's meeting was co-hosted by the US Coast Guard and the Department of Fisheries and Oceans (DFO) Canada and sponsored by the NPAFC. The meeting included discussions by each party on enforcement efforts to date; enforcement plans for the remainder of 2002, and the effectiveness of the Joint Operations Information Coordination Group.

Operation Northern Watch resumed dedicated HSDN patrol flights in the north Pacific in April. A Canadian CP-140 AURORA aircraft on HSDN patrol from Shemya Island detected a fishing vessel that appeared to be a driftnet vessel inside the Russian EEZ. Information was given to Russia for further investigation of the vessels activity. The case pends. The USCGC MIDGETT boarded the 170ft FF/V ALANETT (RS) to ensure compliance with the North Pacific Anadromous Fish Convention. The ALANETT was fishing on the Pratt Seamount just outside the U.S. EEZ in the Gulf of Alaska and was found to be in compliance with the convention provisions (no retention of salmon).

For the reporting period, the following details apply:

- Canadian Coast Guard flew 13 sorties totaling 128.6 hours.
- U.S. Coast Guard HC-130's flew 4 sorties totaling 26 hours (Figure 1).

Figure 1. High Seas Drift Net HC-130 Search Patterns



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

The slower-than-expected retreat of ice edge delayed fishing vessel presence on the MBL until May, which eliminated the need for cutter coverage for most of the reporting period (Figure 2).

The receding ice edge is now midway between St. Matthew Is. and St. Lawrence Is. Early season activity remains very low, and Coast Guard enforcement resources detected no incursions.

Figure 2 provides a plot of foreign fishing vessel activity near the MBL. Figure 3 shows the trend in historic fishing effort along the MBL.

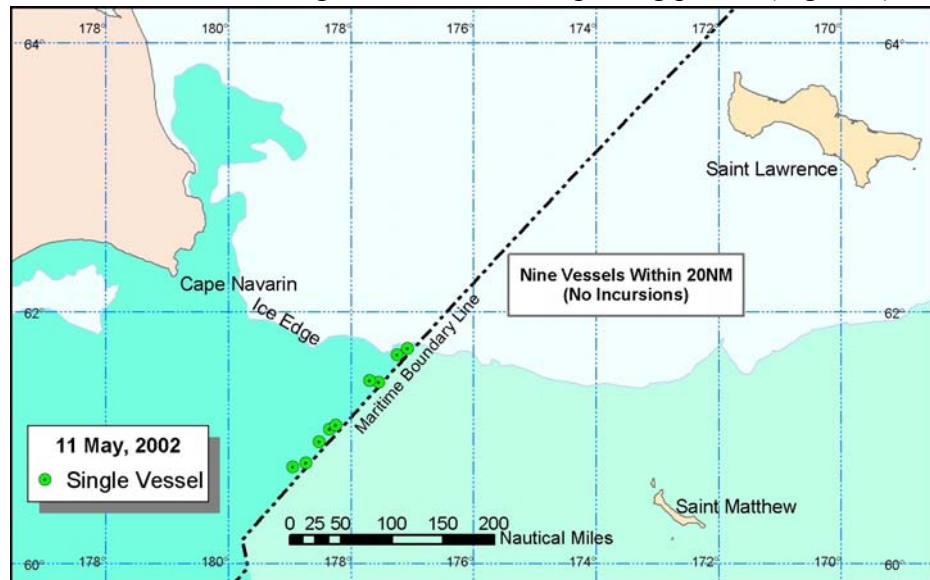
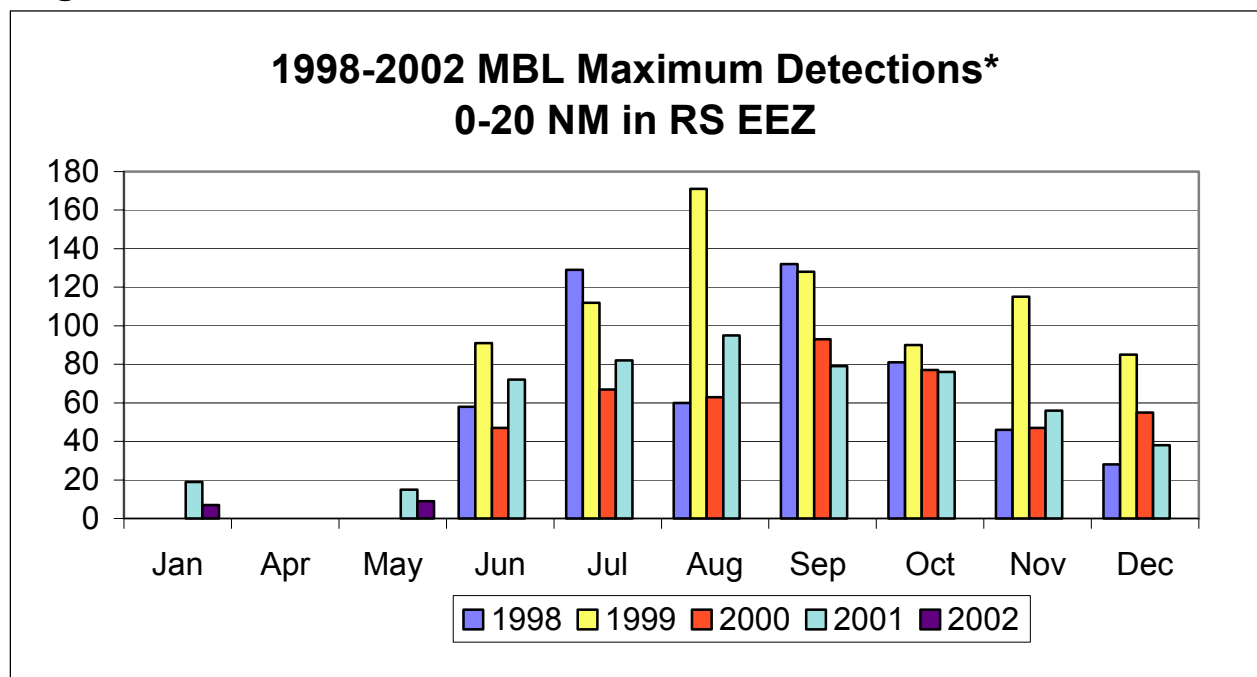


Figure 2. 11 MAY 02 MBL Scatter Plot of Vessels Sighted by HC-130's

For the reporting period, the following details apply:

- Coast Guard HC-130's flew 9 sorties totaling 49 hours.
- Coast Guard WHEC/WMECs spent 3 days patrolling the MBL (as of 15 May).

Figure 3. 1998-2002 MBL Max Detections 0-20 NM in RS EEZ



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

III. Donut Hole

There was no activity during the reporting period, and there have been no notices received for trial or research fishing.

IV. Dixon Entrance

The Department of Fisheries and Oceans Canada hosted the 2002 Dixon Entrance enforcement meeting on 1-2 May in Prince Rupert, British Columbia. U.S. participants included representatives from the Seventeenth District staff and operational units, NMFS enforcement, U.S. Customs, ADF&G, and AK F&WP. Discussions included a review of 2001 enforcement operations, projected fisheries openings and closures, expected patrol effort, and sport/charter/customs issues. Dixon Entrance fisheries patrols will resume in mid-June.

V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 420 monitoring hours, and aircraft patrolled 104 hours in support of this mission. There was one violation during the reporting period. The F/V CELTIC was observed fishing in the Mitrofanina Island Steller Sea Lion Management Area and issued a violation.

VI. 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, overall remained low with only a slight rise from 6 to 8 in comparison to the same period last year. Fewer boardings were performed during the reporting period than during the same period last year resulting in a higher violation rate.

Figure 4. Fisheries Boardings

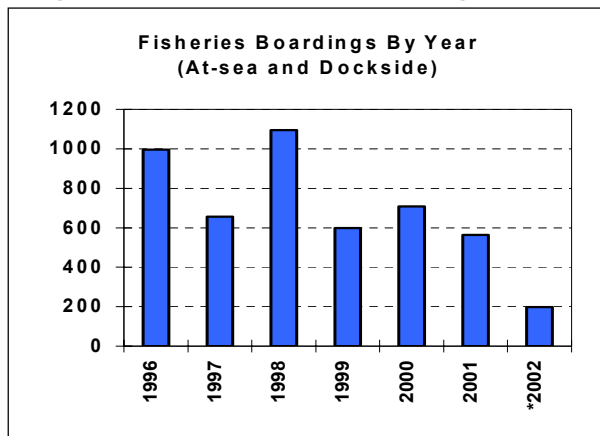
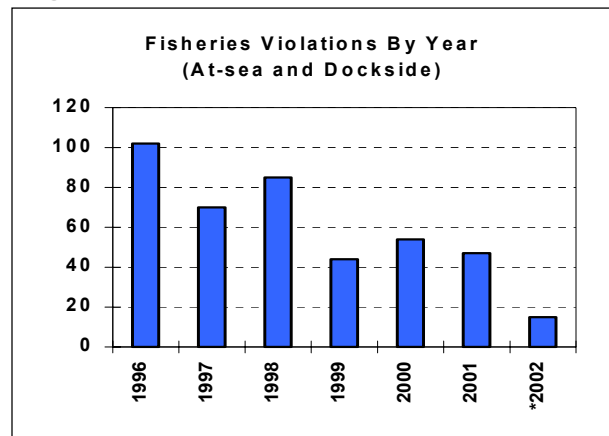


Figure 5. Fisheries Violations



APR 2001 - MAY 2001

All F/V Boardings (at sea):63
 IFQ Monitors (dockside):29
 Boarding/monitor w/fisheries vio's:6
 Violation Rate: 6.5%

APR 2002 - MAY 2002*

All F/V Boardings (at sea): 51
 IFQ Monitors (dockside): 11
 Boarding/monitor w/fisheries vio's: 8
 Violation Rate: 12.9%

**Data current through 15 May, 2002*

During the reporting period, there were five noteworthy fisheries violations and three other minor violations, all of which were at-sea. Of note were violations by the F/V SLAVA II and the F/V JAY LOUISE for failure to deploy proper seabird avoidance gear. Both vessels also had other fisheries violations. The F/V PACIFIC PEARL was issued multiple violations for high grading halibut, failure to retain rockfish, and failure to carry a federal fisheries permit onboard. The F/V ST PAOLO was issued a violation for fishing without a federal fisheries permit. The final noteworthy violation was the Steller sea lion management area violation discussed above.

The remainder of the fisheries violations were minor discrepancies. There was one violation for failure to check in/out of an area properly. There were *three voyage terminations* for safety violations. Two of the voyage terminations involved insufficient survival craft on-board and one was for unserviceable survival suits and insufficient fire fighting equipment. Two of the termination cases also had other minor safety violations. 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.

VII. IFQ At-Sea/Dockside Enforcement

The 2002 IFQ season continued without significant incidents. There were no dockside fisheries violations.

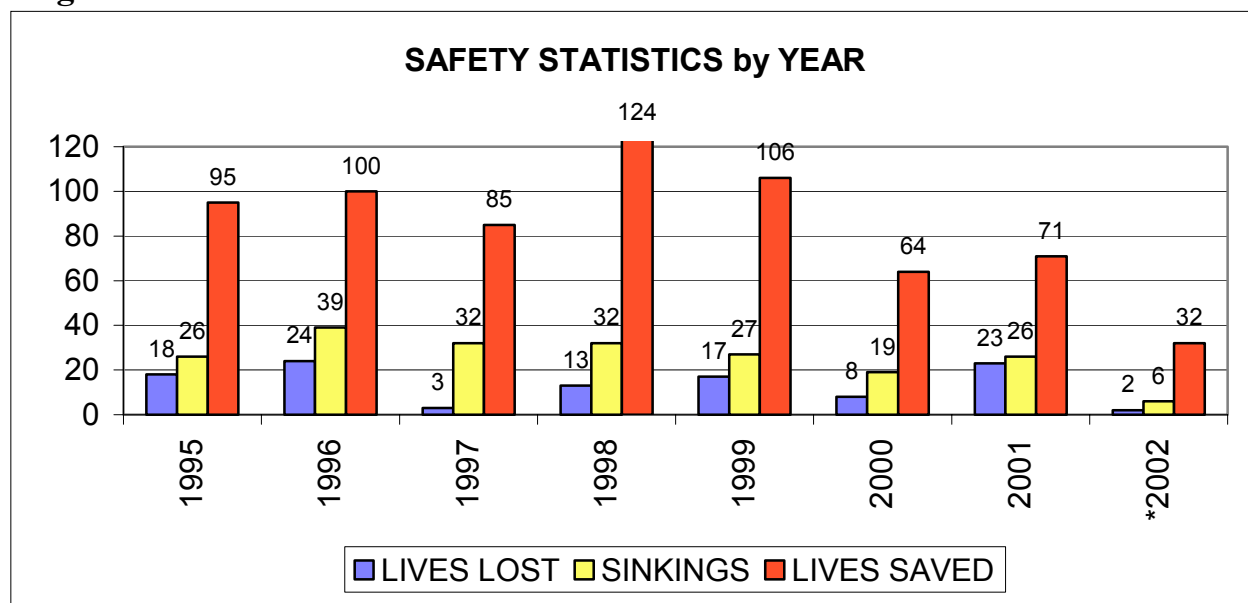
Coast Guard effort consisted of the following:

- 33 IFQ at-sea boardings (75 IFQ boardings year to date).
- 11 dockside offloads monitored (25 dockside offloads monitored year to date).
- 251 surveillance hours (450 hours year to date).

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

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

Figure 6. Historical Overview of CFVS Statistics



*There were 0 lives lost, 1 vessel lost, and 15 lives saved from 1 April to 15 May.

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
4/13/02	Lucky Drift	32ft Gillnetter	1	N	N	The master radioed Communications Center Kodiak reporting that the vessel was battling heavy seas in Shelikof Strait near Puale Bay approximately 72nm southeast of King Salmon. The vessel requested a communications schedule, and the Communications Center attempted to put the vessel on a 15-minute communication schedule, but no further transmissions were received. An UMIB was issued and an Air Station Kodiak HH-60 was launched. The helicopter arrived on scene and discovered the vessel safe in Puale Bay. A communication schedule was established between the F/V LUCKY DRIFT and the F/V BLUE EYES in nearby Dry Bay. The F/V LUCKY DRIFT was instructed to activate his EPIRB if any further difficulties were encountered.
4/21/02	Ermine	35ft Longliner	2	N	N	The master radioed Air Station Kodiak reporting an engine failure 35nm southwest of Seward and that the vessel was in danger of grounding. An Air Station Kodiak HH-60 was launched to scene and found that the vessel had drifted away from shore and clear of navigational hazards. The vessel was at risk of losing communications with SAR assets because of dying batteries. An Air Station Kodiak HC-130, diverted from another mission, landed in Seward, and transferred additional radios to the helo. The helo delivered the radios to the F/V ERMINE. The US Naval Warship, USS CAMDEN on another mission, diverted and launched their rigid hull inflatables to assist. The CAMDEN's rescue and assistance team recharged the F/V ERMINE's batteries, but was unable to repair the starter. The F/V ERMINE was towed into a small cove in Harris Peninsula and safely anchored. The master then arranged for a commercial tow.
4/21/02	Billy D	79ft Longliner	5	N	N	The F/V MISS MARY radioed Communications Station Kodiak relaying a distress call that the F/V BILLY D taking on water 170nm northeast of Kodiak. An Air Station Kodiak HH-60 launched to the scene and dropped two pumps to the vessel, which allowed the F/V BILLY D to keep up with the flooding. NPSC maintained communications schedule as the vessel transited to Seward.
5/2/02	Bounty Hunter	32ft Bowpicker	2	N	N	A Penn Air flight contacted USCGC SPAR reporting the F/V BOUNTY HUNTER aground in the vicinity of Port Moller. The SPAR relayed the information to NPSC, which issued an UMIB. The SPAR dispatched their small boat to the scene to assist. The vessel soft-grounded on sand at low tide, was not taking on water, and reported no damage and no personnel injuries. The master requested no further assistance and stayed aboard his vessel until it was refloated at the next high tide.
5/2/02	Current	50ft Longliner	5	N	N	The master contacted USCGC ROANOKE ISLAND via satellite phone reporting the F/V CURRENT disabled 23nm south of Middleton Island in ten to fifteen foot seas. The vessel was encountering engine problems, had lost electrical power, and waves had blown out the pilothouse windows. The master was unable to reach NPSC but was able to call the Roanoke Island via Iridium phone. The F/V CURRENT's 406MHz EPIRB was activated to give NPSC an accurate position, but was secured shortly after. USCGC MUSTANG diverted and arrived on scene about five hours later. The vessel was escorted to Patten Bay on Montague Island to await better weather for transit to Seward. MUSTANG assisted the crew with affecting temporary repairs and getting the vessel underway under their own power. The vessel proceeded safely to Seward to offload their fish and affect repairs.

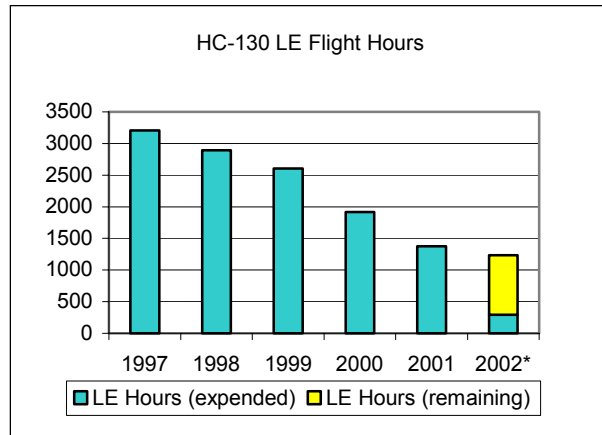
Table 1 (continued). CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
5/5/02	Intrepid	185ft Longliner		N	N	Global Maritime Health contacted NPSC requesting a MEDEVAC for a crewmember aboard the F/V INTREPID, 175 nm south of Kodiak. The crewmember was suffering from apparent alcohol withdrawal. The duty Flight Surgeon concurred with the request for MEDEVAC. An Air Station Kodiak HH-60 launched to the scene and hoisted the patient from the vessel and transported him to awaiting EMS in Kodiak.
5/7/02	Bad Habit	38ft Seiner	2	N	N	The NPSC was contacted with a report that the F/V BAD HABIT was overdue . Extensive attempts failed to establish communications with the vessel. An Air Station Kodiak HC-130 diverted from another mission to investigate and located the vessel aground in the vicinity Izembek Lagoon 7nm north of Cold Bay. The HC-130 verified that the vessel was aground, but undamaged, in mud, and the master was waiting for the next tide (expected 15 May) to refloat the vessel.
5/8/02	Sea Spray	32ft Bowpicker	1	N	Y	The master notified MSO Anchorage that F/V SEA SPRAY had grounded in Nushagak Bay following a fire onboard . The master abandoned ship to the beach and safely walked to a nearby cannery. An Air Station Kodiak HC-130 overflew the grounded vessel on 10 May.
5/14/02	Good News	40ft Longliner	2	N	N	The master of F/V GOOD NEWS radioed the Communications Center reporting a foiled propeller and that the vessel was adrift in Port Houghton 32nm northwest of Petersburg. The master initially requested assistance in locating a diver to help with the situation, but later became concerned that the vessel was in danger of grounding. NPSC issued an UMIB and dispatched the USCGC ANACAPA. The Alaska State Ferry M/V TAKU responded and deployed one of their rescue boats to stand by if needed. An Air Station Sitka HH-60 diverted from another mission to assist. A floatplane was hired and transported a commercial diver to the scene. The diver freed the vessel's propeller. USCGC ANACAPA remained on scene until the vessel got underway.
5/16/02	Bent Nail	52ft Tender	1	N	N	NPSC received an overdue report for the F/V BENT NAIL on a fishing trip from Whittier to the Copper River Delta. NPSC issued a UMIB and received information of a possible grounded vessel in Port Etches, on the west side of Hinchinbrook Island. An Air Station Kodiak HH-60 (deployed to the Aviation Support Facility in Cordova for the summer) launched to investigate. The helo located the reported overdue vessel in Port Etches in no distress. The vessel had experienced engine problems earlier in the day and anchored in Port Etches to make repairs. The master was unable to notify the reporting source of the delay.

IX. CGD17 Resource Summary

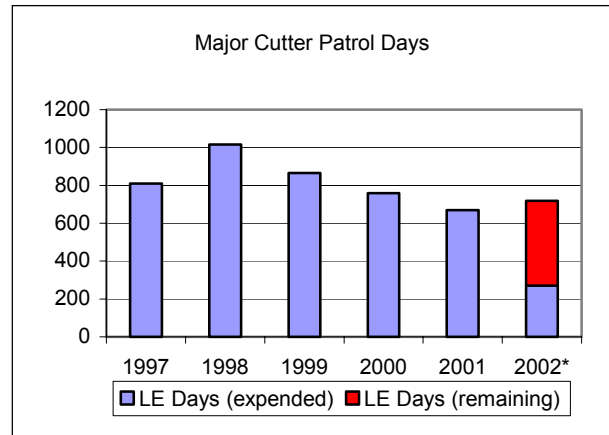
Figures 7 and 8 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Figures 9 and 10 show the same information over the last three years for the *reporting period only* (all data through 15 May for each year).

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.

APR 2001 - MAY 2001

3 WHEC's patrolled for 43 days
2 WMEC's patrolled for 24 days
2 WLB's patrolled for 8 days
5 WPB's patrolled for 44 days
Total Cutter days – 119

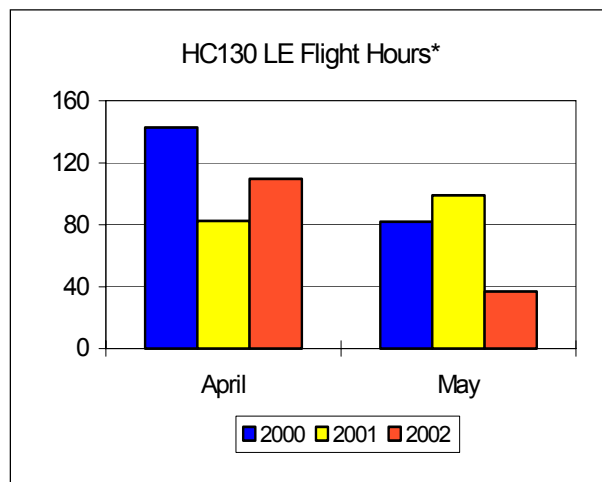
HC130's flew 26 sorties for 181 hours
HH-60/65's flew 30 sorties for 116 hours

APR 2002 - MAY 2002

3 WHEC's patrolled for 58 days
1 WMEC patrolled for 24 days
2 WLB's patrolled for 9 days (fisheries)
4 WPB's patrolled for 40 days (fisheries)
Total Cutter days – 131

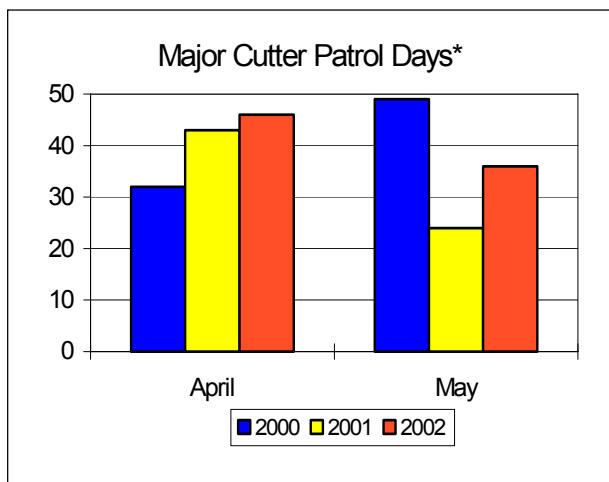
HC130's flew 29 sorties for 146 hours
HH-60/65's flew 41 sorties for 158 hours

Figure 9. APR - MAY HC-130 Hours



*Flight hour data for reporting period ONLY.

Figure 10. APR - MAY 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. The following contacts are provided:

Coast Guard Units

National Response Center (www.nrc.uscg.mil).....	(800) 424-8802 (24hrs)
District Seventeen Command Center (Juneau).....	(800) 478-5555 (24hrs)
(www.uscg.mil/d17)	
Marine Safety Office Anchorage	(907) 271-6700 (24hrs)
Marine Safety Office Valdez	(907) 835-7205 (24hrs)
Marine Safety Office Juneau	(907) 463-2450 (Daytime)
Marine Safety Detachment Kodiak.....	(907) 486-5918 (24hrs)
Marine Safety Detachment Unalaska/Dutch Harbor	(907) 581-3466 (24hrs)
Marine Safety Detachment Ketchikan	(907) 966-4496 (Daytime)

Federal Bureau of Investigation

National Headquarters (www.fbi.gov).....	(202) 324-3000 (24hrs)
Anchorage Field Office.....	(907) 258-5322 (24hrs)

Appendix A

Boardings Without Violations 01 APR 2002 – 15 MAY 2002

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
4/1/02	Messiah	Trawler	Pacific Cod	517
4/1/02	Sea Dawn	Trawler	Pacific Cod	517
4/2/02	Kanak	Longliner	Halibut	2C
4/8/02	Debi Lynn	Longliner	Halibut	2C
4/21/02	Alaska Ranger	Trawler	Yellowfin Sole	509
4/21/02	Alaska Warrior	Trawler	Yellowfin Sole	509
4/21/02	Sea Fisher	Trawler	Yellowfin Sole	509
4/23/02	Kelsey	Longliner	Sablefish	CG
4/25/02	Amnicon	Longliner	Halibut	3A
4/26/02	Dayspring	Longliner	Halibut	2C
4/26/02	Puritan	Longliner	Halibut	2C
4/29/02	Lorelei li	Longliner	Halibut/Sablefish	2C/SE
4/29/02	Miss Conception	Longliner	Sablefish	WG
4/29/02	Tordenskjold	Longliner	Halibut/Sablefish	2C/SE
4/30/02	Peregrine	Longliner	Halibut/Sablefish	2C/SE
5/3/02	Laura S	Longliner	Halibut/Sablefish	3A/CG
5/3/02	Mekenna C	Longliner	Halibut	3A
5/4/02	Joseph Boonie	Longliner	Sablefish	CG
5/5/02	Current	Longliner	Halibut/Sablefish	3A/CG
5/5/02	Jani K	Longliner	Halibut/Sablefish	3A/CG
5/5/02	Seymour	Longliner	Sablefish	CG
5/5/02	Sierra Mar	Longliner	Halibut/Sablefish	3A/CG
5/10/02	Spectre	Pot Boat	Sablefish/Halibut	3B/WG
5/11/02	Angelique	Longliner	Sablefish/Halibut	3A/CG
5/11/02	Ida Lee	Longliner	Halibut	3A
5/14/02	FF/V Alanett	Longliner	Sablefish	HIGH SEAS
5/14/02	Janene	Longliner	Halibut	2C

Appendix B

Boardings With Violations 01 APR 2002 – 15 MAY 2002

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
4/1/02	Rush	Blue Fox	Trawler	Pacific Cod	517	Issued safety violation for expired visual distress signals.
4/1/02	Rush	Starfish	Trawler	Pacific Cod	517	Issued written warning for improper logbook and errors.
4/8/02	Anacapa	Caroline	Longliner	Halibut	2C	Issued safety violation for expired liferaft.
4/15/02	Firebush	Slava II	Longliner	Halibut	3B	Multiple fisheries violations issued for no seabird avoidance utilized while deploying longline gear and no sorting or marking of halibut caught in multiple areas. Issued multiple safety violations issued for expired EPIRB hydrostatic release, marine sanitation device Y-valve found open within 3nm of shore, no general alarm system onboard, no emergency instructions onboard, no qualified first aid personnel onboard, no instructions, drills or safety orientation onboard.
4/21/02	Munro	Alaska Juris	Trawler	Yellowfin Sole	509	Issued safety violation for expired visual distress signal.
4/24/02	Acushnet	Gulf Maiden	Longliner	Halibut/ Sablefish	2C/SE	Issued fisheries violation for failure to maintain logbooks.
4/24/02	Acushnet	Heide	Longliner	Halibut	2C	Issued safety violation for expired visual distress signals.
4/25/02	Acushnet	Garnett C	Longliner	Halibut/ Sablefish	2C/SE	Issued safety violation for expired documentation, exposed hazards in engine room, and one unserviceable immersion suit. Voyage was not terminated based on assessment of current Wx conditions.
4/25/02	Anacapa	Lara Lee	Longliner	Halibut	2C	Voyage terminated. Issued multiple safety violations for unserviceable survival suits and lifering, expired visual distress signals, insufficient fire extinguishers, and expired documentation.
4/25/02	Acushnet	Pacific Pearl	Longliner	Halibut	2C	Issued multiple fisheries violations for high grading halibut, failure to retain rockfish, and no federal fisheries permit on board.
4/25/02	Acushnet	Rose Lynn	Longliner	Halibut	2C	Issued safety violation for expired EPIRB battery.
4/25/02	Acushnet	Tamarack	Longliner	Sablefish	CG	Issued safety violation for exposed hazards in engine room.
4/26/02	Acushnet	Southern Seas	Longliner	Halibut	3A	Issued safety violation for expired survival craft. Issued multiple fisheries violations for failure to log in a timely manner, failure to check in/out of area 640, and failure to submit weekly production report.
4/27/02	Firebush	Celtic	Pot Boat	Pacific Cod	620	Issued fisheries violation for fishing in Mitrofanina Island Steller Sea Lion Management Area. Issued safety violation for inoperable sound producing device and expired documentation.
4/27/02	Anacapa	Leif H	Longliner	Halibut	2C	Issued safety violation for expired visual distress signals and expired documentation.
4/28/02	Anacapa	Jay Louise	Longliner	Halibut	2C	Issued safety violation for failure to use appropriate seabird avoidance gear.
4/29/02	Anacapa	Ptarmigan	Longliner	Halibut	2C	Voyage terminated. Issued safety violation for no survival craft onboard.

DATE	CUTTER	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
5/4/02	Acushnet	Lucky Lady	Longliner	Halibut	3A	Voyage terminated. Issued multiple safety violations for inadequate survival craft capacity, failure to conduct drills/orientation, and expired visual distress signals.
5/4/02	Mustang	Neptune	Other	Halibut	3A	Issued violation for no survival craft and unserviceable survival suit.
5/4/02	Munro	Rebel	Pot Boat	Golden King Crab	517	Issued violation for expired documentation and expired hydrostatic release on EPIRB.
5/6/02	Acushnet	Decade	Longliner	Halibut	3B	Issued written warning for expired visual distress signals.
5/6/02	Acushnet	St Paolo	Longliner	Halibut	3B	Issued violation for retaining groundfish without a federal fishery permit.
5/9/02	Munro	Linnea	Pot Boat	Pacific Cod	518	Issued violation for improperly marked lifering and no expiration date on EPIRB hydrostatic release. One INS violation identified.
5/10/02	Munro	Republic	Longliner	Sablefish/ Halibut	WG/3B	Violation issued for inadequate number of visual distress signals.
5/12/02	Liberty	Papa Max	Longliner	Halibut	3A	Issued violation for no inflatable buoyant apparatus.