

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



16 MAY - 31 AUG 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

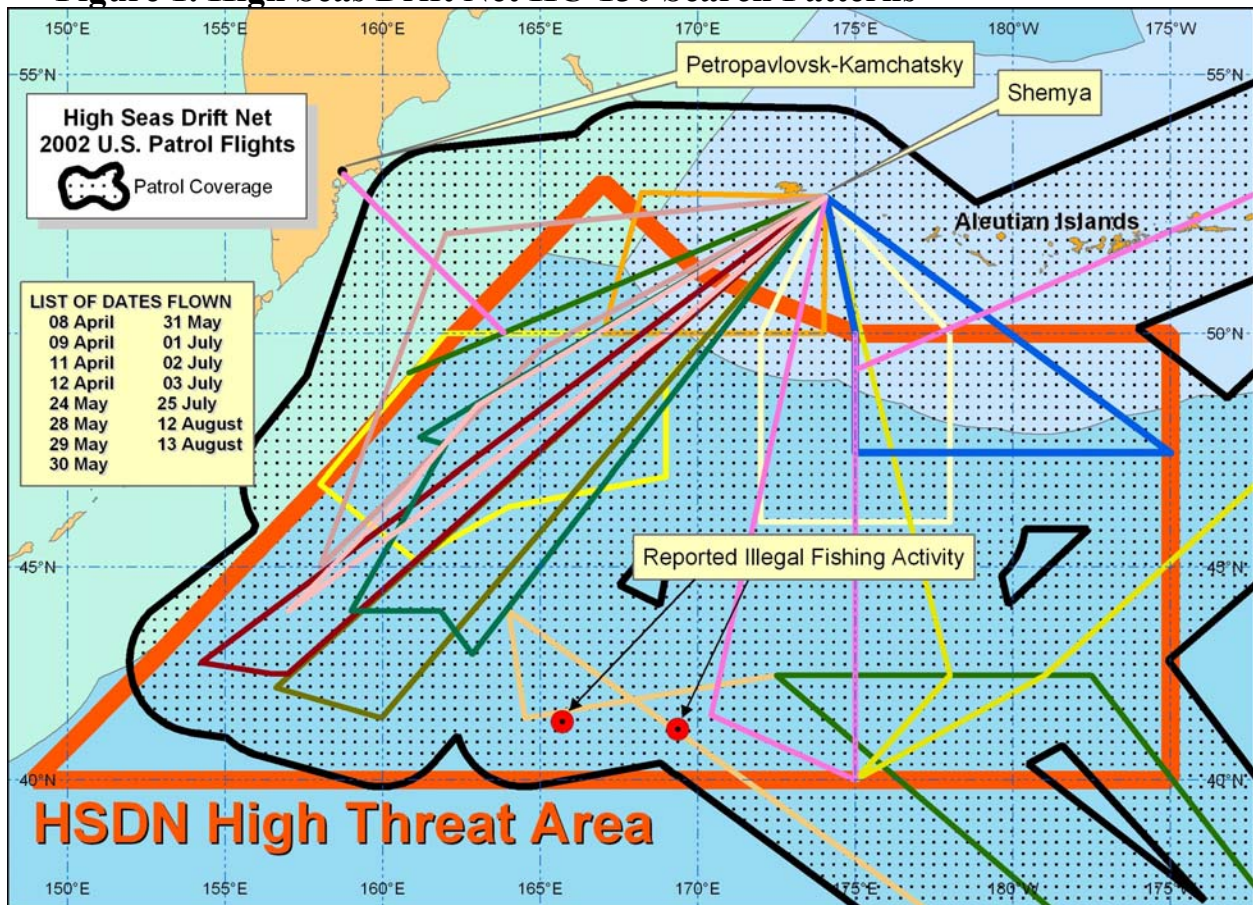
CFVS – Commercial Fishing Vessel Safety	HSDN – High Seas Drift Net
FBS - Russian Federal Border Service	MBL – US/Russian Maritime Boundary
FF/V – Foreign Fishing Vessel	NPSC – North Pacific SAR Coordinator
GOA – Gulf of Alaska	SAR – Search and Rescue
HC-130 – USCG Fixed-Wing Aircraft	WLB – 180ft or 225ft Buoy Tender
HEC/MEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

I. High Seas Drift Net Enforcement

Operation Northern Watch continued through the reporting period, with 11 sorties and 91 hours flown by HC-130s (125 hours flown year to date, Figure 1). In early August, tuna and squid fishermen from the U.S., Canada, and Japan reported several vessels illegally driftnet fishing in their vicinity. The Coast Guard flew two HC-130 aircraft patrols. But the reported vessels could not be located. Due to the location, date, and sea surface temperature (10-14C), the vessels are suspected of fishing for species other than salmon. This information was shared with the People's Republic of China and other member of the North Pacific Anadromous Fish Commission. The threat of drift net violations is expected to remain low for the remainder of the year.

Seventeenth Coast Guard District representatives met with the Northeast Region Directorate, Federal Border Service (NRD-FBS) in Petropavlovsk-Kamchatsky (P-K), Russia from 19-25 May, 2002. The D17 delegation arrived via a USCG HC-130 aircraft. The meeting was opened by NRD Commander, Lieutenant General Nikolai Lisinsky. The meeting focused on professional exchange of experiences in the protection of living marine resources with an emphasis on FBS fisheries law enforcement procedures. During the meeting the HC-130 flew a joint HSDN enforcement patrol from P-K.

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



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

Heavy foreign fishing on the RS side of the MBL continued to make the MBL a high priority for enforcement resources. Seventeenth District personnel attended the Intergovernmental Consultative Committee meeting and the Donut Hole meeting, both held in Moscow, and provided testimony on MBL and Donut Hole enforcement issues. Figures 2-4 show the maximum detections by a HC-130 flight for each month along the MBL. Figure 5 shows the trend in historic fishing effort along the MBL. For the reporting period, the following details apply:

- Coast Guard HC-130's flew 67 sorties totaling 477 hours.
- Coast Guard HEC/MECs spent 68 days patrolling the line.
- 14 vessels were observed in the US EEZ visually or by radar.
- 8 vessels were confirmed fishing in the US EEZ.
- FF/V VIYTNA boarded by CG and seized (see App. A for details).
- 2 vessels were pursued, but other vessels intentionally interfered with pursuit.
- 3 vessels' activity could not be confirmed due to poor visibility.

Figures 2-4: Peak days of activity on MBL per month by HC-130's

Figure 2. 26 JUN 02 MBL Scatter Plot of Vessels Sighted by HC-130's

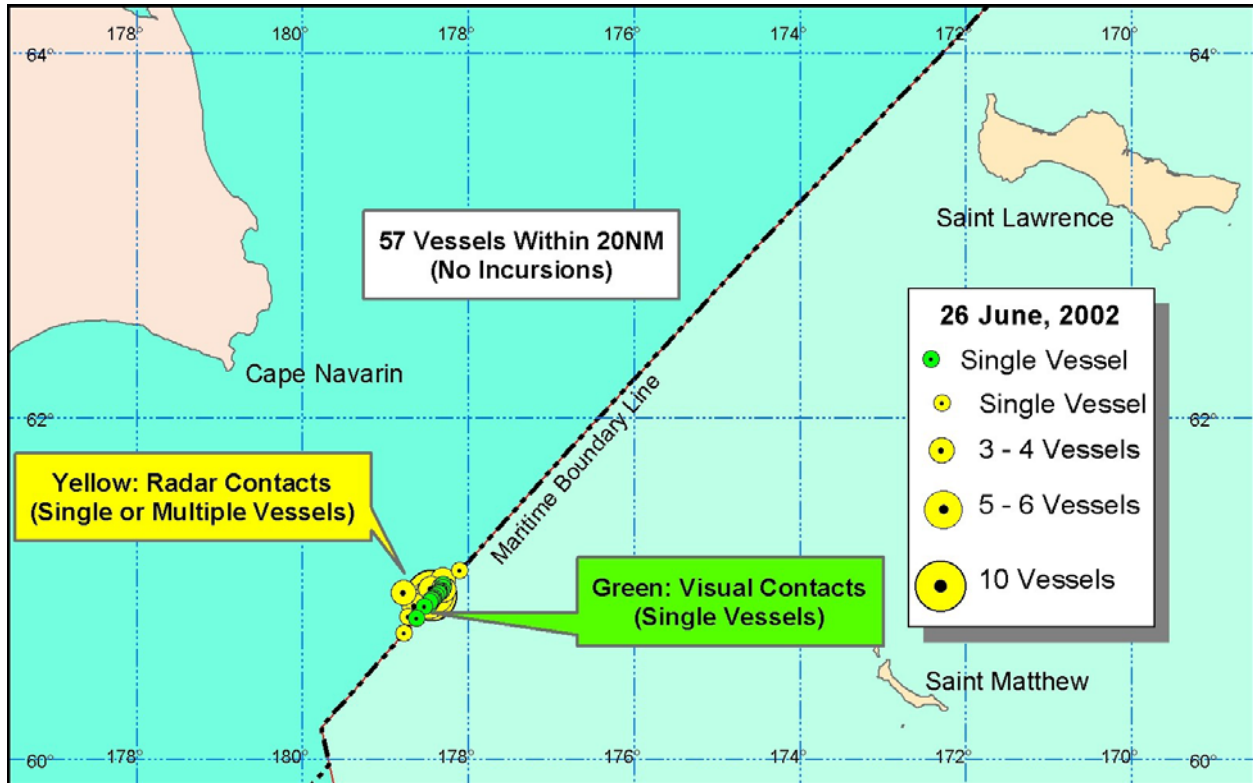


Figure 3. 30 JUL 02 MBL Scatter Plot of Vessels Sighted by HC-130's

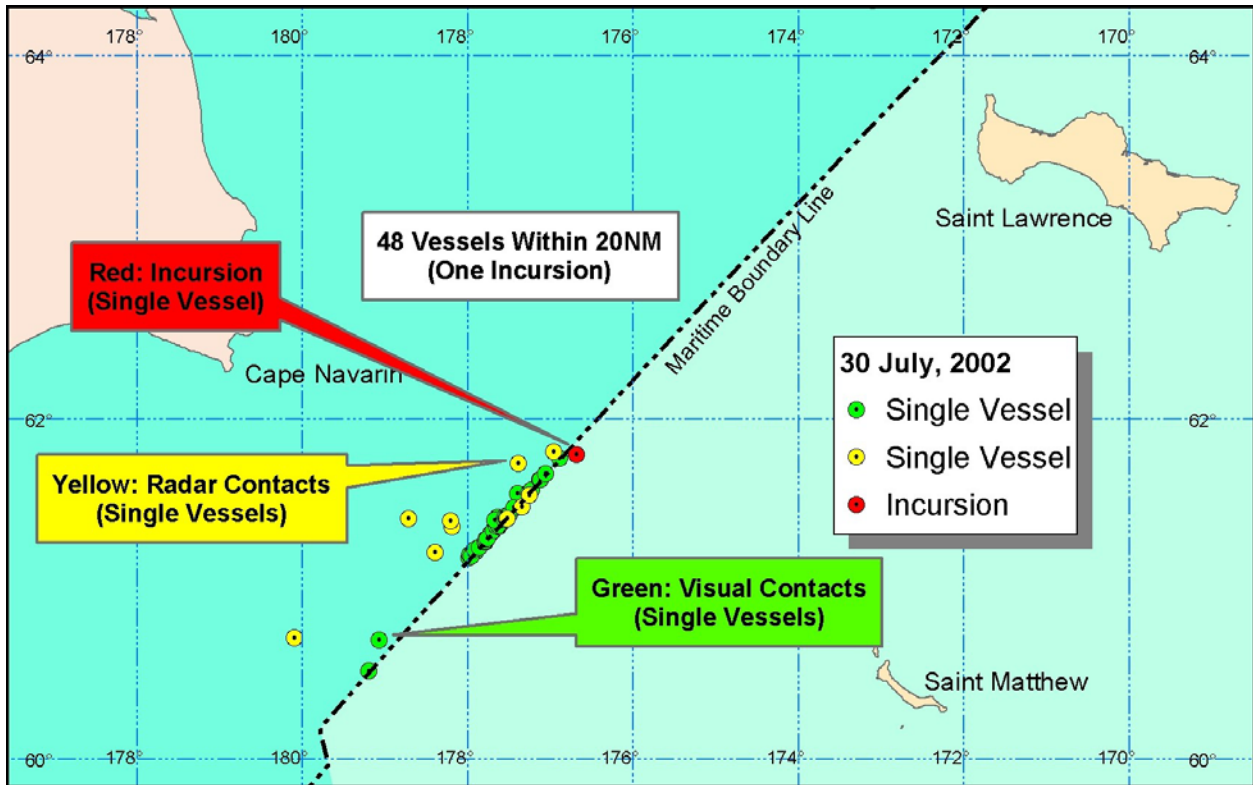


Figure 4. 06 AUG 02 MBL Scatter Plot of Vessels Sighted by HC-130's

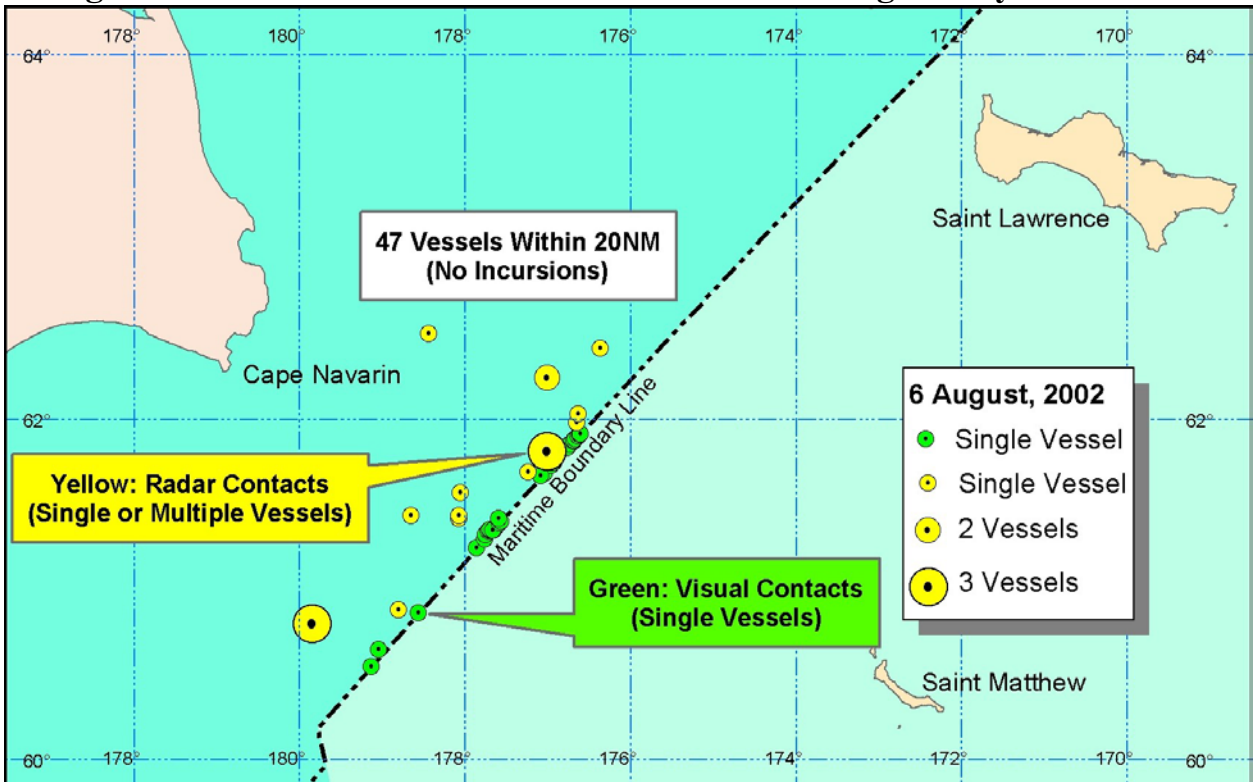
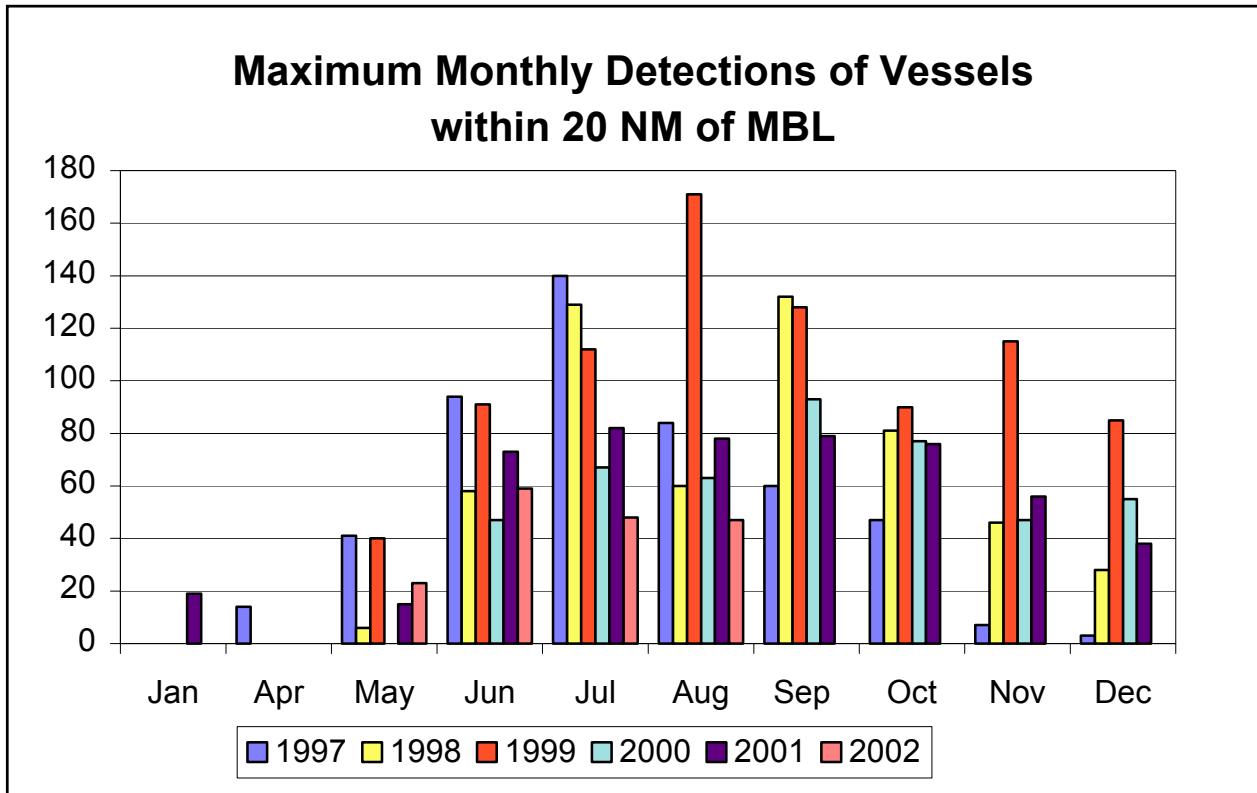


Figure 5. 1997-2002 MBL Max Detections 0-20 NM in RS EEZ



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

III. Donut Hole Activity

There was no trial fishing in the Donut Hole during the period. At the recent Donut Hole meeting (in Moscow, Russia), China indicated that they intend to trial fish during November and December. No specific dates for that fishing have yet been indicated.

IV. Dixon Entrance Enforcement

Coast Guard enforcement efforts consisted of 44 patrol boat days and 16 HH-60J sorties from Air Station Sitka totaling 15.5 hours patrolling Dixon Entrance. There were no significant fisheries violations detected during the reporting period.

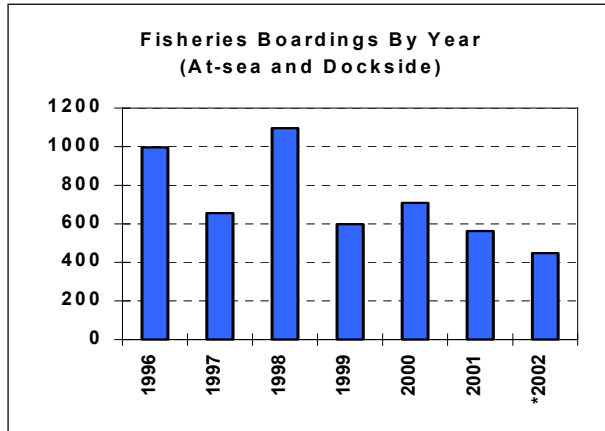
V. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 2661 hours and aircraft flew 105 hours in support of this mission. No violations were detected.

VI. CGD17 Commercial Fishing Vessel Boarding Statistics

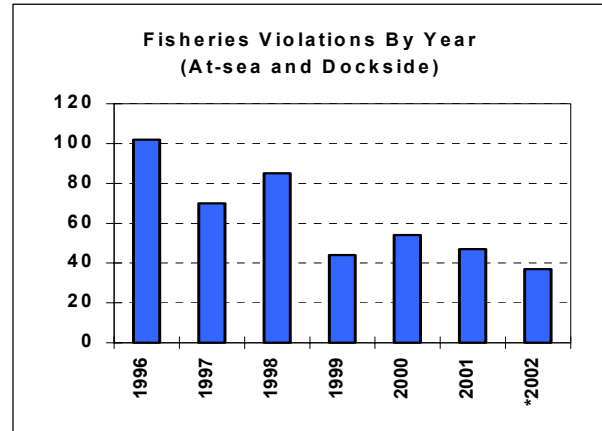
At-sea domestic fisheries boardings were down by 30 percent. There were 2 dockside fisheries violations and 6 at-sea fisheries violations. One violation was for failure to carry a Limited License permit. The remainder of the fisheries violations were on IFQ vessels (see IFQ At-Sea/Dockside Enforcement below). Figures 6 and 7 show the historic trend for boardings and violations over the last seven years.

Figure 6. Fisheries Boardings



**Data current as of 31 AUG 02*

Figure 7. Fisheries Violations



**Data current as of 31 AUG 02*

The fisheries violation rate dropped to about half of the rate for the same period last year. Appendices B and C contain a complete list of boardings and violations for the reporting period.

Mid-MAY 2001 - AUG 2001

F/V Boardings (at sea):228
 IFQ Monitors (dockside):43
 Boarding/monitor w/fisheries vio's:23
 Violation Rate: 8.5%

Mid-MAY 2002 – AUG 2002*

F/V Boardings (at sea):..... 158
 IFQ Monitors (dockside):..... 26
 Boarding/monitor w/fisheries vio's:..... 8
 Violation Rate:4.3%

**Data current as of 31 AUG 02*

VII. IFQ At-Sea/Dockside Enforcement

There were no significant violations during the reporting period. The May-August CG IFQ dockside monitors were down 40 percent and surveillance hours were down 14 percent from the 2001 levels. There were 5 IFQ at-sea violations and 2 dockside violations. At-sea violations consisted of 2 for inadequate seabird avoidance measures, 2 for failure to maintain adequate halibut logs, and 1 for failure to carry a federal fisheries permit and IFQ permit onboard. One of the dockside violations was for retention of sablefish and lingcod in state waters, and the other dockside violation was for failure to maintain approved halibut logs.

Coast Guard effort consisted of the following:

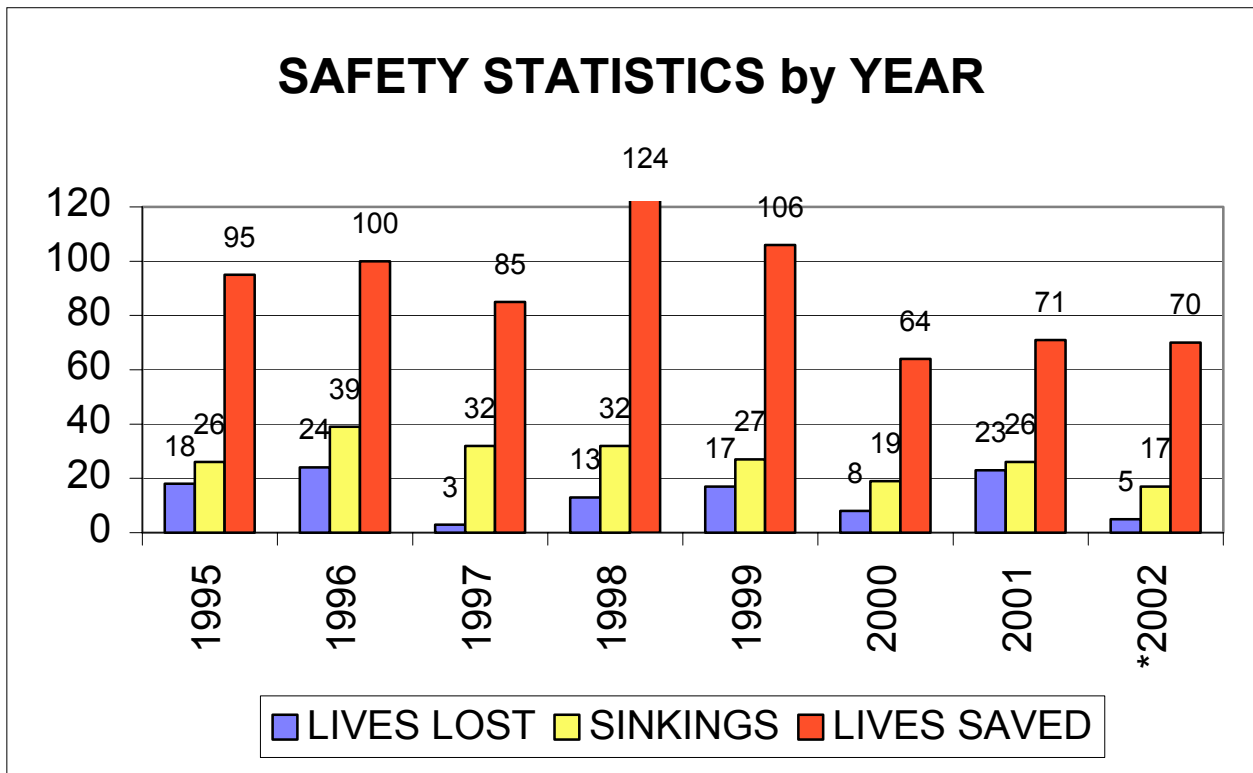
- 64 IFQ at sea boardings (146* boardings year to date).
- 27* dockside offloads (77* dockside offloads year to date).
- 715.8* surveillance hours (1276* hours year to date).

**Figures corrected November 12, 2002*

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

A mix of safety violations were found in the course of boardings. Four voyages were terminated as a result of safety violations. In three cases, terminations were for lack of an adequate survival craft. The fourth case had multiple safety and pollution problems. There was one arrest for boating while intoxicated (NOTE: master was recreational boating at the time). The most common safety violations were expired/inadequate survival craft (9), expired/inadequate visual distress signals (8), expired EPIRB/hydrostatic release (6), expired/inadequate fire extinguishers (5), and inadequate life rings (4). Figure 8 shows the historic safety trends. Table 1 provides a summary of significant search and rescue cases.

Figure 8. Historical Overview of CFVS Statistics



**There were 3 lives lost, 38 lives saved, and 11 vessel losses from 16 May to 31 August.*

Table 1 CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
05/18/02	Midnight Sun	28ft Bowpicker	2	N	N	Master radioed that he had been stabbed onboard his vessel near Cordova and requested a MEDEVAC. An Air Station Kodiak HH-60 helo on standby in Cordova launched to the scene. The Good Samaritan vessel M/V Corsica responded and took both crewmember on board and transported them to Cordova Harbor. MSO Valdez arranged for EMS and the Alaska State Troopers (AST) to meet the Corsica in Cordova. The victim was transported to Cordova Hospital for treatment, and the AST found that the female crewmember had allegedly stabbed the man with a filet knife.
05/19/02	Libby No. 12	43ft Dive Boat	1	N	Y	Master radioed Communications Center Juneau that the vessel was taking on water approximated 5nm west of Craig. The Communications Center issued an urgent marine broadcast to which several Good Samaritan vessels responded as well as the Craig Harbormaster. An Air Station Sitka HH-60 was launched to the area. The Craig Harbormaster was the first on scene and recovered the sole occupant of the vessel moments before it sank. Vessel apparently sustained damage as a result of hitting a log.
05/23/02	Miss Conception	70ft Trawler	2	N	N	The Tug Shelley Foss relayed a message to Communication Station Kodiak that a crewmember aboard the F/V Miss Conception had been injured while operating approximately 134nm east of Adak. The vessel was reportedly just providing notification and not seeking immediate assistance as they were transporting the victim to Atka for treatment. The clinic physician's assistant examined the victim and requested a MEDEVAC, noting that the victim's hand had been mostly severed and both bones in the forearm were broken. Weather conditions prevented commercial air ambulance from flying to Atka. An Air Station Kodiak HH-60 helo launched to the Atka with a planned stop in Cold Bay and the intention to transport the victim to Adak. An Air Station Kodiak HC-130 launched to Adak to meet the helo and further transport the victim to Kodiak. A Lifeflight air ambulance met the HC-130 in Kodiak and transported the victim to a hospital in Anchorage.
06/07/02	Commando	36ft Longliner	1	N	N	Nelson Lagoon VPSO contacted NPSC with a report that a person on shore overheard a radio conversation between the F/V Commando and the F/V Equalizer that the master of the Commando was in distress and having difficulty with the weather. Communications with the Commando were lost and the Equalizer diverted to the scene to investigate. The Equalizer could not reestablish communications, could not locate the Commando's master when the pulled along side, and could not board the Commando due to the weather conditions. An Air Station Kodiak HC-130 and an HH-60 helo launched to the scene. The helo unsuccessfully attempted to deploy the swimmer to the Equalizer. The swimmer was deployed to the water and climbed aboard the Commando, where he found the master on the floor of the pilothouse. The master had apparently suffered a broken hip, was hoisted from the vessel, and transported to the Cold Bay Clinic. The victim was transport from Cold Bay via HC-130 to Providence Hospital in Anchorage. The F/V Sojourn from Peter Pan Seafoods responded to the scene and took the Commando in tow to Port Moller.
06/08/02	Highland Light	270ft Processor	N/A	N	N	Global Maritime in Seattle contacted NPSC requesting a MEDEVAC for a crewmember suffering from electrocution injuries on board the F/V Highland Light approximately 200nm west of Sitka. The victim was in severe pain, shaking, and apparently going into shock. The flight surgeon concurred that the MEDEVAC was warranted, and the vessel was directed to alter course toward Sitka. An Air Station Sitka HH-60 helo launched to the scene, hoisted the victim, and safely transported him to Sitka for treatment.
06/13/02	Dark Star	43ft Longliner	3	N	Y	Master radioed the F/V Republic that the vessel hit a rock and was taking on water eight miles west of Spray Cape on Unalaska Island. The F/V Republic relayed the message to MSD Unalaska. MSD Unalaska relayed the message to the NPSC, which issued an urgent marine broadcast. The USCGC MIDGETT's HH-65 helo (which was on standby in Dutch Harbor) launched to the scene and used the rescue swimmer to deliver two dewatering pumps. The crew could not keep up with the flooding and with the rescue swimmer's assistance donned their survival suits and abandoned ship into their liferaft. The F/V Republic arrived on scene, recovered the crew, and transported them to Dutch Harbor. The vessel sank.
06/13/02	Angjenl	43ft Seiner	2	Y	N	A crewmember radioed MSO Valdez that the vessel's Master had been injured and needed immediate MEDIVAC. While operating in Prince William Sound, the Master had been caught in a line and pulled into the ship's davit. The victim was suffering from multiple broken bones and having difficulty breathing. An Air Station Sitka HH-60 on a training flight in Homer diverted to the scene, and a floatplane from Cordova Air Services responded. The floatplane arrived on scene and transported the victim to Cordova Harbor. The victim was evaluated at Cordova Hospital and transported to Providence Hospital in Anchorage. The victim later died from the injuries.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
06/19/02	Ivanoff	40ft Longliner	N/A	N	N	While operating approximately 100nm north of Kodiak, master radioed Communication Center Kodiak requesting a MEDEVAC for a crewmember who had mangle his hand in a piece of machinery. The victim had severed at least one finger. An Air Station Kodiak HH-60 helo launched to the scene, hoisted the victim, and transported him to Homer for treatment.
06/20/02	Stella Marie	29ft Bowpicker	N/A	N	N	While operating 19nm northeast of Sitka, master contacted Communications Center Juneau reporting a crewmember with severe abdominal pain. An Air Station Sitka HH-60 helo launched to the scene, hoisted the victim, and transported him Sitka for treatment.
06/22/02	Miss Michele	48ft Seiner	N/A	N	N	While operating 40nm southwest of Cordova, master radioed for Communications Center Valdez requesting a MEDEVAC for a crewmember suffering from a variety of symptoms including nausea, diarrhea, and vomiting blood. The duty flight surgeon recommended a MEDEVAC and an Air Station Kodiak HH-60 helo on standby in Cordova launched to the scene. The victim was hoisted and transported to Cordova for treatment.
06/30/02	Alitak	72ft Tender	2	N	N	Vessel radioed Communications Center Kodiak reporting that they were taking on water near Squirrel Bay approximately 40nm east of Seward. An urgent marine broadcast was issued and an Air Station Kodiak HH-60 helo on standby in Cordova launched to the scene and delivered two dewatering pumps to the Alitak. The Good Samaritan vessel F/V Nunivak responded to the scene and assisted with the dewatering. The vessel was successfully dewatered and the Nunivak escorted the Alitak to Seward.
07/02/02	Huntress	30ft Bowpicker	3	N	N	Vessel radioed Air Station Kodiak that they were taking on water in Kachemak Bay. An Air Station Kodiak HH-60 on standby in Homer initiated launch. The vessel intentionally grounded itself and the crew safely abandoned ship to the beach. The Good Samaritan vessels Iris and Wildcat were on scene to assist. The helo returned to base prior to arriving on scene.
07/05/02	Barbara Jeanne	42ft Seiner	1	N	Y	While anchored at the south end of Keku Straits near Point Baker, master radioed that there was an engine room fire. The NPSC issued an urgent marine broadcast and an Air Station Sitka HH-60 helo launched to the scene. The M/V Ruffie One responded from Point Baker and attempted to extinguish the fire. After several attempts to control the fire, the master abandoned ship to the Ruffie One and was transported to Point Baker. The helo transported the master to Bartlett Regional Hospital in Juneau for treatment for smoke inhalation.
07/11/02	Unnamed	22ft Setnet Skiff	4	Y	Y	While untying one of their nets to haul it back to shore in Cook Inlet, the end of the net tangled in the boat's outboard motor. Swells of three to eight feet quickly swamped and sank the small commercial fishing boat. Three people survived after spending more than three hours in the water. A fourth, a 14-year-old Soldotna boy, died from hypothermia. One of the survivors swam more than a mile to shore in over two hours to reach rescuers. The swimmer summoned help for the rest of his party, who were recovered from the inlet in good condition.
07/11/02	King's Queen	34ft Bowpicker	2	N	N	MSO Valdez received a MAYDAY call from the F/V King's Queen reporting that they had grounded and were taking on water. An Urgent Marine Information Broadcast was released. The Good Samaritan vessels M/V Explorer and F/V Andrea Lynn answered the UMIB. The Andrea Lynn provided pumps for the vessel and ensured the safety of the two POB. A third Good Samaritan, the M/V Katella towed the vessel into Whittier.
07/17/02	Sherona S	29ft Bowpicker	2	Y	N	Another vessel discovered the Sherona S circling in Dagle Bay near Pilot Point and boarded the vessel. They found a female crewmember passed out on deck and apparently drunk. A second person was missing and had apparently fallen overboard. The situation was reported to the Alaska State Troopers. The body of missing crewmember was discovered several weeks later.
07/22/02	King Kresimir	29ft Gillnetter	1	N	Y	Master reported to MSO Anchorage that the vessel sank in Kvichak Bay near Naknek River. Master had abandoned ship to the beach.
07/23/02	Victor	99ft Tender	4	N	Y	While operating in Shelikof Strait, a crewmember radioed that the vessel was on fire and they were abandoning ship, also reporting that one crewman had been burned. An urgent marine information broadcast was issued and an Air Station Kodiak HH-60 helo was launched to the scene. NPSC also received information that the F/V Victor's 406 EPIRB was transmitting. The helicopter arrived on scene and discovered the 105-foot fishing vessel engulfed in flames and the four-person crew in a life raft. The helicopter hoisted the four people and safely transported them to Kodiak. The master of the vessel received severe burns on his hands and arms, but the rest of the crew was uninjured. The master was transported to Providence Hospital in Kodiak for treatment.

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

Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
07/24/02	Riptide	30ft Gillnetter	2	N	Y	At 2:00 a.m., the 51ft fish tender the Ola Jean collided with the Riptide causing the Riptide to sink approximately 20-miles north of Juneau. Riptide crewmembers boarded the Ola Jean after the vessel became flooded. The Ola Jean reported that they did not see the Riptide apparently due to misty conditions and did not see the vessel on their radar.
07/25/02	Legacy	132ft Processor	25	N	N	The F/V Legacy radioed Communication Station Kodiak that they were taking on water 62nm east of Kodiak and needed Coast Guard assistance. Two Air Station Kodiak helos (an HH-65 and an HH-60) launched to the scene. An Air Station Kodiak HC-130 served as a communications platform. The USCGC SYCAMORE diverted to scene. The vessel took on water as a result of their pumps in the factory plant becoming clogged with fish debris. Both helos lowered pumps to the vessel. The vessel was able to pump out the water and clear their on board pumps. The vessel resumed fishing.
07/26/02	Arctic Sun	100ft Tender	3	N	Y	Communication Center Juneau received an urgent distress call from the fishing vessel Arctic Sun crewmembers at 2:30 a.m. stating that they had grounded and were sinking fast near Ratz Harbor in Clarence Strait about 40 miles north of Ketchikan. The three crewmembers abandoned ship to their skiff. The Good Samaritan vessels Norwegian Sky and the Silver Bay 6 responded to the scene. The Norwegian Sky arrived first on scene and recovered the crewmembers of the Arctic Sun and transported them to Ketchikan.
07/26/02	Reaper	32ft Gillnetter	2	N	Y	Command Center received SARSAT information for a 406 MHz EPIRB 84nm south of Cordova. The vessel was reported to be transiting from Kodiak to Ketchikan, but was unable to be contacted. An Air Station Kodiak HH-60 helo on standby in Cordova launched to investigate. The helo discovered two survivors and a dog in a raft. The vessel had hit something in the water and begun taking on water. The master placed his 13 year-old son and dog in the raft. He tried to save the vessel, but jumped into the water and swam to the raft when it began to drift away from the vessel. The two men and dog were hoisted and transported to awaiting EMS in Cordova. The vessel sank.
07/27/02	Kodiak Enterprise	274ft Processor	N/A	N	N	Seattle Maritime contacted the NPSC requesting a MEDEVAC for a crewmember on board the Kodiak Enterprise approximately 71nm northeast of Dutch Harbor. The victim was unconscious for no apparent reason and unresponsive to pain stimuli. The USCGC RUSH's HH-65 helo launched to the scene, hoisted the victim, and transported him to Cold Bay. The victim was transported via commercial air ambulance from Cold Bay to Anchorage Regional Hospital.
07/31/02	Tanner J.	31ft Gillnetter	2	N	Y	Vessel was drifting with its nets out when it grounded in heavy fog on Seal Island mud flat.
08/03/02	Barren Island	86ft Trawler	6	N	N	The vessel contacted Air Station Kodiak reporting they were slowly taking on water in Cook Inlet approximately 42 miles west of Homer and requesting Coast Guard assistance. An urgent marine information broadcast was issued and an Air Station Kodiak HH-60 helo launched to the scene. The helo and a Good Samaritan vessel arrived on scene to aid to the vessel. The helo lowered a dewatering pump to the vessel. The F/V Barren Island successfully dewatered itself, but could not determine the source of the water. The vessel got underway on its own power and safely proceeded into Homer
08/06/02	Renegade	31ft Gillnetter	2	N	Y	NPSC received a Mayday broadcast from the F/V Renegade, reporting that they had grounded in Stephens Passage. Station Juneau launched the 27ft utility boat to the scene. A Good Samaritan vessel recovered both people prior to Station Juneau's arrival. No injuries were reported.
08/09/02	Sisu	28ft Bowpicker	2	N	N	MSO Valdez received a report that the F/V SiSu had grounded on rocks and was listing severely. The crew abandoned ship into a raft. An Air Station Kodiak HH-60 helo on standby in Cordova launched to the scene. Two Good Samaritan vessels arrived on scene to assist. The hull of the vessel was not damaged, and the crew was able to refloat the vessel during the next high tide.
08/12/02	Empress	58ft Seiner	5	N	N	Vessel radioed that they had grounded south of Pennock Island in the vicinity of Walden Rock. NPSC issued a UMIB and Station Ketchikan's 47ft Motor Life Boat (MLB) launched to the scene. The F/V Empress refloated at high tide and was escorted to Annette Bay by Station Ketchikan's MLB. The F/V Empress sustained no damage and anchored for the night in Annette Bay.

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

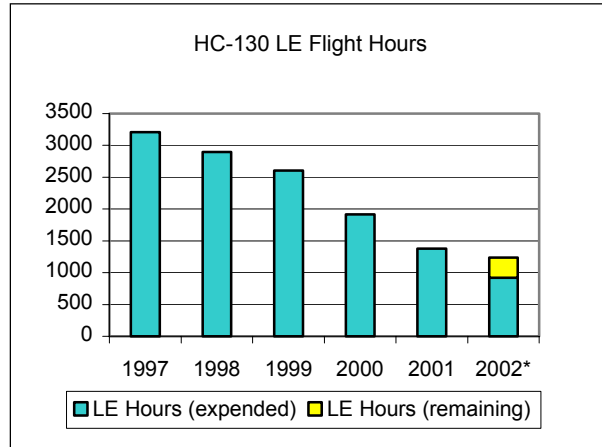
Date	Vessel Name	Type	POB	Death	VSL Loss	Specific Cause
08/14/02	Ocean Phoenix	636ft Processor	N/A	N	N	Seattle Maritime contacted the NPSC requesting a MEDEVAC for a crewmember on board the Ocean Phoenix approximately 110nm northwest of St. Paul. The victim was suffering from severe abdominal pain. Air Station Kodiak launched an HH-60 helo to the scene to hoist the victim and transport him to St. Paul. An Air Station Kodiak HC-130 launched to scene to fly cover. The victim was transported via commercial air ambulance from St. Paul to Anchorage Regional Hospital.
08/16/02	Leah C	75ft Seiner	N/A	N	N	While operating 20nm east of Whittier, the vessel contacted the NPSC that they had crewmember with symptoms of a heart attack. An Air Station Kodiak HH-60 helo on standby in Cordova launched to the scene. The helo hoisted the victim and transported him to Anchorage Providence Hospital.
08/24/02	Kalitan	38ft Troller	3	N	Y	The vessel suffered stack fire while at Hidden Falls hatchery in Kasnyku Bay and burned to the waterline. All of the crew safely evacuated.

N/A indicates data not available

IX. CGD17 Resource Summary

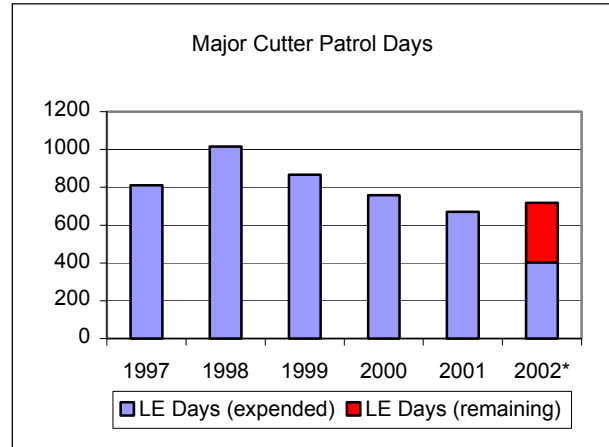
Figures 9 and 10 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 11 and 12 show the same information over the last three years for the *reporting period only*.

Figure 9. Annual HC-130 Hours



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

Figure 10. Annual Cutter Days



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

MAY 2001 - AUG 2001

4 WHEC's patrolled for 128 days
3 WMEC's patrolled for 70 days
2 WLB's patrolled for 6 days (fisheries)
5 WPB's patrolled for 227 days (fisheries)
Total Cutter days – 431

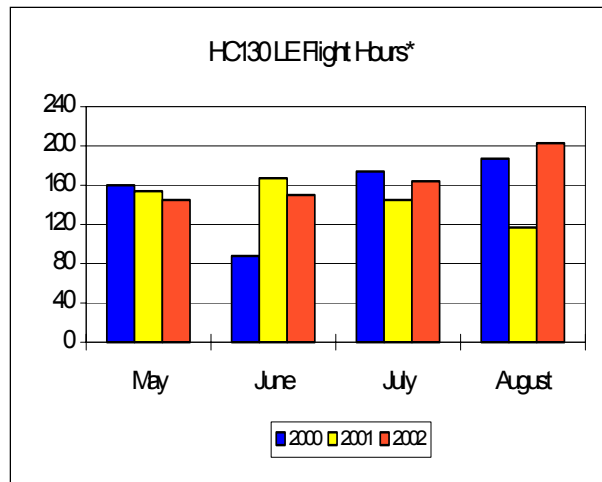
HC130's flew 78 sorties for 569 hours
HH-60/65's flew 123 sorties for 447 hours

MAY 2002 - AUG 2002

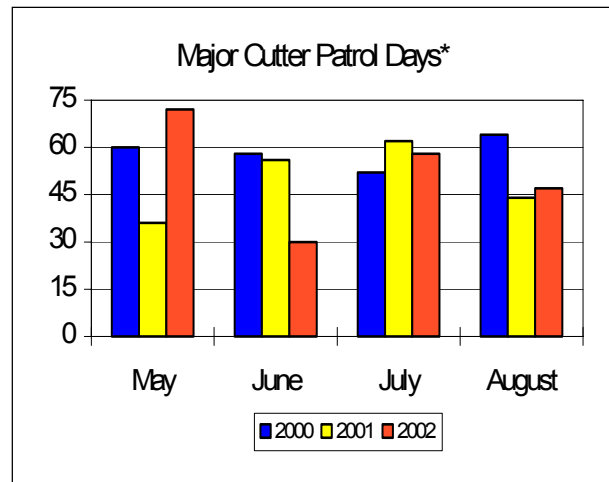
3 WHEC's patrolled for 122 days
3 WMEC patrolled for 85 days
2 WLB's patrolled for 14 days (fisheries)
5 WPB's patrolled for 105 days (fisheries)
Total Cutter days – 326

HC130's flew 99 sorties for 662 hours
HH-60/65's flew 114 sorties for 436 hours

Figure 11. MAY - AUG HC-130 Hours **Figure 12. MAY - AUG Cutter Days**



*Flight hour data for reporting period ONLY.



*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)

XI. Miscellaneous

On July 22, the D17 Command Center received a complaint from the F/V Evergreen regarding intentional obstruction of his navigation and fishing by the F/V Seahawk near Juneau. The Evergreen reported that the master of the Seahawk might be intoxicated. Station Juneau’s 47ft boat with a boarding team and an Alaskan State Trooper launched to investigate. The boarding team located the Seahawk and conducted a boarding. They determined that the master was not intoxicated and that the two boats had an ongoing dispute. Both the Evergreen and the Seahawk were directed not to impede each other’s fishing and to stay a safe navigational distance away from each other and to direct any further disputes or complaints to the Alaska State Trooper.

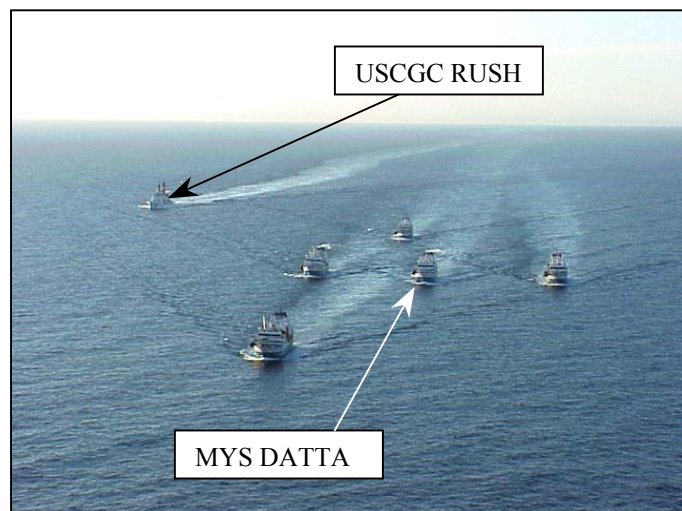
Appendix A

2002 Maritime Boundary Activity

- 22 May** A USCG HC-130 the FF/V LEONID YELKIN (a.k.a., LEONID ELKIN) (RS) fishing 280 yards inside the US EEZ. The HC-130 established hot pursuit and hailed the vessel and attempted contact by flashing landing lights on a low-altitude flyby with no response. The vessel altered course back into the RS EEZ, and the HC-130 dropped pursuit due to the distance of the cutter from the scene. (One Incursion).
- 08 Jun** A USCG HC-130 detected two foreign fishing vessels, the FF/V PETROPAVLOVSK (RS) and the FF/V 26 SIEZD KPSS fishing 400 yards inside the US EEZ. The HC-130 established hot pursuit and hailed both vessels with no response. Both vessels altered course back into the RS EEZ, and the HC-130 dropped pursuit due to the distance of the cutter from the scene. NOTE: In July, 2001, the PETROPAVLOVSK was seized for a 14,000-yard incursion (over seven miles) with 77 tons of salmon onboard and settled for \$320K plus costs. (Two Incursions).
- 14 Jun** A USCG HC-130 detected one vessel on radar 810 yards inside the US EEZ. Vessel identification or activity could not be verified due to low visibility. (One Suspected Incursion).
- 10 Jul** A USCG HC-130 detected the FF/V ORIENTAL DISCOVERER (RS) fishing 670 yards inside the US EEZ. The HC-130 established hot pursuit and hailed both vessel repeatedly with no response. Vessel altered course back into the RS EEZ, and the HC-130 dropped pursuit due to the distance of the cutter from the scene. Case pends. (One Incursion).
- 12 Jul** A USCG HC-130 detected one vessel on radar 20,650 yards inside the US EEZ. The HC-130 established hot pursuit and hailed the vessel. The vessel answered up as the FF/V OPTIMIST. The vessel altered course and increased speed to the west toward the RS EEZ. The HC-130 was unable to immediately identify the vessel or its activity due to fog. The vessel passed through a small clearing in the fog, and the HC-130 was able to observe that the vessels nets out of the water on deck, but uncovered. Case pends. (One Suspected Incursion).
- 30 Jul** A USCG HC-130 sighted one vessel 600 yards inside the US EEZ. The vessel was marked "x1154". The HC-130 initiated hot pursuit, video taping and hailing vessel repeatedly on VHF channel 16 with no response. The altered course back into the RS EEZ. The HC130 was unable to discern the name of the vessel due to limited visibility and small markings. Subsequent sightings determined the vessel to be the FF/V MYS SHELTINGA (RS). (One Suspected Incursion).
- 01 Aug** A HH-65 helo from the USCGC RUSH sighted the FF/V MYS MURAVJEVA (RS) fishing 700 yards inside the US EEZ. RUSH's helicopter marked the position directly over the vessel. The helicopter commenced hot pursuit, and eventually handed that hot pursuit off to RUSH. Shortly after hot pursuit was initiated, three large (200 ft +)

fishing vessels moved in to close proximity of MYS MURAVJEVA and positioned themselves to interfere with RUSH's enforcement operations. The vessels steamed in formation toward the nearest point of the Russian Territorial Sea (TS). These three vessels were later joined by two other vessels which similarly positioned themselves to interfere with RUSH. Upon MYS MURAVJEVA entering the Russian TS, one of the vessels, a processing/mothership, broke off and headed to the southeast, in the direction of the MBL. The remaining 4 other vessels proceeded further into the Russian TS with the MYS MURAVJEVA. Seventeenth Coast Guard District contacted the Russian Federal Border Service (RFBS) and requested assistance, but the RFBS did not have any vessels in the vicinity and attempts to launch an aircraft were prevented by inclement weather. RUSH maintained position with the Russian flotilla until MYS MURAVJEVA entered the Russian TS at which point hot pursuit was terminated. RUSH continued overt surveillance of the vessel from outside the TS until 0600 Washington time on Friday 2 August at which time they were directed to return to the Maritime Boundary Line. The case pends. (One Incursion).

05 Aug A HH-65 helo from the USCGC RUSH observed FF/V MYS DATTA (RS) actively fishing 670 yards within the US EEZ. The helo immediately initiated hot pursuit and ordered the vessel to stop. The vessel immediately began retrieving its nets and altered course back into the RS EEZ. Shortly after hot pursuit was initiated, one large (200 ft +) fishing vessel took up an escort position 300 yards off of the MYS DATTA's port bow in an apparent attempt to interfere with



Vessels Screening MYS DATTA from USCGC RUSH

RUSH's enforcement operations. The effort of the first screening vessel was joined shortly thereafter by three more vessels. The helo made multiple attempts to hail the MYS DATTA and dropped a message block on the deck, all with no response. The RUSH attempted repeated hails and signals, also with no response. RUSH attempted to repeated hails to the four surrounding vessels that were keeping formation with the MYS DATTA in an apparent attempt to thwart RUSH's pursuit, with no success. Seventeenth Coast Guard District contacted the Russian Federal Border Service (RFBS) and requested assistance. The RFBS dispatched the FBS/V PAGELLA. RUSH video documented of MYS DATTA fishing within the US EEZ and the activities of all five vessels. The vessels proceeded in formation into the Russian Territorial Sea (TS), and the MYS DATTA dropped anchor. The RUSH broke off pursuit, but remained on station outside the Russian TS in wait for the arrival of the PAGELLA. The four screening vessels dispersed once the MYS DATTA was inside the Russian TS. The PAGELLA arrived on scene and boarded the MYS DATTA. RUSH returned to the MBL after it was determined that a joint boarding was not possible. Of note is the fact that one of the blocking vessels (FF/V MYS SHELTINGA [RS]) is suspected of violating the US EEZ within the last week and another (FF/V

MYS MURAVJEVA [RS]) was documented fishing in the US EEZ within the previous week and has a resultant pending case. The case pends. (One Incursion).

- 18 Aug** The USCGC ALEX HALEY tracked four FFV's on radar in the US EEZ at 61°05'N/178°-07'W (within a group of approx 13 vessels). The deepest incursion for one of the vessels was approximately 1600 yards at a of range 9NM. The ALEX HALEY was unable to launch helo due to sea conditions, and HC-130 over-flight was diverted for SAR. As the ALEX HALEY closed on the vessels to within 5nm, the group all maneuvered back to RS EEZ. (One Suspected Incursion).
- 22 Aug** The USCGC ALEX HALEY received a call from FF/V KAPITAN BOLSUNOVSKIY, reporting that they had broken down on US side of EEZ with gear out. The vessel did not request any assistance. CGC ALEX HALEY boarded the vessel to confirm the casualty. The vessel affected repairs shortly after the boarding team arrived on board and began steaming toward RS EEZ. The master and crew became increasingly uncooperative and the boarding party departed the vessel prior to determining the nature of the casualty. ALEX HALEY observed the recovery of the nets with no fish. (One Incursion Due to Casualty).
- 24 Aug** A HC-130 forward-deployed to Galena detected FF/V CLAYMORE C 200 yards inside US EEZ. Aircraft was unable to initiate hot pursuit due to darkness. Vessel was tracked on radar and identified after sunrise. (Suspected Incursion).
- 04 Sep** A HC-130 detected the Russian FF/V VIYTNA engaged in fishing 766 yards within the US EEZ. The C-130 ordered the vessel to stop and established hot pursuit. Instead of stopping, the vessel fished for 20 minutes and then fled back to the Russian EEZ. The embarked HH-65 helicopter from USCGC RUSH relieved the C-130 of hot pursuit, and USCGC RUSH intercepted FF/V VIYTNA in the Russian EEZ. Initially the vessel refused all orders to stop. When RUSH attempted to foul the vessel's propeller with line, FF/V VIYTNA stopped and submitted to a boarding. FF/V VIYTNA was boarded by a team from RUSH, and later seized for fishing inside the US EEZ. FF/V VIYTNA was escorted to Dutch Harbor and later released due to a technical discrepancy in the case. (One Incursion).
- 10 Sep** A HC-130 detected the Russian FF/V ZALIV KORFA with gear in the water actively fishing 260 yards inside the US EEZ. The HC-130 initiated hot pursuit. The vessel changed course to the southwest and departed the US EEZ. The USCGC ALEX HALEY plotted intercept course and came about at best speed. Upon arrival on scene, the HC-130 handed off hot pursuit to the ALEX HALEY. The ALEX HALEY continued attempts to get vessel to stop via CH16 and flag hoists. The vessel ignored repeated direction to heave to and continued south. ALEX HALEY dropped hot pursuit at the direction of D17. (One Incursion).

Appendix B

16 May – 31 Aug Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
5/19/02	GRANT	Longliner	Sablefish/Halibut	CG/3B
5/19/02	VAERDAL	Trawler	Arrowtooth Flounder/Rex Sole	620
5/21/02	CONFIDENCE	Longliner	Halibut/Sablefish	3A
5/21/02	DAYBREAK	Longliner	Halibut	3A
5/21/02	DREAM MAID	Longliner	Halibut/Sablefish	3A
5/22/02	CLIPPER SURPRISE	Longliner	Greenland Turbot/Sablefish	523/BS
5/22/02	JOANN MARIE	Longliner	Halibut/Sablefish	3A/CG
5/22/02	MARY J	Longliner	Halibut	3B
5/23/02	BLAZER	Longliner	Halibut	3B
5/24/02	ALCHEMIST	Longliner	Halibut	3A
5/24/02	CAROLE II	Longliner	Halibut	2C
5/25/02	NORSEMEN	Longliner	Halibut	2C
5/25/02	PRIMUS	Longliner	Halibut/Sablefish	3A/CG
5/25/02	RELIANCE	Longliner	Halibut	3A
5/26/02	CONNIE M	Longliner	Halibut	2C
5/26/02	DUNDAS	Longliner	Halibut	2C
5/26/02	ISLAND PRIDE	Longliner	Halibut	2C
5/26/02	VI-RAY II	Longliner	Halibut	2C
5/29/02	APOLLO	Longliner	Halibut	2C
5/29/02	CORONATION	Longliner	Halibut	2C
5/29/02	IMPERIAL	Troller	Salmon	ST
5/29/02	MADAM CHING	Longliner	Halibut	2C
5/29/02	MISS LILY	Troller	Salmon	ST
5/29/02	TANAKUM TOO	Charter Boat	Salmon	ST
5/29/02	VICTORIA	Longliner	Halibut	2C
5/30/02	AURORA	Longliner	Halibut	2C
5/30/02	NORTHERN PRINCE	Longliner	Halibut/Sablefish	4C/BS
5/30/02	PACIFIC STAR	Longliner	Halibut	2C/
5/31/02	BILLY MARIE	Longliner	Halibut	3A
5/31/02	CAPE ENCHANTMENT	Longliner	Halibut	2C
5/31/02	HUKILAU	Longliner	Halibut	2C
5/31/02	MONARCH	Longliner	Halibut	2C
5/31/02	ROGUE	Longliner	Halibut	2C
6/2/02	HOT SPUR	Longliner	Halibut/Sablefish	3B/CG
6/2/02	SUNDANCER	Longliner	Halibut/Sablefish	2C/SE
6/3/02	ALLIANCE	Trawler	Pacific Cod	517
6/3/02	ERICA ANN	Longliner	Halibut	2C
6/3/02	HULAGIRL	Longliner	Halibut	2C
6/3/02	NEW DAWN	Longliner	Halibut	3A
6/3/02	SUSITNA	Longliner	Halibut	3A
6/3/02	VIKING MAIDEN	Troller	Salmon	ST
6/4/02	CHINA B	Longliner	Halibut	3A
6/4/02	CORA J	Longliner	Halibut	2C
6/4/02	SARA DAWN	Longliner	Halibut	2C
6/5/02	ALOMA	Troller	Salmon	ST

16 May – 31 Aug Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
6/6/02	COMMANDER	Longliner	Halibut/Sablefish	2C/SE
6/6/02	INDIGO	Longliner	Halibut	2C
6/6/02	MYRNA	Longliner	Halibut	2C
6/6/02	NOMAD II	Longliner	Halibut	3A
6/7/02	CAPE ALAVA	Longliner	Halibut	2C
6/7/02	JUSTNA DEANNA	Longliner	Halibut	2C
6/10/02	BEARING SEA	Longliner	Halibut	2C
6/10/02	CHARLOTTE MARIE	Longliner	Halibut	2C
6/10/02	DON A	Longliner	Halibut	2C
6/10/02	OCEAN GOLD	Longliner	Halibut	2C
6/11/02	ALL STAR	Longliner	Halibut/Sablefish	2C/SE
6/14/02	ROSE	Longliner	Halibut	2C
6/14/02	SILVER CLOUD	Troller	Salmon	ST
6/14/02	TOMMY L. II	Longliner	Halibut	2C
6/18/02	KATHRYN ANN	Troller	Salmon	ST
6/22/02	SEA VENTURE	Longliner	Halibut	3A
6/24/02	NORTHERN JAEGER	Pot Boat	Pacific Cod	521
6/29/02	ALEUTIAN CHALLENGER	Trawler	Pollock	521
6/29/02	SEATTLE ENTERPRISE	Trawler	Pollock	521
6/30/02	SEABORN	Gillnetter	Salmon	ST
7/1/02	OLYMPIC	Longliner	Halibut	3A
7/7/02	ALL STAR	Charter Boat	Salmon	659
7/7/02	ELIZABETH F	Trawler	Pacific Ocean Perch	630
7/7/02	SHAMROCK II	Charter Boat	Salmon	ST
7/7/02	ULTRA VIOLET	Charter Boat	Salmon	ST
7/8/02	SHEMYA	Longliner	Halibut	2C
7/8/02	STARBOUND	Trawler	Pollock	523
7/10/02	CAPE FALCON	Longliner	Halibut	3A/3B
7/10/02	COHO	Trawler	Pacific Ocean Perch	630
7/10/02	MAR DEL NORTE	Trawler	Pacific Ocean Perch	630
7/10/02	MARGARET T	Troller	Salmon	ST
7/10/02	SHADY LADY	Seiner	Pacific Herring	ST
7/13/02	LONE FISHERMAN	Longliner	Halibut	3A
7/13/02	VANSEE	Longliner	Halibut	3B
7/15/02	DOEBAY	Troller	Salmon	ST
7/15/02	HERMITAGE	Longliner	Halibut/Sablefish	3B/WG
7/15/02	KIMBERLY	Gillnetter	Salmon	ST
7/15/02	LADY JOYCE	Troller	Salmon	ST
7/15/02	SEAL	Troller	Salmon	ST
7/15/02	SHILOH	Gillnetter	Salmon	ST
7/16/02	NAUTILUS	Longliner	Sablefish	SE
7/17/02	BEAR PAW	Gillnetter	Salmon	ST
7/17/02	MY DONA	Gillnetter	Salmon	ST
7/17/02	WHISPER	Gillnetter	Salmon	ST
7/18/02	CONTENDER	Longliner	Halibut	2C
7/19/02	ADGEE	Longliner	Halibut/Sablefish	3B/WG
7/19/02	INUA	Longliner	Halibut/Sablefish	3B/WG
7/19/02	VIGOROUS	Longliner	Halibut	2C

16 May – 31 Aug Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
7/27/02	TANUSHA	Longliner	Halibut	3B
7/28/02	DEEP PACIFIC	Trawler	Pacific Cod	509
7/29/02	BAY ISLANDER	Trawler	Rock Sole	630
7/29/02	BAY ISLANDER	Trawler	Rock Sole	630
7/29/02	CARAVELLE	Trawler	Rock Sole	630
7/29/02	DEFENDER	Trawler	Pollock	517
7/29/02	POSEIDON	Trawler	Pollock	517
8/5/02	RED C	Charter Boat	Salmon	ST
8/5/02	SHOWGIRL	Charter Boat	Salmon	ST
8/5/02	TRUST ME	Charter Boat	Salmon	ST
8/9/02	INFIDEL	Seiner	Salmon	ST
8/11/02	CHINA COVE	Longliner	Halibut	2C
8/12/02	PACIFIC QUEEN	Support	Salmon	ST
8/12/02	TAMI	Gillnetter	Salmon	ST
8/18/02	DEFIANCE	Seiner	Salmon	ST
8/18/02	ELDORADO	Seiner	Salmon	ST
8/18/02	FINN	Seiner	Salmon	ST
8/18/02	FREELAND	Seiner	Salmon	ST
8/18/02	HADASSAH	Seiner	Salmon	ST
8/18/02	OCEAN SUMMER	Seiner	Salmon	ST
8/18/02	VALERIE J	Seiner	Salmon	ST
8/19/02	CAPE FAIRWEATHER	Seiner	Salmon	ST
8/19/02	CHARLINE MARIE	Seiner	Salmon	ST
8/19/02	FOXY LADY	Charter Boat	Salmon	ST
8/19/02	GUIDE	Seiner	Salmon	ST
8/19/02	LITTLE LADY	Seiner	Salmon	ST
8/27/02	JODIE LYNN	Gillnetter	Salmon	ST
8/27/02	JUST ONE MORE	Gillnetter	Salmon	ST
8/27/02	PROSPECTOR	Gillnetter	Salmon	ST

Appendix C

16 May – 31 Aug Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
5/18/02	ALEX HALEY	ECHO BELLE	Longliner	Halibut	3B	Safety violation issued for missing one of the three required lifering buoys
5/20/02	FIREBUSH	JAEGER	Longliner	Halibut	3A	Fisheries violations issued for failure to use seabird avoidance gear and incomplete logbook entries for delivery/offloads
5/21/02	FIREBUSH	SEA ANGEL	Longliner	Halibut/Sablefish	3A/SE	Safety violation issued for expired EPIRB hydrostatic release, no sound producing device, and no marine sanitation device onboard.
5/27/02	ANACAPA	FIREWEED	Longliner	Halibut	2C	Safety violation issued for insufficient fire extinguishers and lack of coast guard approved survival craft
5/29/02	ANACAPA	SANTA ROSA	Troller	Salmon	ST	Voyage terminated for safety violations and escorted to Pelican: no survival craft, no lifering, no documentation, no name/hailing port on stern. Provided whistles for survival suits, injury and garbage placards
5/29/02	ANACAPA	NARWHAL	Troller	Salmon	ST	Safety violation issued for insufficient fire extinguishers, lack of line/name on ring buoy, and expired visual distress signal. Did not terminate voyage due to planned return to port the next day and close proximity to other trollers
5/29/02	ANACAPA	EAGLE CLAW	Charter Boat	Salmon	ST	Safety violation issued for insufficient fire extinguishers. Instructed operator to acquire extinguisher after return to elfin cove this evening.
5/30/02	ANACAPA	APEX	Troller	Salmon	ST	Safety violation issued for no ring buoy
5/31/02	ANACAPA	SHAMROCK	Longliner	Halibut	2C	Fix-it notice issued for failure to carry federal fisheries permit and copy of IFQ permit on board. Safety violation issued for expired survival craft, expired visual distress signal, improperly maintained survival suits, and marine sanitation device direct overboard discharge
6/1/02	ANACAPA	CYPRESS	Longliner	Halibut/Sablefish	2C/SE	Safety violation issued for insufficient number of ring life buoys
6/3/02	ANACAPA	CINNABAR	Longliner	Halibut	2C	Written warning issued for unreadable expiration date on EPIRB hydrostatic release
6/3/02	ANACAPA	ALASKAN ROSE	Longliner	Halibut	2C	Fix-it notice issued for failure to maintain approved halibut log. Safety violation issued for expired survival craft and expired EPIRB hydrostatic release
6/3/02	ANACAPA	CONSTANCE	Longliner	Halibut	2C	Safety violation issued for expired EPIRB hydrostatic release
6/4/02	ANACAPA	MS SUSAN	Longliner	Halibut	2C	Voyage terminated for safety violations and escorted to Wrangell: insufficient life raft
6/6/02	ANACAPA	HOYDEN	Longliner	Halibut	2C	Fix-it notice issued for failure to accurately maintain halibut logs in a timely manner

16 May – 31 Aug Boardings With Violations

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
6/8/02	ANACAPA	JAY LOUISE	Longliner	Halibut	2C	Fisheries violation issued for failure to employ seabird avoidance, failure to maintain halibut log in a timely manner, and for making a halibut landing other than directly to a registered buyer. Issued safety violation for expired visual distress signal and lack of line on ring buoy
6/9/02	ANACAPA	WILD WEST	Longliner	Halibut	2C	Safety violation issued for expired liferaft and lack of waste management plan
6/14/02	ANACAPA	CHRISTOPHER K	Troller	Salmon	ST	Safety violation issued for expired visual distress signal
6/22/02	ROANOKE	SEDNA	Longliner	Halibut	3A	Safety violation issued for expired survival craft
7/2/02	MUSTANG	SOLSTICE	Longliner	Halibut	3A	Written warning issued for missing type IV PFD, expired visual distress signal
7/3/02	ANACAPA	CHELSEA L	Longliner	Halibut	2C	Voyage terminated for no serviceable liferaft and escorted to Wrangell
7/8/02	STORIS	BOLD PACIFIC	Longliner	Halibut	3A	Safety violation issued for expired survival craft
7/10/02	ACUSHNET	NONE	Troller	Salmon	ST	Written warning issued for expired visual distress signal
7/10/02	MIDGETT	HIGHLAND LIGHT	Trawler	Pollock	521	Verbal warning issued for one catcher/processor log not turned in on time
7/10/02	ROANOKE	LEGACY	Trawler (C/P)	Pacific Ocean Perch	630	Safety violation issued for expired fire extinguishers
7/10/02	ROANOKE	MAR PACIFICO	Trawler	Pacific Ocean Perch	630	Safety violation issued for expired fire extinguisher and visual distress signal
7/10/02	ROANOKE	MARCY J	Trawler	Pacific Ocean Perch	630	Fix-it notice issued for failure to have LLP onboard
7/14/02	RUSH	VAN GUARD	Seiner	Salmon	610	Safety violation issued for expired visual distress signal, failure to carry parachute visual distress signal onboard and failure to carry original documentation
7/15/02	NAUSHON	JANIS	Gillnetter	Salmon	ST	Master intoxicated. Vessel escorted to Ketchikan where master was taken into custody of Alaska State Troopers. Vessel also had expired documentation
7/17/02	SPAR	MISS ROXANNE	Pot Boat	Salmon	610	Written warning issued for not monitoring VHF-FM channel 16
7/25/02	ACUSHNET	MS SAM	Longliner	Halibut	3B	Safety violation issued for unserviceable ring buoy, no sound producing device, EPIRB unregistered and expired hydrostatic release, and expired liferaft hydrostatic release
7/29/02	ACUSHNET	CARAVELLE	Trawler	Rock Sole	630	Safety violation issued for expired EPIRB and inadequate vessel markings
7/29/02	ACUSHNET	ALASKA BEAUTY	Trawler	Rock Sole	630	Safety violation issued for expired EPIRB and inadequate vessel markings
8/13/02	NAUSHON	YVONNE DENISE	Seiner	No Product	ST	Voyage terminated for 10" of oily water in the bilge, unstable deck plating, exposed wiring in many compartments, no type iv ring buoys, expired vds, insufficient fire extinguishers, no sound producing device, no markings on lifesaving equipment.
8/18/02	NAUSHON	TIFFANY ROSE	Seiner	Salmon	ST	Safety violation issued for expired visual distress signal and no documentation
8/27/02	NAUSHON	EDWARD R	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signal