

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 OCT - 30 NOV 08

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

Table of Contents	Page
I. US/Russian Maritime Boundary Line (MBL) Enforcement.....	1
II. High Seas Drift Net Enforcement	1–2
III. Donut Hole Activity	2
IV. Dixon Entrance.....	2
V. Bering Sea Crab Fisheries	3
VI. Steller Sea Lions and Critical Habitat Enforcement	4
VII. Commercial Fishing Vessel Boarding Statistics.....	4
VIII. IFQ Enforcement.....	5
IX. Commercial Fishing Vessel Safety/Search and Rescue Cases	5–6
X. Coast Guard Resource Summary	7
XI. Maritime Safety, Security, and Environmental Response	8
XII. International Enforcement Meetings.....	8
XII. Arctic Operations	9

Appendices

Appendix A 01 OCT – 30 NOV Boardings Without Violations.....	10
Appendix B 01 OCT - 30 NOV Boardings With Violations.....	11

Figures

1. MBL Max Monthly Observations	1
2. US Coast Guard HC-130 Patrol Coverage.....	1
3. Fisheries Boardings By Year.....	4
4. Fisheries Violations By Year	4
5. Historical Overview of CFVS Statistics	5
6. Annual HC-130 Flight Hours	7
7. Annual Major Cutter Days	7
8. OCT – NOV HC-130 Hours.....	7
9. OCT – NOV Major Cutter Days	7

Tables

1. CGD17 CFVS/Search and Rescue Case Summaries	5–6
--	-----

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

One confirmed incursion was detected for 2008, with an additional two suspected incursions resulting from radar contacts. The 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 20 nautical miles of the MBL (Figure 1) dropped from 52 in 2001 to a low of about 5 in 2005. The average density has gradually increased over the last three years to about 35 for 2008. Activity was very low during this reporting period, consequently Coast Guard HC-130s flew only six hours patrolling the MBL and cutter effort was limited to five days.

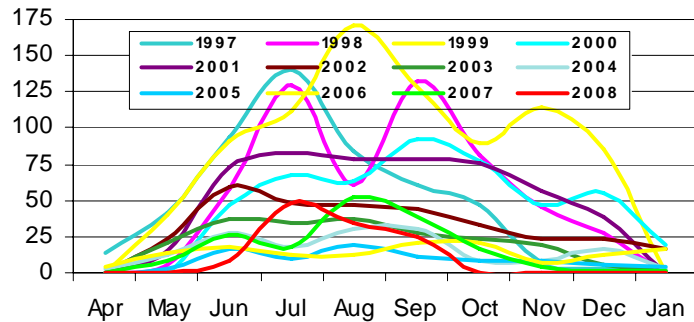


Figure 1. MBL Maximum Monthly Observations.

II. High Seas Drift Net Enforcement

Operation North Pacific Watch 2008, the USCG's North Pacific high seas fisheries enforcement plan, commenced in July with the patrol of USCG cutter MUNRO. USCG HC-130 aircraft flew patrols from Shemya Island, Alaska, and Midway Island in support of cutter patrols throughout the summer and fall. The Canadian Air Force and Department of Fish and Oceans also made an extended CP-140 deployment to Shemya in September. Japan Coast Guard aircraft patrolled the Convention Area twice. During those flights, Japan coordinated surveillance efforts with the USCG. USCG aircraft flew 51 surveillance hours during October (197 total this year), and USCG cutters patrolled 31 days in the high threat area (97 total for 2008). There were several potential HSDN vessel sightings reported by both USCG and Canadian flights resulting in *two vessel seizures* by Chinese fishery enforcement authorities.

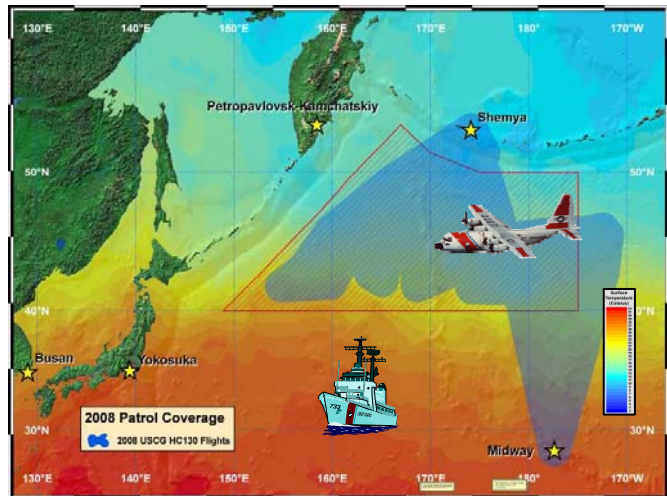


Figure 2. US Coast Guard HC-130 Patrol Coverage

The USCG cutter MUNRO participated in a multi-national IUU fisheries enforcement patrol from 1 August through 31 October, which included enforcement coordination with NPAFC parties plus China. MUNRO spent approximately 67 days in the Convention Area, made port calls in Korea and Japan, and embarked Chinese Fisheries Law Enforcement Command (FLEC) officers. The Japan Coast Guard conducted a joint Gulfstream-V (G5) flight coincidental with MUNRO's visit in September and conducted a second coordinated flight in October. The two G5 flights continued joint U.S.-Japan HSDN aircraft patrol operations (the first was in 2006) and sighted several fishing vessels, however none were configured for large-scale high seas driftnet fishing.

On 24 October 2008, MUNRO's embarked HH-65 helicopter sighted a vessel rigged for large-scale high seas driftnet fishing approximately 400 nautical miles east of Hokkaido, Japan. Despite evasive maneuvers by the vessel, MUNRO intercepted the fishing vessel ZHE PU YU LENG 9 which claimed to be Chinese flagged. The FLEC officer verified the Chinese registry of the vessel and a joint USCG-FLEC boarding team boarded the vessel to find over 20,000 meters (10.8 nautical miles) of stowed driftnets, a dismantled net tube, and other assorted large-scale HSDN fishing gear. The vessel also had on board approximately 140 tons of squid. Because the vessel was suspected of fishing with large-scale HSDN gear, the Chinese FLEC Officer seized the vessel for violation of Chinese fishery law (second seizure of the year). MUNRO assisted with escorting the vessel through the Tsugaru Straits, where the vessel, crew and catch were transferred to a Chinese FLEC patrol vessel. MUNRO also seized the LU RONG YU 2880 in September, the details of which were provided in the October enforcement report.



Salmon Found in Abandoned Driftnet

USCG cutter MUNRO carried multiple NOAA *Satellite Tracked Drifter Buoys* with the intent to mark any significant marine debris for NOAA to track. MUNRO did not locate any untended nets in the Convention Area and therefore did not have an opportunity to deploy any of the buoys. MUNRO did note the presence of an abandoned and tangled driftnet in the Russian



Debris-Tracking Buoy

EEZ containing both salmon and birds. This information was shared with the Russian Border Guard.

The USCG cutters MUNRO and JARVIS both carried sampling equipment on board to collect salmon tissue samples for genetic analyses. NOAA's Ted Stevens Marine Science Institute in Juneau, Alaska provided basic lab supplies (sampling vials, reagent dispensers, etc.) for the effort. No opportunities for sample collection in the Convention Area were realized.



Right: Packaging Tissue Samples

III. Donut Hole Activity

There has been no activity since the two Korean vessels fished last year. The next expected trial fishing activity will be vessels from Korea in 2009. The Seventeenth District uses VMS as the primary tracking tool with HC-130 verification for trial fishing vessels. The U.S. Coast Guard makes a concerted effort to jointly board (with patrol assets from signatories) 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 pre-season training and safety inspection efforts for the 2008 Red King Crab fishery were similar to that of last year. Docksideside prevention activities were focused in Unalaska (Dutch Harbor), King Cove, and Kodiak prior to the October 15th opening. An Air Station Kodiak HH-60 helo was forward deployed to Cold Bay for 42 days this season (versus 40 days last year) with USCGC SHERMAN, USCGC ACUSHNET, and USCGC ALEX



Above: Crab Boat Preparing to Get Underway

Inset: The Quarry

HALEY providing Bering Sea patrol coverage. The three cutters patrolled with minimal overlap. ALEX HALEY and SHERMAN conducted patrols along with an HH-65 helo. When weather conditions would prevent underway launch of the aircraft, the helo was stationed ashore to enable its continued use.

The combination of pre-season safety compliance checks and at-sea cutter efforts accounted for a crab fleet contact percentage of 90%. The handful of vessels that were missed had departed port where no shoreside compliance checks were possible and completed fishing operations prior to an opportunity to conduct an at-sea boarding.

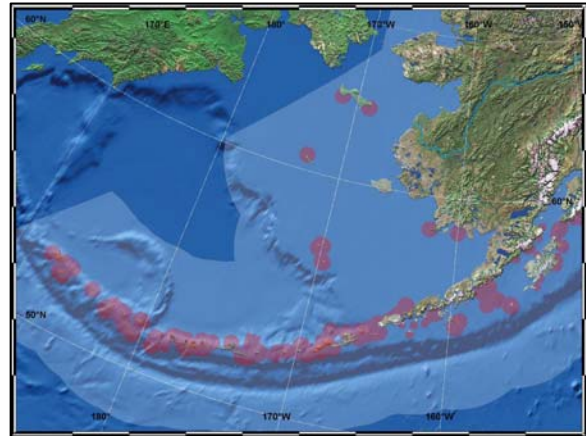


Dutch Harbor Pool Session Survival Suit and Liferaft Safety Training

Coast Guard personnel conducted Safety Compliance Checks (SCC), docksideside Commercial Fishing Vessel Safety (CFVS) examinations and training sessions in Dutch Harbor, Kodiak, and King Cove. Fifteen fishermen and twelve Discovery Channel personnel received raft and survival suit training in Dutch Harbor. Damage control training was offered, but was cancelled due to lack of interest. The USCG 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 fishing vessels that had been boarded at-sea or had offloads monitored.

VI. Steller Sea Lions and Critical Habitat Enforcement

The USCG continues to enforce NMFS management regulations to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The USCG 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 patrolled 97 hours, and aircraft flew 7 hours in support of this mission. There were no significant violations observed.



Stellar Sea Lion Management Areas

VII. Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers (47) were down approximately 34% compared to the same period last year (62). The reduced boarding effort was due in part to severe weather, which reduced boarding opportunities. The number of boardings was, however, generally consistent with the historic trend from 1999-2005. Fisheries violations were limited to several minor administrative compliance discrepancies with no significant fisheries violations found. Figures 3 and 4 show the historic trend for boardings and violations.

Figure 3. Fisheries Boardings By Year

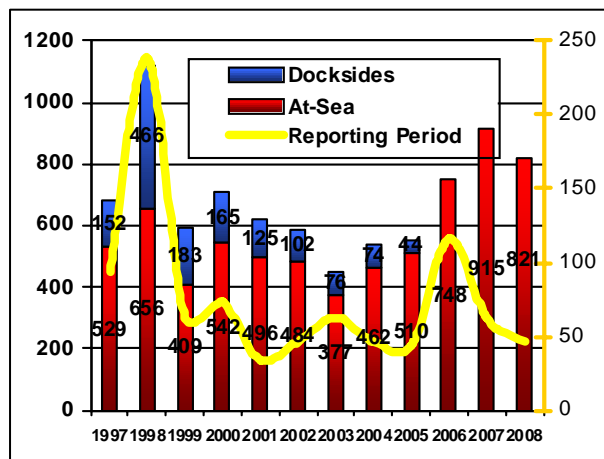
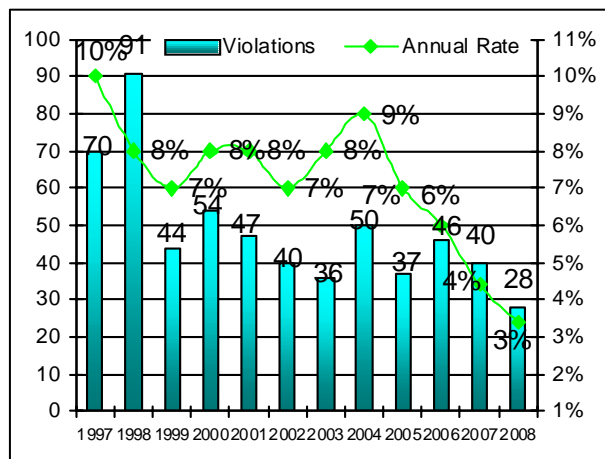


Figure 4. Fisheries Violations By Year



The fisheries violation rate (10.6%) spiked from that observed over the same period last year (9.7%). The overall violation rate, however, continued to decline dropping another full percentage point (3.4%) from last year's all time low (Figure 4). Appendices A and B contain a complete list of boardings and violations.

OCT 2007 - NOV 2007

F/V Boardings (at sea): 62
 Boarding w/fisheries violations: 6
 Violation Rate: 9.7%

OCT 2008 - NOV 2008

F/V Boardings (at sea): 47
 Boarding w/fisheries violations: 5
 Violation Rate: 10.6%

VIII. IFQ Enforcement



The IFQ halibut and sablefish fisheries closed during this reporting period. There was one noteworthy violation. A vessel had retained a single shark fin without retaining the carcass. No other fisheries violations were found during the reporting period. Coast Guard IFQ enforcement effort consisted of 12 at-sea boardings. Enforcement efforts for this fishery will resume in March.

IX. Commercial Fishing Vessel Safety/Search and Rescue Cases

There were twelve vessels found to have safety violations. One voyage was terminated for insufficient survival suits. Other safety violations consisted of expired visual distress signals, expired EPIRB registrations, insufficient fire fighting equipment, and insufficient life rings.

There were five search and rescue cases during the reporting period. The operational summary of the reporting period (01 October to 30 November) tallied seven lives lost, seven lives saved, and one vessel lost (Figure 5). Table 1 (below and on the following page) provides a summary of significant search and rescue cases.

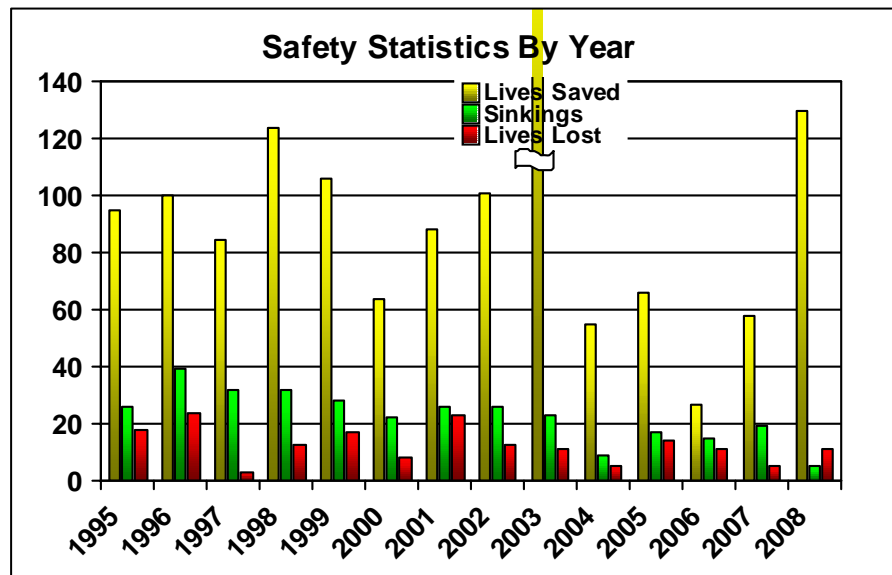



Figure 5. Historical Overview of CFVS Statistics

Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
10/10/08	NEKTON	2	N	N	During Aides to Navigation Operations the USCGC MAPLE encountered the F/V NEKTON disabled in Neva Strait. The master requested to be towed from near Kane Island in Neva Strait to St. John the Baptist Bay where it would effect repairs. The MAPLE completed the tow and safely anchored the vessel in the bay.
10/11/08	CHERYL G	N/A	N	N	The master of the F/V CHERYL G. radioed Communications Center Juneau reporting that high winds overnight had caused the vessel to drag anchor and ground in Farragut Bay. The vessel was listing 45 degrees to port as a result of the grounding. The crew reported that they were not currently in distress but requested Coast Guard assistance to contact family in nearby Petersburg, AK. An Air Station Sitka HH-60 helicopter launched to the scene with pumps on board to assist if necessary. Family members got underway on the F/V CAPE RELIANT from Petersburg to put a line on the vessel to stabilize it. The F/V CHERYL G. successfully refloated on the incoming tide and reported no apparent damage. They conducted a safety check of all voids, sea strainers, frames, and rudders and transited back to Petersburg after picking up their fishing gear.

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

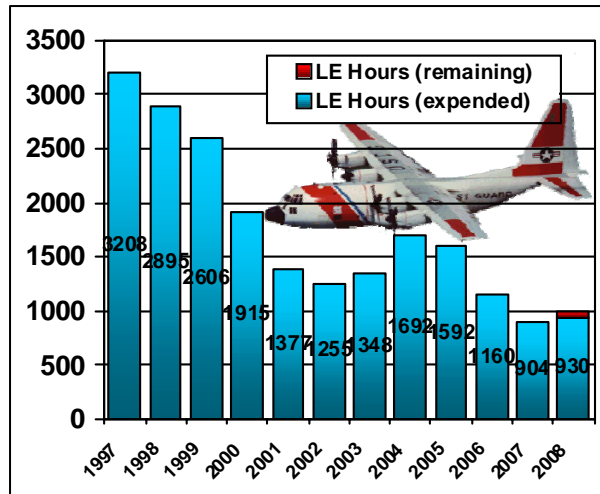
Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
10/13/08	LILU	N/A	N	N	District Seventeen Command Center received a 406MHz Emergency Position Indicating Radio Beacon (EPIRB) first alert approximately 150nm south of Attu Island. The Command Center issued an Urgent Marine Information Broadcast via HF voice. An Air Station Kodiak HC-130 launched to investigate. The aircraft completed the 1300nm trip and arrived on scene to find the F/V LILU. The F/V LILU matched registration information in the EPIRB registration database. Communications with the F/V LILU were extremely difficult due to a language barrier. The air crew was able to determine that the F/V LILU was not in distress. The F/V LILU reported that their EPIRB was accidentally activated due to damage, but was now secured.
10/19/08	EQUINOX	3	N	N	The master of the F/V EQUINOX radioed Communications Station Kodiak requesting assistance. The EQUINOX was underway from the western Gulf of Alaska to Petersburg in southeast Alaska with when the vessel suffered a main engine casualty approximately 270 miles southeast of Kodiak Island. The fuel system had become fouled with seawater. No commercial salvage was available to assist the EQUINOX. The USCGC SPAR launched to locate the vessel and render a tow if weather permits. Current sea conditions as reported by the EQUINOX were 25-30kts winds and 17ft seas. The vessel was placed on an HF communications schedule while awaiting the SPAR. CGC SPAR arrived on scene and commenced tow of the F/V EQUINOX to Kodiak, AK. SPAR passed the tow of EQUINOX to the commercial tug KODIAK KING at the entrance to Kodiak harbor.
10/22/08		11	7	Y	<p>Command Center Juneau received a 406MHz Emergency Position Indicating Radio Beacon (EPIRB) alert registered to F/V KATMAI approx 100nm west of Adak, AK. Communications Center Juneau issued an Urgent Marine Information Broadcast (UMIB) and F/V BLUE BALLARD responded. The BLUE BALLARD reported that they had received an email from F/V KATMAI stating the vessel had experienced loss of steering and possible flooding in the lazarette. An Air Station Kodiak HC-130 and an HH-60 helicopter launched to assist. The HC-130 located two strobe lights in the EPIRB position and launched two life rafts in the vicinity of the strobes. The helo arrived on scene and located a body in a survival suit with strobe, an EPIRB with strobe, the two life rafts from the HC-130 (empty), and an empty partially deflated liferaft in poor condition. The helo recovered the deceased male. The F/V COURAGEOUS arrived on scene and recovered a second deceased male in a survival suit. The helo located and recovered four survivors and transported them to Adak. The HC-130 and an Air National Guard aircraft continued airborne searching. First light searches were conducted for the two unaccounted for crewmembers. The USCG and Air National Guard aircraft conducted numerous searches over the next several days with negative results. Additional information from survivor interviews confirmed that last two crewmembers were seen in second raft at the time the raft capsized. Both crewmembers were unable to climb back in to the raft and disappeared from sight. USCGC ACUSHNET extensively searched the area locating debris and a large diesel fuel sheen. Active searches were suspended on 26 OCT. Coast Guard forces searched a total of 124 hours and 4,871 square nautical miles.</p>

Equipment Recovered from Katmai Sinking

X. Coast Guard Resource Summary

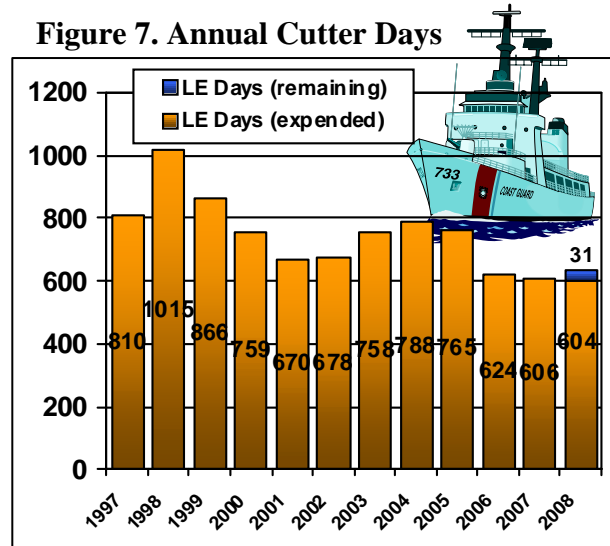
Figures 6 and 7 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 8 and 9 show the same information over the last three years for the *reporting period only*.

Figure 6. Annual HC-130 Hours



*2008 includes projection through December.

Figure 7. Annual Cutter Days



*2008 includes projection through December.

OCT 2007 - NOV 2007

2 WHECs patrolled..... 81 days
 2 WMECs patrolled 40 days
 2 WLBs patrolled..... 24 days
 5 WPBs patrolled..... 39 days
Total Cutter patrol..... 184 days

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

OCT 2008 - NOV 2008

2 WHECs patrolled..... 72 days
 2 WMECs patrolled 75 days
 2 WLBs patrolled..... 13 days
 5 WPBs patrolled..... 48 days
 1 Ice Breaker patrolled..... 28 days
Total Cutter patrol..... 236 days

HC-130s flew 118 hours
 HH-60/65s flew..... 157 hours

Figure 8. OCT - NOV HC-130 Hours

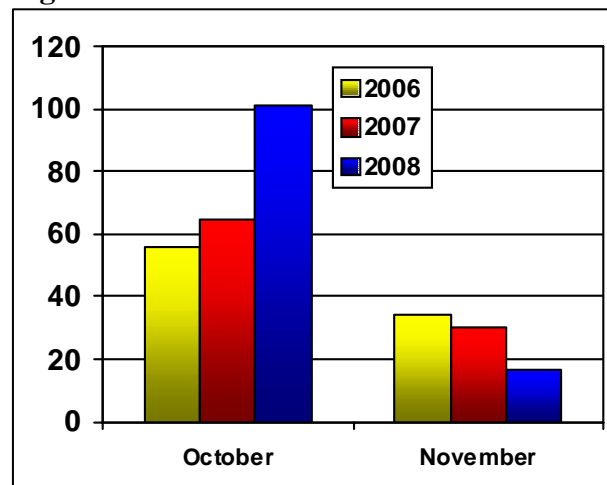
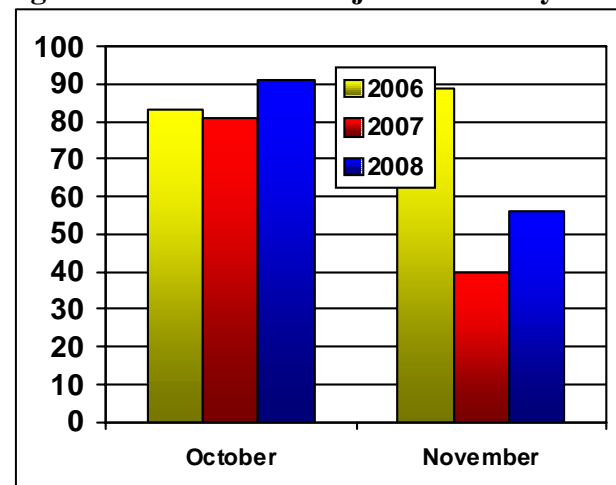


Figure 9. OCT - NOV Major Cutter Days



XI. Maritime Safety, Security, and Environmental Response

The Seventeenth Coast Guard District participated in a national-level force readiness table-top exercise (Vigilant Shield) in conjunction with U.S. Department of Defense (DOD) forces, 12-14 November. The Coast Guard took the lead on an operations scenario which practiced command and control of maritime security assets in the Arctic ocean. The overall exercise objectives focused on multi-agency, multi-jurisdictional unity of effort in support of civilian-led response to national security emergencies. The exercise brought together local, state, and federal responders to a series of catastrophic events.

Members of Coast Guard Marine Safety Unit Valdez, Station Valdez and a qualified explosives handling team supervisor from Marine Safety Detachment Ketchikan facilitated the transfer of ammunition to Alaska-based Department of Defense installations by conducting a routine explosive outload on November 4 at the Valdez Container Terminal. The nature of the explosives was ammunition that had been shipped to Valdez via barge from Port Hadlock, Wash. It was loaded onto trucks that transported it to various DOD bases around the state of Alaska. Station Valdez provided waterside security for the operation via small boat.

Representatives of the National Fish and Wildlife Foundation (NFWF), the Coast Guard, and the Alaska Department of Environmental Conservation (ADEC) formed the management team for a comprehensive assessment of the risk of vessel accidents and spills in the Aleutian Islands in early November. The management team has been assembled and will conduct its work in accordance with the recommendations of a scoping report on the risk assessment project issued by the Transportation Research Board (TRB) of the National Academies. Risk assessment is a systematic approach used to evaluate the level of safety of a complex system and to identify appropriate safety improvements. It is an established engineering discipline that has been used in many industrial sectors, including the maritime industry. Both ADEC and the Coast Guard have had experience with maritime risk assessments, and both understand the complexity of the problem at hand, as well as the need for a well-designed process that would ensure a successful outcome.

The USCGC POLAR SEA participated in an oil spill exercise near Nome on 09 November. During the exercise POLAR SEA conducted an oil spill response equipment operation using a new piece of equipment called the Dynamic Incline Plane (DIP-600) skimmer. The DIP-600 skimmer is much larger and more capable of skimming in faster moving water than the Vessel of Opportunity Skimming System.



DIP-600 Skimmer Being Deployed

XII. International Enforcement Meetings

Seventeenth District representatives met with the members of the North Pacific Anadromous Fish Commission at the commission's 16th annual meeting in Seattle. The Coast Guard reported on their successes, challenges met, and 2008 joint efforts to deter High Seas Driftnet and Illegal Unreported and Unregulated fishing activities in the north Pacific. The other participants also reported the respective efforts and collectively discussed enforcement plans for 2009.

XIII. Arctic Operations

The USCG continued Arctic Domain Awareness flights. District Seventeen also concluded the first season of intense, on-the-water USCG Arctic patrol efforts which had included deployment of small boats and helicopters to Barrow throughout the summer. A major patrol cutter (USCGC HAMILTON) also deployed earlier in the year as the first Coast Guard high endurance cutter to be in Arctic waters for the in the sole mission of a homeland security.



View of the Arctic Ocean from the Cargo Ramp of a Patrolling HC-130

Captain Michael Inman, District Seventeen Chief of Enforcement, participated in the 2008 Maritime Security Expo in Long Beach, CA as a panel member and presenter. Captain Inman's briefing, titled: "The Emerging Arctic: Security on the Last Frontier", covered national, economic, environmental and cultural security considerations the Coast Guard must face as it fulfills its enforcement responsibilities in an opening Arctic.

Appendix A

01 OCT – 30 NOV Boardings Without Violations

DATE	Vessel Name	FISHERY	AREA
10/01/08	Viekoda Bay	110	509
10/04/08	Cape Kiwanda	270	630
10/06/08	Alaska	200	3A
10/09/08	Champion	110	610
10/10/08	Nekton	710	SE
10/11/08	Northern Fury	200	4A
10/16/08	Lady Aleutian	921	509
10/17/08	Bering Sea	921	509
10/17/08	Early Dawn	921	509
10/17/08	Kiska Sea	921	509
10/17/08	Bountiful	921	509
10/17/08	Scandies Rose	921	509
10/20/08	Pacific Mariner	921	509
10/28/08	Raven Bay	200	4A
10/29/08	Realist	200	3A
10/30/08	Kema-Sue	200	3A
11/04/08	Karioca	200	2C
11/06/08	Alaska Challenger	921	509
11/06/08	Tempo Sea	921	509
11/07/08	Island Mist	921	509
11/08/08	Cape Caution	921	509
11/10/08	Destination	921	509
11/11/08	Bristol Mariner	921	509
11/11/08	Kari Marie	921	509
11/11/08	Big Blue	200	3B
11/20/08	Western Mariner	921	509
11/20/08	Baranof	921	509
11/21/08	Arctic Sea	921	509

Appendix B

01 OCT – 30 NOV Boardings With Violations

DATE	UNIT	VESSEL NAME	FISHERY	AREA	VIOLATION NOTES
10/03/08	Station Ketchikan	Fairweather	200	2C	Safety violation issued for insufficient fire fighting equipment and expired visual distress signals.
10/04/08	Acushnet	Elizabeth F	270	630	Violation issued for found minor narcotic drug paraphernalia.
10/05/08	Acushnet	Alaska Beauty	127	630	Fisheries violation issued for logbook errors, and safety violation issued for insufficient boarding ladder.
10/05/08	Acushnet	Leslie Lee	270	630	Safety violation issued for insufficient boarding ladder.
10/06/08	Acushnet	Arctic Wave	200	3B	Fisheries violation issued for retention of shark fin without a carcass, and voyage terminated for insufficient immersion suits.
10/14/08	Anacapa	Indian Summer	200	2C	Safety violation issued for unserviceable life ring.
10/16/08	Alex Haley	Provider	921	509	Fisheries violation issued for failure to maintain logbooks.
10/17/08	Alex Haley	Royal American	921	509	Safety violation issued for insufficient visual distress signals.
10/17/08	Alex Haley	Arctic Lady	921	509	Safety violation issued for expired stability letter.
11/04/08	Maple	Marathon	200	2C	Safety violation issued for expired liferaft and expired EPIRB registration.
11/07/08	Sherman	Barbara J	921	509	Fisheries fix it ticket issued for logbook errors.
11/07/08	Acushnet	Cornelia Marie	921	509	Safety violation issued for expired EPIRB registration and inadequate boarding ladder.
11/07/08	Acushnet	Alaskan Enterprise	921	509	Safety violation issued for expired EPIRB registration.
11/10/08	Sherman	North Sea	921	509	Fisheries fix it ticket issued for logbook errors.
11/10/08	Acushnet	Two Bears	200	3B	Safety violation issued for expired visual distress signals.
11/18/08	Sherman	Gulf Winds	921	512	Safety violation issued for unserviceable type IV and missing official stamp on stability letter.