

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 OCT - 30 NOV 06

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List of Abbreviations

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

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

Two incursions were detected for 2006. Both incursions were minor and immediately returned to the RS EEZ after being issued verbal warnings. The *average maximum* number of vessels detected (Figure 1) has dropped from 52 in 2001 to a low of about 5 in 2005. The density increased slightly in 2006, although overall numbers of fishing vessels remain quite low. Those vessels present have continued to skirt the edge of the MBL very closely, making the MBL a continued high priority for enforcement resources.

Coast Guard HC-130's flew three sorties totaling 23 hours patrolling the MBL for the reporting period. Active cutter patrols will resume next June. Figure 2 shows the highest number of vessels detected within 20 NM of the US EEZ by an HC-130 flight during that month.

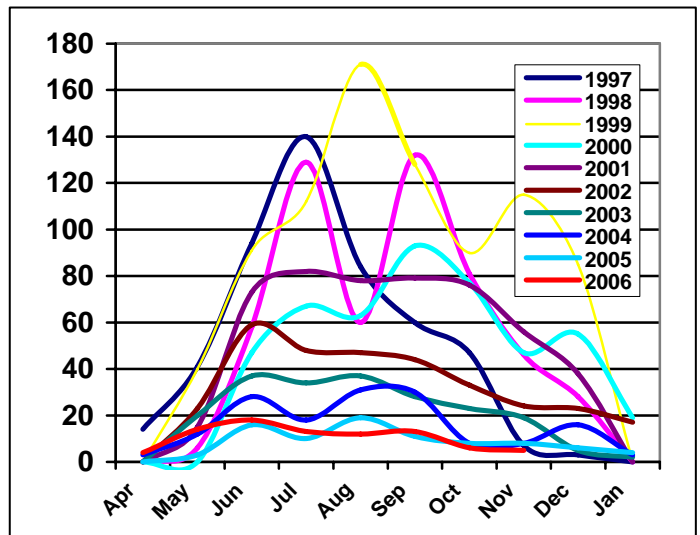


Figure 1. MBL Maximum Monthly Detections.

II. Donut Hole Activity

There has been no activity since the three Korean vessels fished earlier this year. Japan had indicated an intent to conduct trial fishing in November, but ultimately opted to forego fishing. The next expected trial fishing activity will be vessels from Korea in 2007. The Seventeenth District uses VMS as the primary tracking tool with HC-130 verification for trial fishing vessels. The Coast Guard makes a concerted effort to board trial-fishing boats while they are in the Donut Hole to verify catch reports and ensure compliance with the Convention.

III. High Seas Drift Net Enforcement

Officers from the Seventeenth Coast Guard District attended the North Pacific Anadromous Fish Commission (NPAFC) annual meeting held from 23-27 October in Vancouver, Canada. The enforcement committee indicated that they plan to increase effort later in the high threat timeframe, because the bulk of recent sightings happened in September and October. The parties are working to improve online information sharing to facilitate prompt joint responses to sightings.

Representatives from Canada, Russia, Japan, United States, and South Korea (KS) discussed enforcement activities and results of patrol efforts in the NPAFC Convention Area in 2006. The USCGC RUSH patrol and their rendezvous with the Russian patrol vessel were highlighted.

Japan sighted 50 driftnet vessels in October and November suspected to be from China. Japan notified the Chinese government requesting action. Canada sighted 27 HSDN-rigged vessels over the course of the summer, of which 12 were observed with nets in the water ranging from 2.5km to 11km. Most of the Canadian sightings bore neither flags nor names. Taiwan (not a NPAFC member) reported extensive patrols in the Convention Area and expressed commitment to prohibit vessels and nationals from HSDN fishing. Taiwan sighted the driftnet vessel MERIYANA (no flag), on 23 August and also sighted four other driftnet vessels on 16 October, including two Chinese vessels DON YUAN No. 62062 and DON YUAN YU No. 66021. Russia patrolled extensively with no HSDN-related activity detected. All parties committed to a similar level of enforcement effort in 2007 to include a possible surface patrol vessel from Korea.

IV. Dixon Entrance

Concurrently with the NPAFC meeting, D17 participated in bilateral meetings hosted by Canada Department of Fisheries and Oceans. There were no enforcement issues noted, but D17 requested collaboration from Canadian scientists for NMFS proposed joint survey activity in Dixon Entrance for deep sea corals.

V. Bering Sea Crab Fisheries

Coast Guard effort for the 2006 Red King Crab fishery is very similar to that of the 2005 season. Dockside prevention activities have been the staple with effort focused in Unalaska (Dutch Harbor), King Cove, Akutan, and Kodiak prior to the Bering Sea/Aleutian Island (BSAI) crab fishery opening. Additionally, training events covering stability, damage control, marine safety and survival have been organized and offered for fishermen. An Air Station Kodiak HH-60 helo was forward deployed to Cold Bay for 39 days this season (versus 44 days last year) with the USCGC Munro and USCGC Jarvis simultaneously patrolling in the Bering Sea. Both cutters have had HH-65 helos underway with them for most of their patrols.



Coast Guard personnel conducted Safety Compliance Checks, dockside Commercial Fishing Vessel Safety (CFVS) examinations, and training sessions in Dutch Harbor, Kodiak, and King Cove. Examinations were not performed in Akutan this year due to the very low number of boats projected to operate from that port. The Coast Guard continued coordinated enforcement planning with NOAA enforcement and the Alaska State Troopers via weekly conference calls and by a shared database of F/Vs that had been boarded at-sea, had offloads monitored, and/or had received safety compliance checks. Nineteen (19) fishermen, plus fifteen (15) Discovery Channel personnel received raft and survival suit training.

VI. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to enforce NMFS management regulations to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The Coast Guard does this through continued patrols of Steller Sea Lion Critical Habitat Areas, monitoring the western population of rookeries and haulouts starting at Cape St. Elias and extending out the Aleutian Chain and into the Bering Sea. Cutters committed 351 hours, and aircraft flew 7 hours in support of this mission. There were no significant violations observed.

VII. Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers were up considerably over the same period last year. Near universal electronic vessel monitoring system coverage in the Bering Sea has helped facilitate boarding trends. There were two significant fisheries violations (both IFQ-related—see next section), plus several minor administrative compliance discrepancies. Figures 2 and 3 show the historic trend for boardings and violations over the last eight years.

Figure 2. Fisheries Boardings By Year

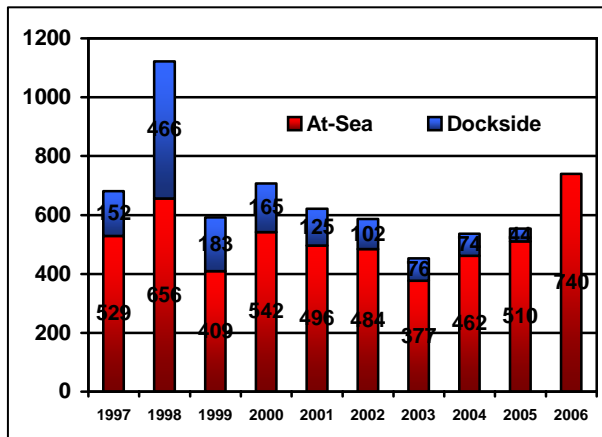
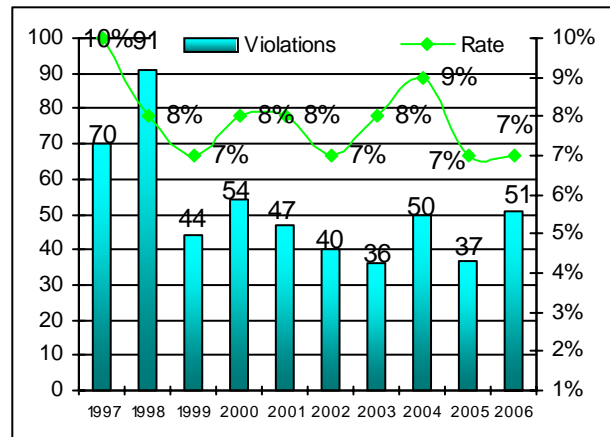


Figure 3. Fisheries Violations By Year



The fisheries violation rate was up by 1.4% from that observed over the same period last year. Appendices A and B contain a complete list of boardings and violations.

OCT 2005 - NOV 2005

F/V Boardings (at sea): 44
 Boarding/monitor w/fisheries vio's: 2
 Violation Rate: 4.5%

OCT 2006 – NOV 2006

F/V Boardings (at sea): 115
 Boarding/monitor w/fisheries vio's: 6
 Violation Rate: 5.2%

VIII. IFQ At-Sea/Dockside Enforcement

There were four IFQ fisheries violations. There were two significant violations plus two summary settlements. One violation was for multiple counts of failure to carefully release undersized halibut. The other significant violation was for failure to carry seabird avoidance gear. The two summary settlements were for failure to carry IFQ permits on board. Coast Guard IFQ enforcement effort consisted of 33 at-sea boardings.



IX. Commercial Fishing Vessel Safety/Search and Rescue Cases

There were 24 vessels found to have a mix of safety violations in the course of boardings. Five voyages were terminated (two for expired liferaft, one for insufficient fire extinguishers, and two for insufficient survival suits). The other safety violations consisted of expired visual distress signals, expired liferafts, expired EPIRBs, expired hydrostatic releases, insufficient survival suits, and insufficient life rings.



There were eight search and rescue cases during the reporting period.

The operational summary of the reporting period (01 October to 30 November) tallied three lives lost, five lives saved, and one vessel lost (Figure 4). The three deaths were from a single vessel that capsized. There was one illness-related incident resulting in a MEDEVAC by helo hoist operations. Table 1 (on the following two pages) provides a summary of significant search and rescue cases.

Figure 4. Historical Overview of CFVS Statistics

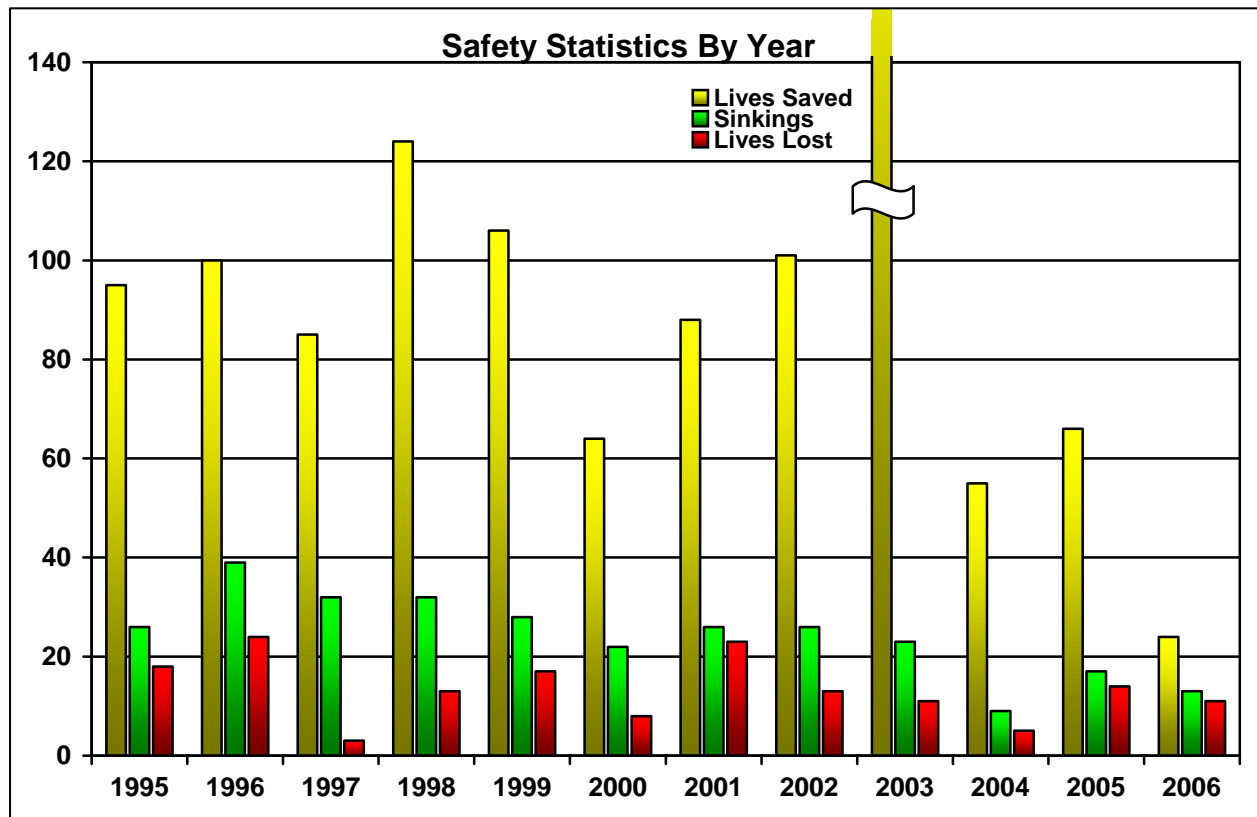


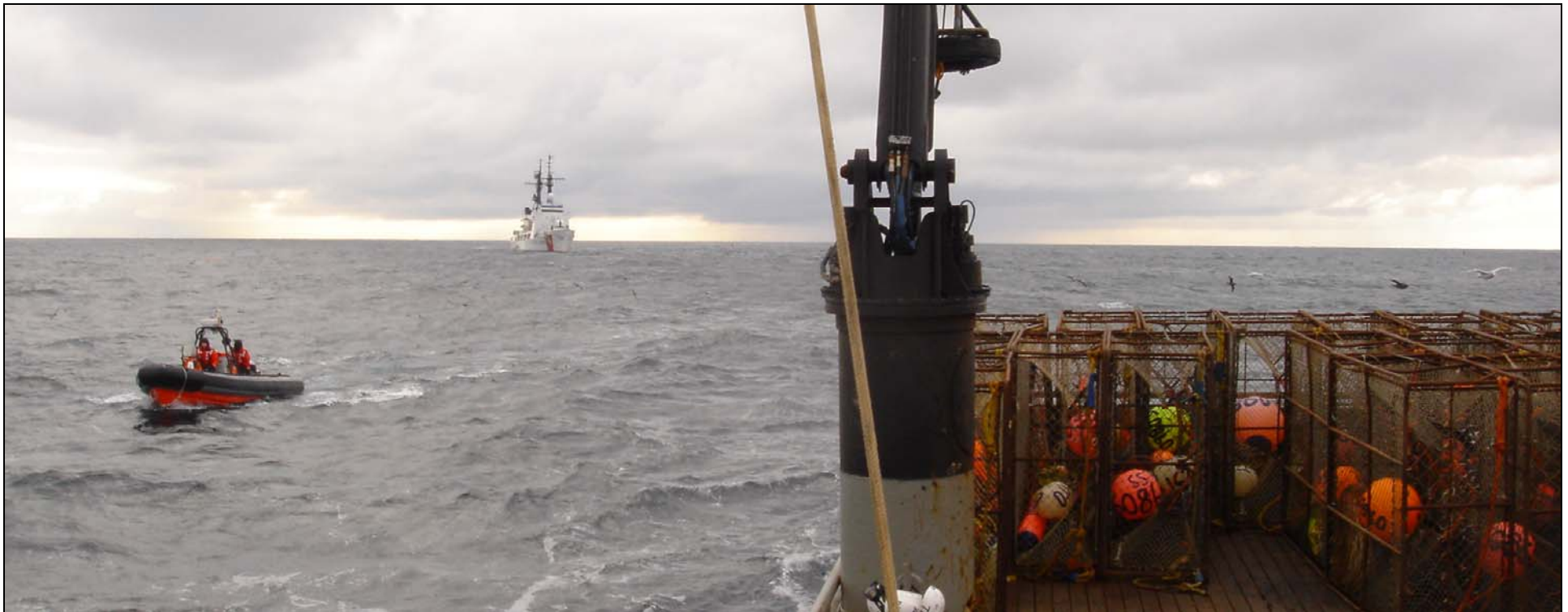
Table 1 CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	Pob	Death	Vsl Loss	Specific Cause
10/28/06	Alaska Spirit	12	N	N	The master of the F/V ALASKA SPIRIT contacted the North Pacific SAR Coordinator via satellite telephone reporting that the vessel had suffered an engine casualty and was adrift approximately 60nm south of Attu Island. The F/V ALASKA SPIRIT was transiting to Japan with her sister-ship ALASKA VICTORY for drydock. The NPSC directed the USCGC JARVIS to divert from present operations and proceed toward the ALASKA SPIRIT approximately 932nm away. The ALASKA VICTORY took the ALASKA SPIRIT in tow enroute to Adak. The Crowley tug SEA PRINCE relieved the tow ALASKA VICTORY as they approached Adak Island. CGC JARVIS has been released from the case.
10/23/06	Seaweed II	N/A	N	N	The Coast Guard District Thirteen Command Center in Seattle, WA telephoned the North Pacific SAR Coordinator reporting an unlocated 406MHz EPIRB alert registered to the F/V SEAWEED II, homeported in Sitka, AK. The NPSC received a 406MHZ located first alert solution for the F/V SEAWEED II plotting in Eastern Anchorage near Jamestown Bay in Sitka Sound. The NPSC issued an Urgent Marine Information Broadcast and an Air Station Sitka HH-60 helo prepared to launce to the scene. North Pacific SAR Coordinator learned that Sitka Volunteer Rescue located the vessel in Crescent Harbor safely moored, but the signal was not coming from the SEAWEED II. Sitka Rescue located the source of the signal with their DF gear coming from a nearby trash facility, upon which they verified and secured the beacon.
10/22/06	Zenith	16	N	N	The master of the F/V ZENITH radioed the North Pacific SAR Coordinator reporting that the vessel was disabled and adrift approximately 25nm southwest of St. George island in 16 foot seas and requesting Coast Guard assistance. The ZENITH reported that they had 16 persons on board, 8, 000 pounds of fuel, and a catch of approximately 125 tons. The ZENITH experience a reduction gear coupling failure. The USCGC JARVIS diverted toward the ZENITH's position to assist from approximately 80nm to the East. While JARVIS proceeded to rendezvous with ZENITH, the NPSC established a one-hour communications schedule. The JARVIS rendezvoused with ZENITH. Due to the weather and seas it was determined unsafe for the JARVIS to take the vessel in tow under darkness. The JARVIS remained on-scene until first light with the intent to take the ZENITH in tow. At first light CGC JARVIS established a tow with ZENITH and began transiting in the direction of Dutch Harbor to rendezvous with Tug Redeemer. The JARVIS passed the tow to Tug Redeemer, which towed F/V Zenith safely into Dutch Harbor.
10/22/06	Spryden	3	N	N	The master of the F/V SPRYDEN radioed Communications Center Juneau Radio reporting that the vessel was disabled and adrift, in danger of going aground in Behm Canal near Wadding Cove, and in need of immediate assistance. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast and Station Ketchikan 47ft motor lifeboat launched to assist. The MLB arrived on scene and safely took the SPRYDEN in tow to Ketchikan.
10/19/06	Ocean Challenger	4	3	Y	The M/V Overseas Joyce radioed the North Pacific SAR Coordinator relaying a MAYDAY from F/V OCEAN CHALLENGER, which had capsized. M/V Overseas Joyce had visual on the Challenger and observed multiple persons abandoning ship, but unable to effect rescue due to severe weather. The Air Station Kodiak HH-60 helo pre-deployed to Cold Bay launched to assist and an Air Station Kodiak HC-130 diverted from another mission to the scene The USCGC MUNRO (in the Bering Sea) diverted toward the scene. The helo arrived on-scene and recovered one survivor and two unresponsive persons. All three persons were transported to Cold Bay Clinic where the survivor was treated and evacuated to Anchorage for excessive salt water ingestion and the other two crewmen were pronounced deceased. The MUNRO searched throughout the night and the next day for the fourth crewmember with negative results. The MUNRO, joined by two helos and an HC-130, searched throughout the next day with negative results.
10/13/06	Day Star	4	N	N	The master of the F/V DAY STAR radioed Communications Station Kodiak reporting that the vessel was disabled and adrift approximately 50nm south King Cove. Communications Station Kodiak issued a Marine Assistance Request Broadcast for the vessel and established a communications schedule. The Canadian Coast Guard cutter SIR WILFRID LAURIER enroute to Dutch Harbor offered to assist with a 10 hour ETA. Due to concerns with degrading sea state and weather, the USCGC JARVIS although further away than the Canadian Cutter, diverted toward the scene with an earlier ETA. The JARVIS arrived on scene and determined that the casualty could not be repaired at sea. F/V ISLAND MIST arrived and took F/V DAY STAR in tow safely into King Cove.

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

Date	Vessel Name	Pob	Death	Vsl Loss	Specific Cause
10/16/06	American Triumph	N/A	N	N	Health Force Partners contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 31-year-old male crewmember on board the F/V American Triumph suffering from possible bowel obstruction. The vessel was operating approximately in the Bering Sea 250nm northwest of St. Paul Island. The duty flight surgeon concurred with the MEDEVAC request. Due to current weather conditions and distance of vessel, the NPSC and Air Station Kodiak decided to plan for a first light hoist and directed the vessel to close the distance to St. Paul. An Air Station Kodiak HC-130 launched to fly cover, while an Air Station Kodiak HH-60 helo standing by in Cold Bay launched to conduct the hoist. Health Force Partners arranged for Commercial MEDEVAC services to meet the helo in St Paul for a patient transfer. Patient successfully hoisted and transferred to waiting commercial MEDEVAC in St. Paul.
10/16/06	Pappy Frost	N/A	N	N	The North Pacific SAR Coordinator received a 406MHz EPIRB alert registered to the F/V Pappy Frost near Haines. Preliminary calls determined that vessel had a new owner, who could not be reached. The NPSC issued an Urgent Marine Information Broadcast and contacted local agencies in Haines for assistance. The NPSC directed an Air Station Sitka HH-60 helo to launch to investigate. Helo used DF equipment to locate the signal and reported from on land at either a boat storage area or the nearby landfill. The local police department continued the search for the beacon. The NPSC was able to contact the owner who confirmed that the EPIRB was taken to the Haines landfill over the weekend. Landfill personnel were unable to locate and secure the EPIRB.

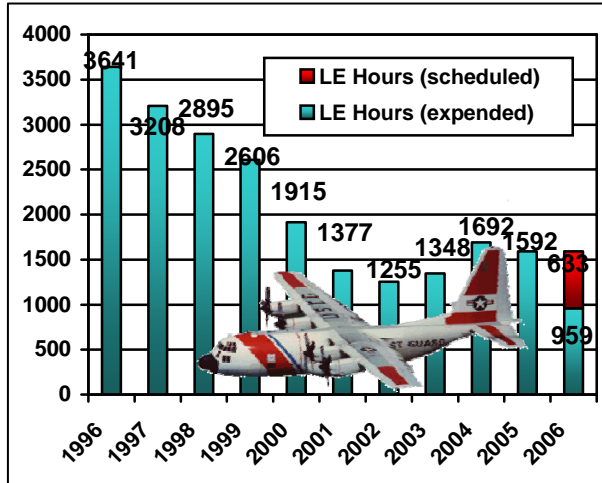
N/A indicates data not available.



X. Coast Guard Resource Summary

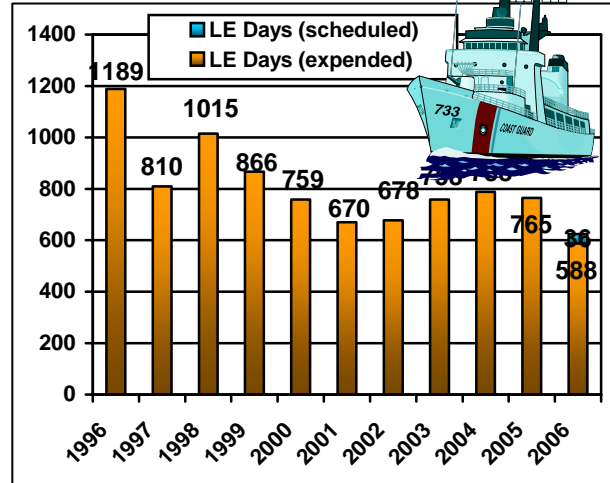
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

Figure 5. Annual HC-130 Hours



*2006 includes projection through December.

Figure 6. Annual Cutter Days



*2006 includes projection through December.

OCT 2004 - NOV 2004

2 WHECs patrolled.....67. days
 2 WMEC's patrolled.....51. days
 2 WLB's patrolled.....3. days
 3 WPB's patrolled.....56. days
Total Cutter patrol.....177. days

HC-130's flew 27 sorties for 216 hours
 HH-60/65's flew 52 sorties for 260 hours

OCT 2005 - NOV 2005

2 WHEC's patrolled107. days
 2 WMEC patrolled65. days
 2 WLB's patrolled27. days
 5 WPB's patrolled111. days
Total Cutter patrol310. days

HC-130's flew 11 sorties for 90 hours
 HH-60/65's flew 38 sorties for 169 hours

Figure 7. OCT - NOV HC-130 Hours

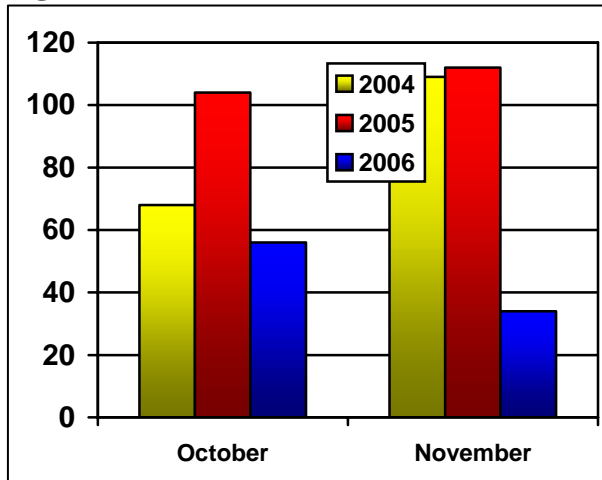
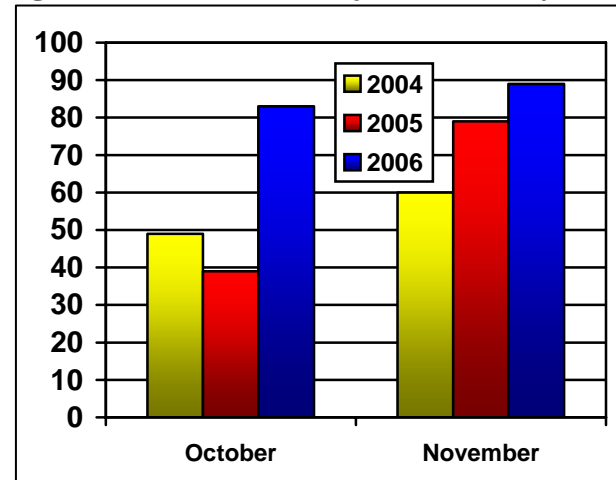


Figure 8. OCT - NOV Major Cutter Days



XI. Maritime Security

The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. The Marine Safety and Security Team (MSST) stationed in Anchorage wrapped up their deployment for the year. The team performed shoreside harbor patrols and underway cruise ship escorts in Ketchikan and Juneau. Shoreside efforts resulted in drug-interdiction arrests aboard Alaska Marine Highway System. The MSST patrolled the Valdez oil terminal security zone and also conducted military escorts and provided ammunition-outload security. The MSST dedicated 136 hours of small-boat underway time to escorts and harbor patrols during the reporting period. The three small boat stations committed 171 hours of small boat underway time to maritime security missions.

A sea-based X-band (SBX) radar unit, which will be stationed north of Adak, is scheduled to get underway from Honolulu before Christmas. The SBX is a component of the Missile Defense Agency's ground-based mid-course defense system.



SBX Radar System Being Transported

XII. Deepwater Update

The USCGC BERTHOLF was christened 11 November, 2006 in Pascagoula, Mississippi by their sponsor, Mrs Meryl Chertoff. Captain Patrick Stadt, the ship's first commanding officer, attended the Veterans Day ceremony with representatives from the first crew. BERTHOLF, the first national security cutter, is the first Coast Guard high endurance cutter to be built in more than 35 years and the first benchmark for the Coast Guard's Deepwater Program.



USCGC Bertholf Commissioning Ceremony

The Deepwater Program is the centerpiece of the Coast Guard's future capability in nearly all maritime missions. The Deepwater Program will provide more capable, interoperable assets that will enable Coast Guard forces to close today's operational gaps and to perform their demanding missions more effectively, efficiently, and safely. Deepwater's assets and systems will result in increased operational readiness, enhanced mission execution, and a safer working environment. The Deepwater Program remains the Coast Guard's top capital priority.

Appendix A

01 OCT – 30 NOV Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
10/02/06	Champion	Salmon	ST
10/02/06	Halcyon	Halibut	3A
10/02/06	Shady Lady	Halibut	3A
10/03/06	Melanie Ann	Cucumbers	ST
10/03/06	Resolute	Halibut	2C
10/03/06	Savage	Cucumbers	ST
10/04/06	Hickory Wind	Rockfish	630
10/05/06	Patricia Louise	Crab	ST
10/05/06	Saga	Shrimp	ST
10/05/06	Twilight	Shrimp	ST
10/06/06	Alaska Leader	Pacific cod	521
10/06/06	Clipper Surprise	Pacific cod	517
10/06/06	Cyclone	Halibut	3A
10/07/06	Alaska Patriot	Pacific cod	521
10/07/06	Barbara	Salmon	ST
10/07/06	Salmon Bay	Halibut	2C
10/07/06	Stlazaria	Salmon	ST
10/07/06	Sunset Bay	Pollock	521
10/07/06	Vicki Rae	Pacific cod	610
10/09/06	Angelique	Halibut	2C
10/09/06	Elizabeth Ann	Crab	ST
10/10/06	Banter Bay	Shrimp	ST
10/12/06	Tiffany Lee	Pacific cod	630
10/13/06	Karen Kay	Halibut	3B
10/14/06	Ocean Hunter	Scallops	630
10/17/06	Blue Ace	Pacific cod	523
10/17/06	Keta	Halibut	3A
10/17/06	Midnite Sun	Pacific cod	630
10/17/06	Myaor	Halibut	3A
10/17/06	Nakat	Halibut	3A
10/19/06	April L	Salmon	ST
10/22/06	Alaska Spirit	Crab	516
10/22/06	Janis M	Pacific cod	ST
10/22/06	Karin Lynn	Crab	516
10/23/06	Lady Jo	Salmon	ST
10/23/06	Spyden	Salmon	ST
10/24/06	North Star	Salmon	ST
10/24/06	Tiffany	Crab	ST
10/25/06	Arcturus	Pollock	517
10/25/06	Southern Wind	Crab	517
10/26/06	Alaska Challenger	Crab	516
10/26/06	Sea Wolf	Pollock	517
10/27/06	Barbara J	Crab	509
10/27/06	Betsy M	Salmon	ST
10/27/06	Bountiful	Crab	509

Appendix A (Continued)

01 OCT – 30 NOV Boardings Without Violations

DATE	VESSEL NAME	FISHERY	AREA
10/27/06	Controller Bay	Crab	509
10/27/06	Indigo	Halibut	2C
10/27/06	Janna Lee	Halibut	2C
10/27/06	Ocean Olympic	Crab	516
10/27/06	Seanna	Halibut	2C
10/27/06	Venus	Crab	ST
10/30/06	Dundas	Halibut	2C
10/30/06	Royal Viking	Crab	509
10/30/06	Westerly	Halibut	2C
10/31/06	Far West Leader	Crab	509
10/31/06	Kristiana	Halibut	2C
10/31/06	Oceanaire	Sablefish	SE
10/31/06	Pillar Bay	Sablefish	SE
10/31/06	Stjilbe	Halibut	2C
11/01/06	Conquest	Halibut	3A
11/01/06	Kodiak Isle	Pacific cod	630
11/01/06	Realist	Halibut	3A
11/01/06	Wizard	Crab	509
11/02/06	Christi-Rob	Halibut	2C
11/03/06	Sandral	Salmon	ST
11/04/06	Cascade Mariner	Crab	509
11/04/06	Northern Mariner	Crab	509
11/04/06	Vanelliot	Pacific cod	630
11/05/06	Cornelia Marie	Crab	509
11/05/06	Martina	Halibut	2C
11/05/06	Ruff And Ready	Pacific cod	630
11/07/06	Aleutian Dream	Halibut	2C
11/07/06	Storm Bird	Crab	516
11/08/06	Bidarka	Crab	ST
11/08/06	Frigid Land	Salmon	ST
11/08/06	Haley Marie	Crab	ST
11/08/06	Sirius	Crab	ST
11/09/06	Lucky Lady	Halibut	3B
11/11/06	Champion	Pacific cod	610
11/11/06	Courtney	Crab	ST
11/14/06	Loretta Ann	Salmon	ST
11/20/06	Baranof	Crab	521
11/20/06	Sea Barb	Pacific Cod	630
11/22/06	Pacific Venture	Pacific Cod	517
11/22/06	Vixen	Pacific Cod	517
11/24/06	Star Trek	Pacific Cod	630

Appendix B

01 OCT – 30 NOV Boardings With Violations

DATE	UNIT	VESSEL NAME	FISHERY	AREA	VIOLATION NOTES
10/02/06	Naushon	Joma	Salmon	ST	Safety violation issued for expired visual distress signals and expired fire extinguishers.
10/02/06	Naushon	Sea Spray	Salmon	ST	Safety violation issued for failure to carry current documentation.
10/03/06	Naushon	Marylou	Cucumbers	ST	Safety violation issued for expired documentation.
10/08/06	Jarvis	Ms.Ingrid	Pollock	610	Safety violation issued for expired EPIRB, expired visual distress signals , no waste management plan; failure to carry FCC license, failure to post emergency instructions, MSD y-valve open to sea, failure to conduct safety drills.
10/09/06	Naushon	Cape Enchantment	Salmon	ST	Voyage terminated for insufficient immersion suits.
10/10/06	Naushon	Whidby	Shrimp	ST	Safety violation issued for no hailing port on stern.
10/12/06	Storis	Elizabeth F	Pollock	630	Safety violation issued for insufficient liferings.
10/13/06	Storis	Glennettec	Halibut	3B	Safety violation issued for expired EPIRB.
10/13/06	Storis	Melissa Rae	Halibut	3B	Safety written warning issued for improperly marked liferings.
10/15/06	Storis	Zenith	Pacific Ocean Perch	630	Safety written warning issued for improperly maintained fire extinguishers.
10/16/06	Anacapa	Jenny	Salmon	ST	Voyage terminated for expired liferaft, expired visual distress signals , and expired EPIRB.
10/16/06	Anacapa	Missjean	Salmon	ST	Safety violation issued for insufficient survival suits and missing oil/garbage placards.
10/17/06	Storis	Malachite	Halibut	3A	Safety violation issued for no liferaft, no sound producing device, no EPIRB, expired visual distress signals , and unserviceable lifering.
10/19/06	Anacapa	Onyx	Salmon	ST	Voyage terminated for expired visual distress signals and insufficient fire extinguishers.
10/22/06	Munro	Denali	Crab	516	Safety violation issued for expired visual distress signals.
10/22/06	Anacapa	Devyn Nicole	Halibut	2C	Fisheries violation issued for absence of seabird avoidance gear on board and safety violation issued for expired liferaft and expired EPIRB.
10/22/06	Munro	Silver Spray	Crab	516	Fisheries verbal warning issued for failure to carry ifq hired master permit.
10/29/06	Jarvis	Kustatan	Crab	509	Fisheries violation issued for failure to present RKC ifq card and substantive logbook errors.
10/30/06	Liberty	Drommen	Halibut	2C	Voyage terminated for insufficient immersion suits.

Appendix B (Continued)

01 OCT – 30 NOV Boardings With Violations

DATE	UNIT	VESSEL NAME	FISHERY	AREA	VIOLATION NOTES
11/02/06	Liberty	Acumen	Salmon	ST	Safety violation issued for unregistered EPIRB and no lifeline attached to lifering.
11/03/06	Liberty	Willow	Halibut	2C	Fisheries summary settlement issued for failure to carry ifq permits, and safety violation issued for expired liferaft.
11/04/06	Liberty	Motive	Halibut	2C	Fisheries summary settlement issued for failure to carry ifq permit.
11/04/06	Liberty	Sonray	Salmon	ST	Safety violation issued for expired EPIRB hydrostatic release.
11/04/06	Liberty	Zarembo	Salmon	ST	Safety violation issued for expired liferaft.
11/06/06	Naushon	Hornet	Salmon	ST	Safety violation issued for insufficient hull markings and failure to carry documentation on board.
11/15/06	Anacapa	Cape Alava	Halibut	2C	Fisheries violation issued for failure to carefully release halibut.
11/22/06	Jarvis	Tanusha	Pacific Cod	630	Safety violation issued for inoperative general alarm and no emergency instructions.
11/24/06	Jarvis	Butterfly	Pacific Cod	630	Voyage terminated for expired liferaft, improperly maintained equipment, expired visual distress signals, expired EPIRB and hydrostatic release, and expired fire fighting equipment.