

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



December 2012 – March 2013

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

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List of Abbreviations

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

I. High Seas Drift Net Enforcement (HSDN)

No HSDN activity was detected over the reporting period. Coast Guard Seventeenth District enforcement personnel attended the North Pacific Anadromous Fish Commission's enforcement committee meeting in Vancouver, B.C., from 25-28 March to coordinate and develop enforcement activities for the 2013 season.

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

Activity along the MBL was extremely light with the Russian pollock fishery wrapping up in mid-January, and the ice moving down to cover the region. No activity is expected in the region until the ice recedes and the fisheries re-open in May. The Coast Guard Seventeenth District will be hosting the U.S./Russian Commanders' meeting in Alaska mid-April.

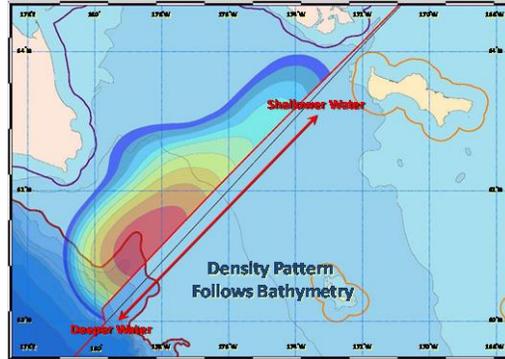


Figure 1: Historical MBL Vessel Density

III. Donut Hole Activity

There has been no activity noted in the Donut Hole over the reporting period.

IV. Steller Sea Lions and Critical Habitat Enforcement

Coast Guard cutters and aircraft are tasked with monitoring more than 151 critical habitat areas around the state each month. During the reporting period, assets monitored critical habitat areas on a near daily basis, looking for fisheries or transit violations in these locations a total of 932 different times between December and mid March. There were two violations of SSL no-transit provisions detected.

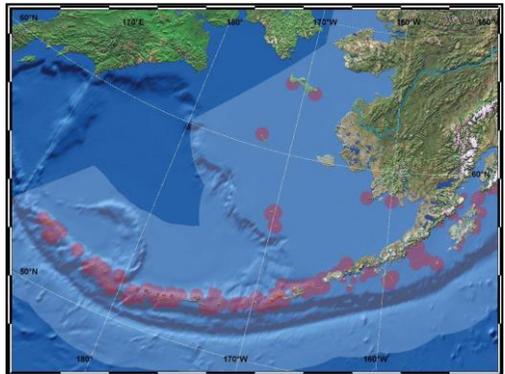


Figure 2: SSL Critical Habitats

V. Fishing Vessel Boarding Statistics

There were 114 domestic fisheries and fishing vessel safety boardings during the reporting period. These boardings resulted in a total of 38 safety violations on 22 vessels and eight fisheries violations on eight vessels. Figures 3 and 4 show the historic trends for boardings and violations.

Figure 3. Fisheries Boardings By Year

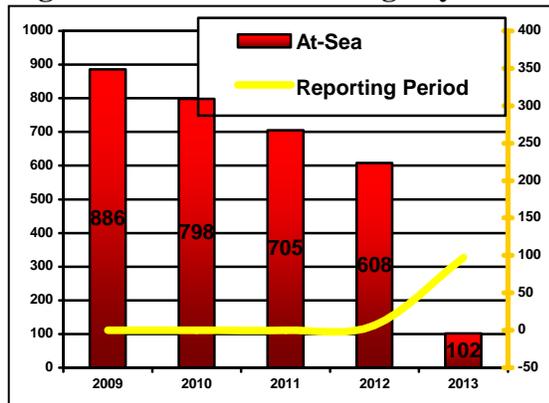
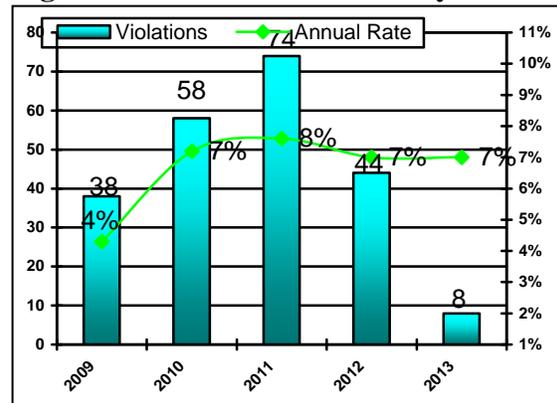


Figure 4. Fisheries Violations by Year



Dec 11 - Mar 2012 Boardings

F/V Boardings (at sea): 55
Boarding w/fisheries violations: 04
Violation Rate:.....7.3%

Dec 12 – Mar 2013 Boardings

F/V Boardings (at sea):109
Boarding w/fisheries violations:08
Violation Rate:.....7.3%

VI. Crab Fisheries

Coast Guard units conducted 12 boardings of crab vessels over the reporting period with one violation noted for an insufficient boarding ladder and four safety violations, including one voyage termination.

VII. IFQ Halibut and Sablefish

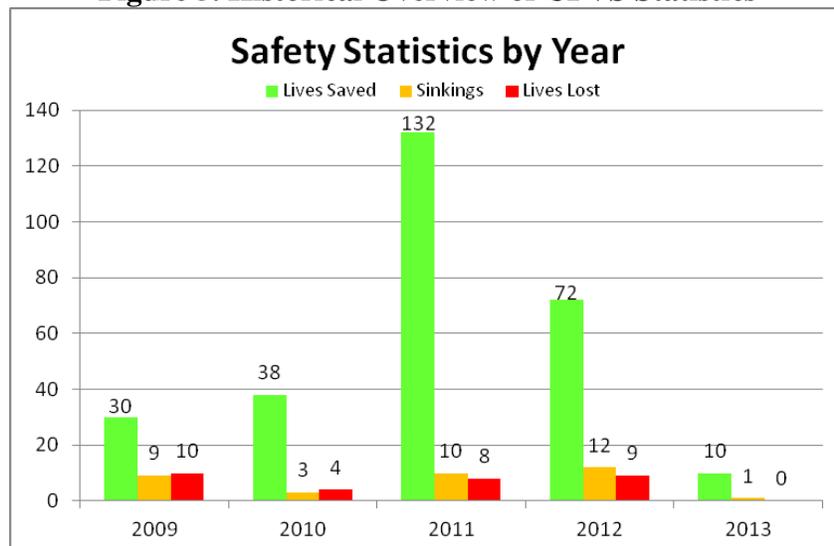
The IFQ halibut and sablefish fisheries opened at 1200 Alaska local time on 23 March 2013. The Coast Guard had a significant presence on the fishing grounds for the time leading up to the opener and after. Activity included fixed and rotary wing flights, as well as numerous cutters working from Southeast Alaska to Dutch Harbor. No early fishing was detected, and the Coast Guard conducted nine IFQ halibut boardings and one recreational halibut boarding with no violations detected. There was one halibut violation detected on a salmon troller in Southeast Alaska when a vessel was boarded with four halibut fillets on deck on 11 December 2012.

VIII. Commercial Fishing Vessel Safety/Search and Rescue Cases

During the reporting period, 22 vessels with a total of 34 safety violations were detected. There were six *voyage terminations* during the reporting period, including one pollock vessel, three salmon vessels, one Dungeness crab vessel, and one tender vessel. A significant number of these safety violations were associated with insufficient immersion suits, and survival craft, but violations were also issued for expired hydrostatic releases on EPRIBs, insufficient firefighting equipment, no sound producing device, and insufficient PFDs, or a combination there of. A comprehensive list of violations can be found in Appendix C.

There were 32 SAR cases, resulting in ten lives saved, zero lives lost, and one vessel lost. Appendix A provides a comprehensive list of search and rescue cases involving fishing vessels over the reporting period.

Figure 5. Historical Overview of CFVS Statistics



IX. 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 9 and 10 show the same information over the last three years for the *reporting period only*.

Figure 6. Annual HC-130 Hours

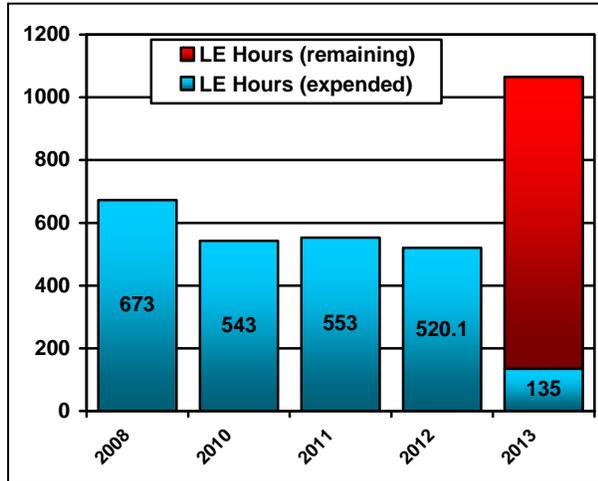
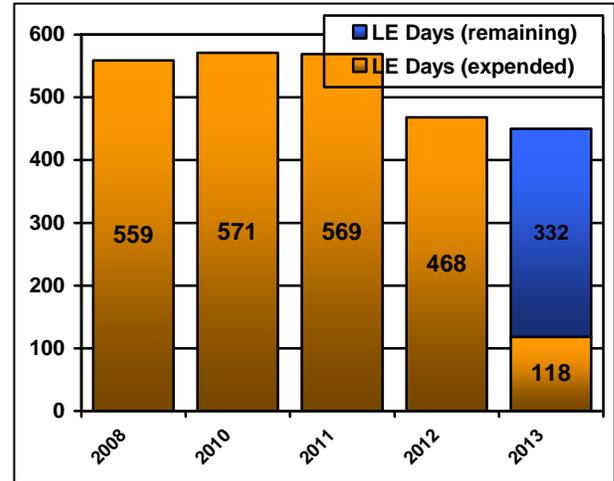


Figure 7. Annual Major Cutter Days



DEC 2011 – MAR 2012

4 WHECs patrolled 85 days
 1 WMECs patrolled 57 days
 0 WLBs patrolled 0 days
 6 WPBs patrolled 86 days
Total Cutter patrol..... 228 days

HC-130s flew 161.1 hours
 HH-60/65s flew 273 hours

DEC 2012 – MAR 2013

3 WHECs patrolled 97 days
 1 WMECs patrolled 45 days
 0 WLBs patrolled 0 days
 6 WPBs patrolled 97 days
Total Cutter patrol..... 239 days

HC-130s flew 147.6 hours
 HH-60/65s flew 263.4 hours

Figure 8. DEC - MAR HC-130 Hours

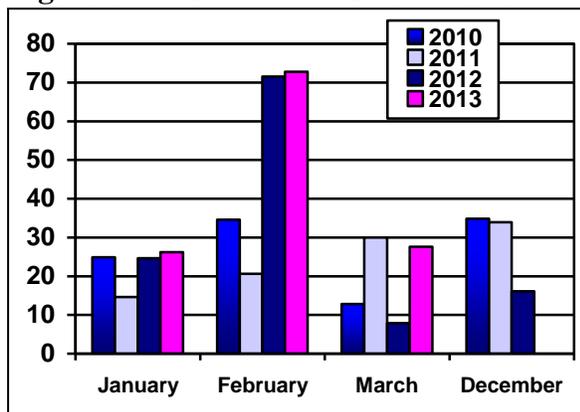
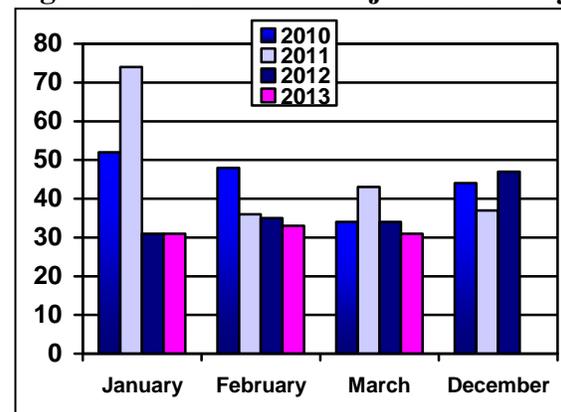


Figure 9. DEC - MAR Major Cutter Days



Appendix A
December 2012 – March 2013
Search and Rescue Cases

Date	Vessel	Case Specifics
05-Dec-12	Flare	Sector Juneau received a report of one single amber colored flare IVO Icy Strait, Southeast Alaska. Sector Juneau issued UMIB with negative results. Helicopters from AIRSTA Sitka and boats from Station Juneau launched to search. Surface and aerial searches completed with NEGRES. ACTSUS Granted.
13-Dec-12	CARRIE ARLENE	Sector Juneau received a distress call on VHF 16 from F/V CARRIE ARLENE and assumed SMC. The vessel lost steering in Northern Snow Pass and took water over the side, causing it to lose electricity as well. Good sam M/V ARIK arrived on scene and towed the F/V to Bushy Island. F/V dewatered, restored its steering and electricity and required no further assistance. Case closed for SAR.
14-Dec-12	ALASKAN KNIGHT	Sector Juneau received a report of one red flare on VHF 16 from F/V NANCY MARIE and assumed SMC. Sector Juneau launched Station Ketchikan and requested helo assistance. Station Ketchikan arrived on scene and found F/V ALASKAN KNIGHT anchored and in need of assistance after they lost their prop and fired off two red flares. Helicopter stood down after arriving on scene and Station Ketchikan towed the vessel back to Ketchikan. Case Closed.
14-Dec-12	EQUITY	Sector Juneau received a distress call over VHF 16 from F/V EQUITY, assumed SMC, and issued a UMIB. F/V EQUITY reported they hit rocks, were donning survival suits, and abandoned ship into a life raft. Sector Juneau activated Klawock volunteer SAR and diverted a helicopter from Sitka. A good Sam F/V HIGH POCKETS responded to the UMIB, arrived onscene, and recovered all 03 POB and transported them to Klawock. Case Closed.
26-Dec-12	Flare	Sector Juneau received a report of a possible red/orange flare IVO berth 3 and 4 in downtown Ketchikan. Reporting source observed a flare from his home above Ketchikan, burn for two minutes with rise but no decent. Sector Juneau launched CGR-47261 to conduct a search in the 1 sq mile flare cone in Tongass Narrows. During the search, a good Samaritan responded to UMIB and reported fireworks being launched from the end of berth 4 at the time the flare was observed. False alert. Case Closed.
31-Dec-12	Flares	Sector Anchorage recieved two reports from the Alaska State Troopers on two red parachute flares sighted in Kachemak Bay south of Homer. Sector Anchorage assumed SMC, issued UMIB and launched Air Station Kodiak H60. A first light search was conducted with negative results. Sector Anchorage briefed D17 for suspension. ACTSUS granted.

Appendix A
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Search and Rescue Cases

Date	Vessel	Case Specifics
01-Jan-13	BILLIKIN	D17 Command Center received an INMARSAT C distress alert from RCC Stavanger, Norway, that indicated distress on the F/V BILLIKIN. The nature of the distress was unspecified. The F/V BILLIKIN was actively transmitting on AIS and showing underway progress at 08 kts. All communication attempts to reach the vessel via radio and phone failed. D17 issued UMIB and was able to talk with F/V FARWEST LEADER who contacted the F/V BILLIKIN setting gear nearby and confirmed no distress, accidental activation. Case closed.
04-Jan-13	Unknown flashing light	D17CC received a report of a flashing light from an airport employee, approximately 8NM North of the Akun Airport in the water. The employee stated, and USCG confirmed no navigational buoys or markers located in the area. D17CC issued a UMIB and directed Air Station Kodiak to launch a C130 to investigate. The C130 saw no signs of distress and could not locate the source of the flashing light due to poor visibility. The weather improved over the evening and the reporting source reported the flashing light was still active. D17CC directed launch of a helicopter from Cold Bay to investigate. Once on scene, the helicopter located an uncharted spherical yellow buoy, and searched Surf Bay with no signs of distress noted. Case Closed.
10-Jan-13	NEPTUNE	Sector Anchorage received a call on VHF 16 from F/V NEPTUNE that they are aground and taking on water in Kupreanof Strait. Sector Anchorage assumed SMC and requested helicopter assistance. The helicopter arrived on scene and lowered two pumps, and with the help of the F/V Tempest, were able to dewater the engine room and patch the hull. F/V TEMPEST towed the F/V NEPTUNE back to Kodiak where the vessel was safely moored. Case Closed.
11-Jan-13	TEMPEST	Sector Anchorage Command Center received a report from the F/V TEMPEST that they were hard aground in Ouzinkie Narrows. Vessel reported no damage and not taking on water. The Good Samaritan F/V SEA STAR was on scene to assist if necessary. F/V TEMPEST refloated on the tide, and made it back to Kodiak with no apparent damage or pollution. Case Closed.
12-Jan-13	R.M. THORSTENSON	D17CC received a request to assist the R. M. Thorstenson, a 315ft fish processor, after a 31 Year Old Male experienced degloving of toes on his right foot. D17CC consulted the Duty Flight Surgeon who recommended antibiotics, and a Good Samaritan F/V transported the crewmember to St Paul where commercial services were provided, followed by further transport to medical facilities in Anchorage. Case Closed.

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Search and Rescue Cases

Date	Vessel	Case Specifics
15-Jan-13	KODIAK	D17 CC received request from F/V KODIAK requesting a MEDEVAC for a deck hand who suffered a broken leg above the ankle after a crab pot fell on him. Duty Flight Surgeon was consulted and did not recommend MEDEVAC. D17CC monitored the crewmembers status until the F/V Kodiak arrived into port and transferred the crewmember to awaiting EMS. Case Closed.
24-Jan-13	406 MHZ EPIRB	D17CC received 406 MHz distress alert located approximately 0.6 NM NE of the Seward Airport. Due to the proximity of the alert location to Resurrection Bay, D17 assumed SMC from AKRCC and launched a helicopter from Air Station Kodiak to conduct a search. Seward Police were dispatched to investigate the Seward Airport and Resurrection Bay for any signs of distress. While the helicopter was en route, the beacon ceased transmitting. Search conducted with negative results. ACTSUS granted
25-Jan-13	PROGRESS	D17 CC received notification from the F/V PROGRESS calling to report their observer, a diabetic, appears to have slipped into a diabetic coma. Duty Flight surgeon was briefed and recommended no MEDEVAC. F/V transited into Dutch Harbor and transferred patient to EMS. Case closed.
25-Jan-13	COASTAL NOMAD	District 17 Command Center received a report from Health Force Partners in regards to a 72 Year Old Male suffering from stroke type symptoms. D17 assumed SMC and briefed Duty Flight Surgeon who did not recommend MEDEVAC due to patient's benign presentation and observation that even worst case scenario of stroke, the 4 hour window of opportunity could not be met. COASTAL NOMAD moored safely in Wrangell where commercial services met to transport to Anchorage for further evaluation. Case Closed.
25-Jan-13	ALASKA OCEAN	District 17 Command Center received a report from Health Force Partners in regards to a 35 Year Old Male suffering from lye in left eye. D17 assumed SMC and briefed Duty Flight Surgeon who did not recommend MEDEVAC due to no further medical treatment can assist recovery. F/V ALASKA OCEAN transited to Dutch Harbor to transfer patient to awaiting EMS. Health Force Partners monitored the situation, and no further Coast Guard assistance was requested. Case Closed.
06-Feb-13	NEW VENTURE	D17CC received a request for MEDEVAC of a 41Year Old Male suffering a possible heart attack onboard F/V NEW VENTURE. DFS recommended MEDEVAC. D17CC assumed SMC and launched CGR-6010 from Air Station Kodiak. CGR-6010 conducted successful hoist and transferred patient to awaiting EMS in Kodiak. Case Closed.

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December 2012 – March 2013
Search and Rescue Cases

Date	Vessel	Case Specifics
07-Feb-13	OCEAN ROVER	D17 CC received a MEDEVAC request from Health Force Partners regarding a 29 Year Old Male from Sudan exhibiting symptoms of malaria onboard the F/V OCEAN ROVER. Duty flight surgeon was briefed and recommended F/V OCEAN ROVER make way to Dutch Harbor. SMC concurred. F/V OCEAN ROVER arrived in Dutch Harbor and crewman was administered to the Dutch Harbor clinic for initial evaluation and was transported to Anchorage via commercial services. Case Closed.
09-Feb-13	Uncorrelated 2182kHz Distress Call	Communications Station Kodiak received a call stating "are you in distress" followed by "distress, distress, distress are you in any distress." Communications Station Kodiak conducted callouts and UMIB on 2182 with negative results. No other correlating reports of distress received within D17AOR. Around the same time of call, COMMSTA and CAMSPAC also received a HF-DSC alert relay message originating from a vessel in Bangladesh. UMIB from COMMSTA Kodiak continued for two hours with negative results. ACTSUS granted.
13-Feb-13	STARBOUND	Health Force Services requested D17 MEDEVAC a 44 Year Old Male crewmember who suffered heart attack symptoms onboard a 205ft F/V. D17 assumed SMC and the Duty Flight Surgeon recommended MEDEVAC. Air Station Kodiak launched a helicopter from forward operating location St Paul, and the crewmember was hoisted and delivered in stable condition to EMS bound for the St Paul clinic. Case Closed.
15-Feb-13	Uncorrelated Distress Call	Sector Anchorage received a call on VHF CH 16 of a male voice stating "Now breaker breaker" "I'm drowning in the bay". Sector issued UMIB but received no correlating reports. With no reasonably definable search area, and high suspicion the the call was hoax and the case was suspended.
17-Feb-13	Flare	Sector Juneau assumed SMC when a CGC NAUSHON crewmember reported a white flare descending IVO Pennock Island. Sector released a UMIB and Station Ketchikan launched to search around the island. No signs of distress were reported or observed in ideal search conditions. ACTSUS granted.
19-Feb-13	VSL taking on water	Sector Juneau overheard a VHF 16 broadcast from the F/V CLARA M taking on water IVO Craig. Sector Juneau assumed SMC and issued a UMIB. Craig Harbormaster immediately contacted the vessel and rendered assistance. The vessel was dewatered and towed back to Craig. Case Closed.

Appendix A
December 2012 – March 2013
Search and Rescue Cases

Date	Vessel	Case Specifics
20-Feb-13	BARANOF	D17 CC received a request from George Washington Maritime Medical facility to MEDEVAC a crewmember off 170' F/V BARANOF. Necrosis prevented blood flow to fingers on both of the crewmember's hands and the Duty Flight Surgeon recommended MEDEVAC. Air Station Kodiak launched a helicopter from forward operating location St. Paul and C130 from Kodiak to conduct the MEDEVAC. The helicopter hoisted the crewmember and transferred him to EMS in St. Paul. Case Closed.
26-Feb-13	Flare	Sector Juneau received a report of red flare IVO Auke Bay Recreational Area. Sector Juneau assumed SMC and launched Station Juneau who responded to the scene along with a Good Samaritan. An off-duty CG member at Auke Rec notified Sector Juneau after observing the flare originating from a party on the beach. CG member, Station Juneau, and the Good Samaritan vessel then observed a second flare originating from the beach. Sector Juneau alerted local LE. Case closed as false alert.
27-Feb-13	NORDIC FURY	District 17 Command Center received a report of a 38 Year Old Male on board the F/V NORDIC FURY suffering from severe lacerations to his finger. Duty Flight Surgeon was consulted and did not recommend MEDEVAC. CGC MUNRO was on scene and conducted a patient transfer via small boat to MUNRO for the on board corpsman to evaluate lacerations. Corpsman on board provided sutures and splinted the patient's finger. MUNRO small boat safely provided transportation for patient back to the NORDIC FURY. D17 CC followed up with NORDIC FURY the morning of 28 Feb and determined the crewmember was doing well and no further CG assistance was needed. Case Closed.
04-Mar-13	FINALLY	Sector Juneau received a report of an overdue 40ft troller, F/V FINALLY, with 01 POB. The F/V departed on a voyage 24 February and was expected to return to Sitka on 02 March. Sector Juneau assumed SMC, issued UMIB, conducted communications with negative results. Sector Juneau launched a helicopter from AIRSTA Sitka which conducted search and located the F/V in good condition. F/V intended to return to Sitka. Case Closed.

Appendix A
December 2012 – March 2013
Search and Rescue Cases

Date	Vessel	Case Specifics
07-Mar-13	BEAUTY BAY	D17CC received a request for a MEDEVAC of a 27 Year Old Male crewman on the F/V BEAUTY BAY suffering from severe damage to his thumb, first and middle fingers of his right hand caused by a fish grinder. DFS and SMC concurred with a MEDEVAC, launched a helicopter from forward operating location St. Paul and a C-130 from Air Station Kodiak. High winds precluded safe hoist of the patient, and it was determined it would be safest to have the vessel transit to St. Paul. F/V BEAUTY BAY arrived IVO ST PAUL and was unable to get around the breakwater due to wind and limited propulsion power, and the harbor was iced in. F/V BEAUTY BAY remained IVO St. Paul until daylight when the helicopter could safely hoist the patient, and transport them the St. Paul clinic. Commercial MEDEVAC company arrived in St. Paul for further transport to higher level of care. Case Closed.
08-Mar-13	FLYING OCEAN	D17CC Received a call from F/V FLYING OCEAN that reported they suffered loss of steering and a parted anchor line and were drifting towards shore. Sector Anchorage assumed SMC. The vessel stated that they were backing down and heading south away from the rocks at 2.7KTS and were no longer in immediate distress. Good Samaritan vessel GOLDEN FLEECE made contact with F/V FLYING OCEAN, arrived on scene, and assisted with repairs. F/V FLYING OCEAN transited to Kodiak under own power. Case Closed.
10-Mar-13	SEA FREEZE ALASKA	D17CC received a request for a MEDEVAC of a 47 Year Old Male crewman on the F/V SEA FREEZE ALASKA, suffering from possible bowel obstruction. Duty flight surgeon and SMC concurred with a MEDEVAC utilizing the helicopter from CGC MUNRO. The helicopter arrived on scene and lowered rescue swimmer to assist with patient before they safely hoisted the patient and transported them to Cold Bay where commercial services provided further transport to higher level of care. Case Closed.
14-Mar-13	ELT Beacon	Flight Service Station (FSS) Sitka received reports from aircraft landing and taking off from Sitka airport of an activated ELT. A helicopter from Air Station Sitka investigated but only briefly heard the ELT at take off then transmission ceased. Sitka Mountain Rescue and FSS Sitka also attempted to locate the ELT, which was only heard at the airport. No transmissions were heard. UMIB yielded NEGRES for 2 hours. ACTSUS granted.

Appendix A
 December 2012 – March 2013
 Search and Rescue Cases

Date	Vessel	Case Specifics
15-Mar-13	STELLA	Sector Anchorage Command Center received a report of a 35 YOM falling overboard while the F/V STELLA was hauling gear IVO Southern Shelikof Strait. Captain of vessel was unable to maneuver to assist in the direct pick up of crewman due to the gear being full of fish. After 15 minutes of hauling gear the Captain of vessel was able to deploy his crew member to bring the 35 YOM on board. The 35 YOM was found unconscious, face down with his skin blue in color and bloated. Once on board, a crew member performed CPR and successfully revived the subject. STELLA crew conducted assessment of patient and found him to be extremely hypothermic and treated him as such. D17 assumed SMC and directed for the immediate launch of a helicopter from Air Station Kodiak. The helicopter arrived on scene and successfully hoisted patient from F/V and transported him in stable condition to local EMS in Kodiak. Case Closed.

Appendix B
December 2012 –March 2013
Federal Fisheries Boardings without Violations

Date	Vessel	Species	Area
12/4/12	CHASIN TAIL	410	659
12/4/12	OSPREY	410	659
12/7/12	ALASKA VICTORY	127	513
12/14/12	KJEVOLJA	110	523
1/12/13	DELIVERANCE	110	620
1/12/13	TUXEDNI	110	620
1/15/13	BILLEKEN	110	
1/15/13	OCEAN FURY	110	
1/16/13	PAVLOF		
1/16/13	MELANIE	931	630
1/16/13	ERICA RENEE	931	630
1/17/13	SAVANNAH RAY	110	630
1/17/13	ALASKAN LADY	110	509
1/21/13	CORAL	110	659
1/31/13	TRAILBLAZER	932	521
2/4/13	OCEAN HOPE 3		
2/7/13	PASSAGE		
2/7/13	PAMELA DENISE	410	649
2/7/13	ISIS	4110	649
2/7/13	MUG-UP	892	649
2/7/13	LYNDA	892	649
2/7/13	SABLE	892	649
2/11/13	SARA DAWN	931	659
2/11/13	SILVER SURFER	910	659
2/12/13	HALFMOON BAY	110	541
2/12/13	MUIR MILACH	110	541
2/13/13	WILD FIRE		659
2/18/13	SILVER SURFER	136/900	659
2/22/13	OCEANRAIDER		659
2/23/13	BOUNTIFUL	932	517
2/24/13	WOOSTER	931	659
2/24/13	AMBER DAWN	110	659
2/24/13	OLD SQUAW	110	659
2/25/13	HADASSAH	110	649
2/25/13	ALSEA	270	521
2/26/13	CHOPAKA	410	659

Appendix B

December 2012 –March 2013

Federal Fisheries Boardings without Violations

Date	Vessel	Species	Area
2/27/13	STARLITE	270	521
2/27/13	MORNING STAR	270	521
2/28/13	OCEAN PHOENIX	270	521
2/28/13	MISS SUSAN	965	
3/1/13	AVALANCHE	110	
3/5/13	ALASKA WARRIOR	270	516
3/8/13	ALASKAN KNIGHT	815	
3/9/13	GOLDEN FLEECE	122	620
3/10/13	CARAVELLE	270	620
3/11/13	DAWN	270	630
3/11/13	ROSELLA	270	620
3/11/13	PACIFIC STAR	270	620
3/11/13	EXCALLIBUT II	270	620
3/11/13	LAURA	270	620
3/13/13	HICKORY WIND	270	
3/13/13	TEMPEST		
3/14/13	COURAGEOUS		509
3/14/13	NORTH CAPE		509
3/15/13	DEEP PACIFIC	270	509
3/15/13	ALASKA MIST	270	509
3/15/13	NORTHERN EAGLE	270	509
3/16/13	CONSTELLATION	123	509
3/16/13	DEFENDER	123	509
3/16/13	ENTERPRISE	123	509
3/17/13	BLUE ATTU	110	517
3/17/13	SAINT PETER	110	517
3/18/13	US INTREPID	110	517
3/18/13	OCEAN PEACE	110	517
3/18/13	UNIMAK	110	517
3/18/13	SKIPJACK		
3/21/13	HORNET	410	
3/21/13	RETRIEVER		
3/21/13	LUCKY LADY	110	
3/21/13	MYSTERY	110	
3/22/13	PROWLER	110	521
3/23/13	SABRINA JOY	200	

Appendix B

December 2012 –March 2013

Federal Fisheries Boardings without Violations

Date	Vessel	Species	Area
3/23/13	LADY SOLVAY	200	
3/23/13	TALON	923	
3/23/13	STARSHIP	200	
3/23/13	DOVE	200	
3/24/13	MICHELLE	200	
3/24/13	N/A	200	
3/24/13	KAYLEIGH ANN	200	
3/24/13	CHOPAKA	200	
3/24/13	DANEGELD	200	

Appendix C
December 2012 – March 2013
Federal Fisheries Boardings with Violations

Date	Unit	Vessel Name	Fishery	Details
12/11/12	STA KETCHIKAN	VELVET	410	Navigation lights, life ring, and illegal retention of halibut.
12/13/12	STA KETCHIKAN	ALASKAN NIGHT	815	Life Ring
12/23/12	STA KETCHIKAN	FRAN	410	No Documentation on board
1/9/13	STA KETCHIKAN	SILVER SURFER		Expired registration and vessel name not legible
1/21/13	MUSTANG	CHELISSA	270	All fire fighting equipment expired (Voyage Terminated)
1/25/13	NAUSHON	SNARK	410	No immersion suits, and life raft (Voyage Terminated)
1/25/13	AIRSTA KODIAK	IMPALA		Sighted inside the Yunaska Island SSL no transit zone
1/25/13	AIRSTA KODIAK	ST. NICHOLAS		Failure to respond to Coast Guard law enforcement aircraft on VHF-FM channel 16.
1/26/13	NAUSHON	SEA WEED II	410	Hydrostatic release on EPIRB expired, and unservicable survival craft (Voyage Terminated)
1/31/13	MUNRO	SILVER DOLPHIN	932	No boarding ladder
2/2/13	STA KETCHIKAN	MELODEE DAWN		Immersion suits and life raft (Voyage Terminated)
2/8/13	AIRSTA KODIAK	ALASKAN		Illegal trawling in the Cape Chiniak SSL no transit
2/11/13	STA JUNEAU	SUNDANCE	931	Expired VDS, Marker lights missing on immersion suit, no "Y" gate on the vessel's marine sanitation device, and inoperable mast head light
2/12/13	LIBERTY	MR. WIND	110	Expired VDS
2/13/13	STA KETCHIKAN	THE EDGE	815	Expired VDS
2/13/13	AIRSTA KODIAK	TATY Z	110	Actively engaged in long lining in Federal waters without seabird avoidance gear
2/20/13	NAUSHON	N/A	910	No type IV PFD, no sound producing device, no state registration
2/20/13	NAUSHON	N/A	910	Marker lights on survival suit, unservicable type IV PFD, no sound producing device, fire extinguisher
2/21/13	NAUSHON	LITTLE FISH	910	No immersion suits (Voyage Terminated)
3/1/13	ROANOKE ISLAND	NAVIGATOR	110	No sound producing device
3/1/13	ROANOKE ISLAND	DYNASTY	110	No sound producing device
3/11/13	RUSH	DUSK	270	No CG approved boarding ladder, insufficient ring buoy

Appendix C
 December 2012 – March 2013
 Federal Fisheries Boardings with Violations

Date	Unit	Vessel Name	Fishery	Details
3/11/13	RUSH	LISA MELINDA	270	No LLP onboard
3/12/13	MUSTANG	PACIFIC STORM	270	No vsI registration onboard
3/21/13	NAUSHON	KARIOCA	110	No flares onboard
3/22/13	NAUSHON	NORDIC SON	110	Liferaft expired
3/22/13	NAUSHON	DONNA JEAN	N/A	Survival craft expired (1997), hydostatic release expired, insufficient immersion suits, and inadequate fire fighting equipment (Voyage Terminated)
3/22/13	NAUSHON	LUCKIMEE	200	Expired flares, no sound producing device, and no documentation onboard

17th Coast Guard District Enforcement Report December 2012 - March 2013

A photograph of a Coast Guard crew member wearing a bright orange rain suit and a red cap. The crew member is holding a thick rope attached to a large orange buoy. The buoy has the letters "RD" and the number "18" printed on it. In the background, another Coast Guard cutter is visible on the water under a clear sky.

LT Anthony Kenne
Response Division, Enforcement Branch
03 April 2013



SAR Stats 01 Dec 2012 – 25 Mar 2013

32 F/V SAR Cases

10 Lives Saved

1 Vessel Lost

0 Fatalities

38 Safety Violations

Common Problems:

Missing or unserviceable life raft (5)

Missing or unserviceable immersion suits (4)

Hydrostatic release (2)

Visual distress signals (5)

Life rings (5)

Firefighting equipment (3)

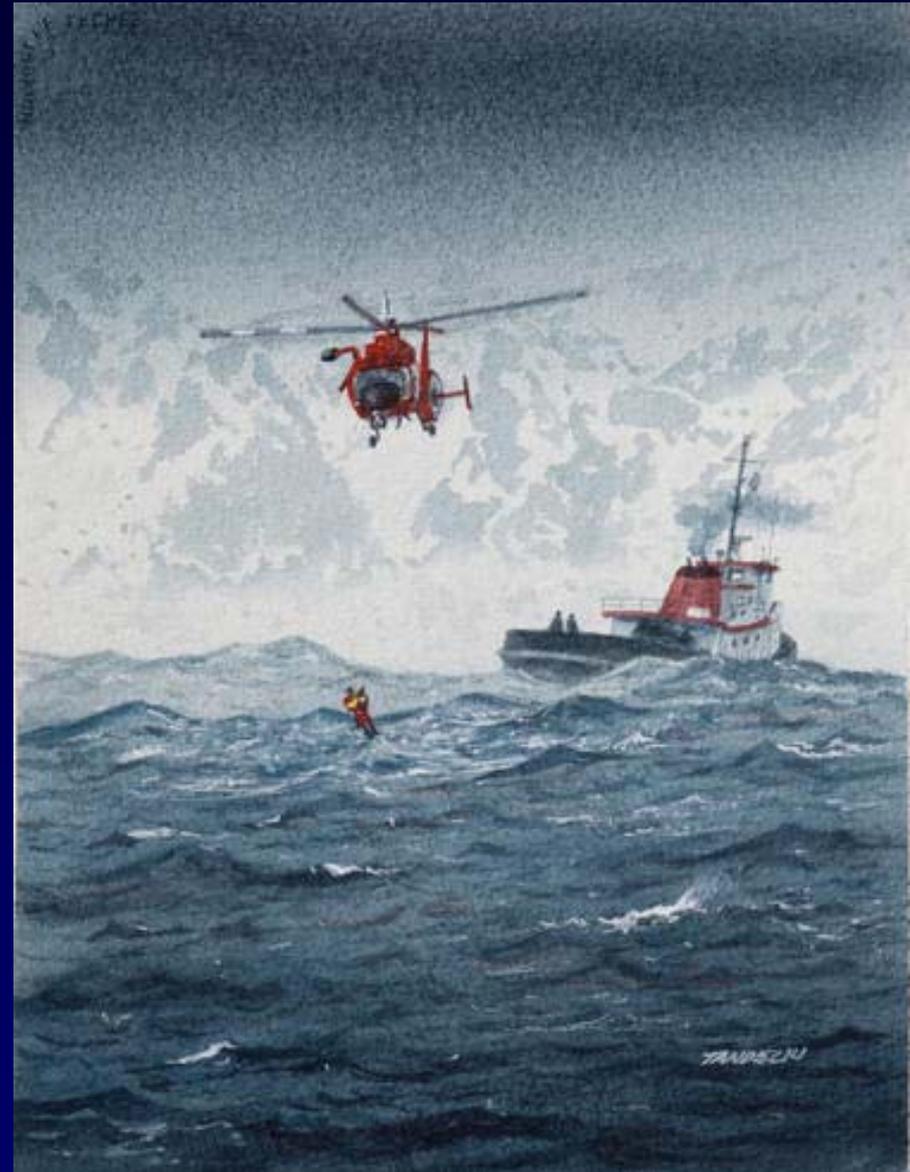
Markings or lights on immersion suits (2)

Sound producing device (5)

Navigation lights (1)

Vessel numbering (1)

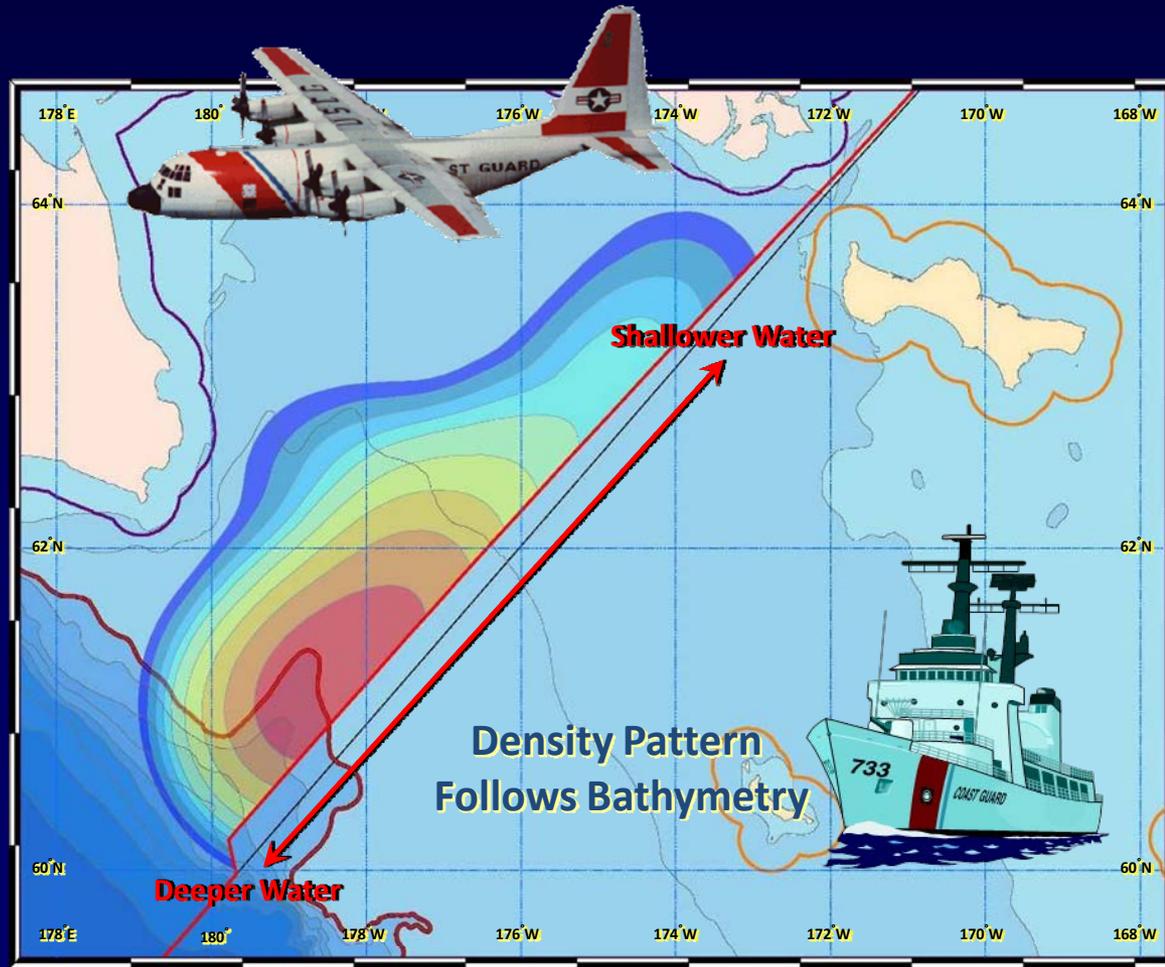
Vessel registration/Documentation (5)

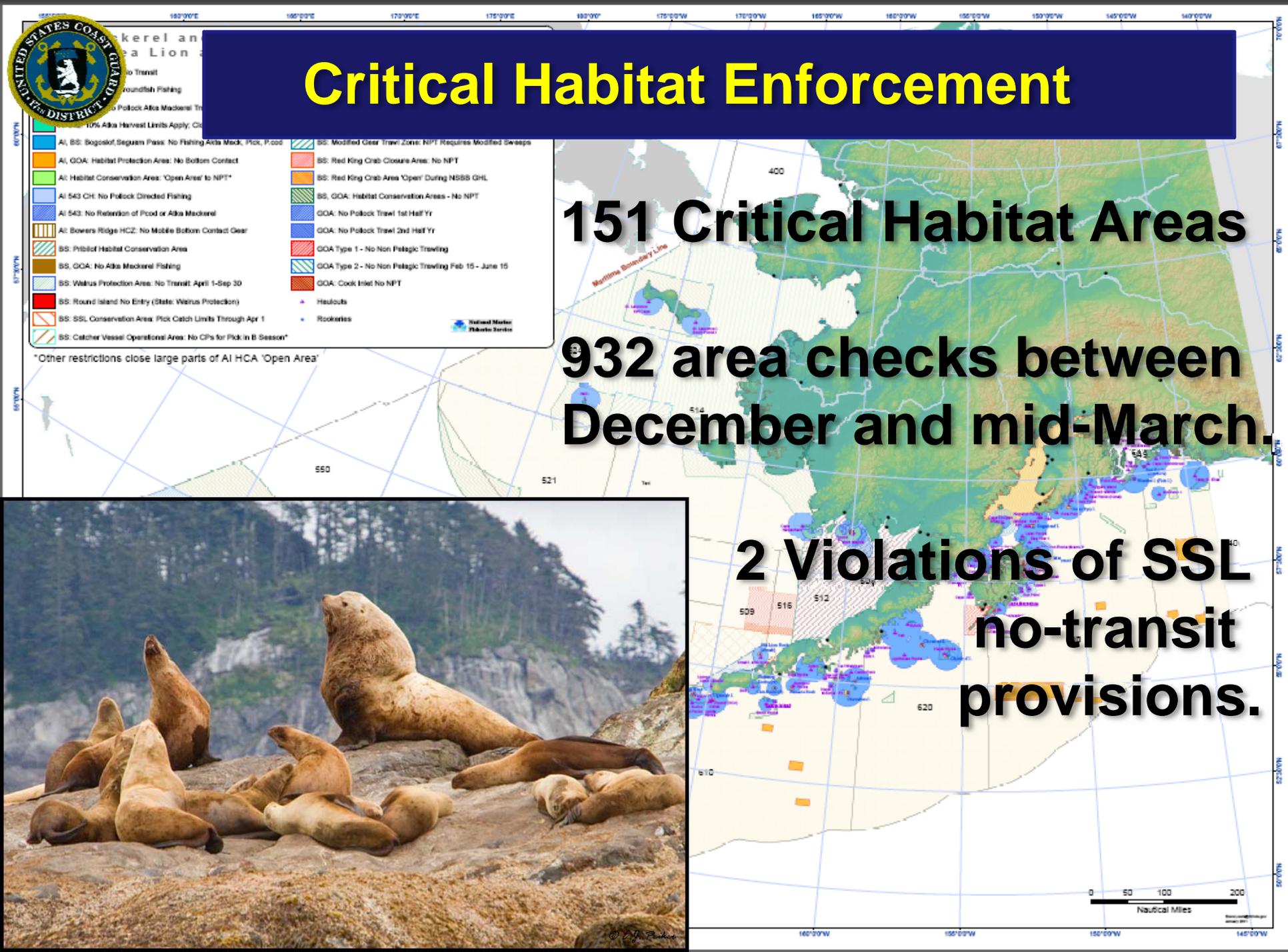




Maritime Boundary Line

- No Incursions detected
- Russian pollock fishery closed until mid-May





Critical Habitat Enforcement

- AI, BS: Bogosof, Seward Pass: No Fishing Area Muck, Pick, P,ood
- AI, GOA: Habitat Protection Area: No Bottom Contact
- AI: Habitat Conservation Area: 'Open Area' to NPT*
- AI 543 CH: No Pollock Directed Fishing
- AI 543 CH: No Retention of Pcod or Alka Medakel
- AI: Bowers Ridge HCC: No Mobile Bottom Contact Gear
- SS: Prohibit Habitat Conservation Area
- SS, GOA: No Alka Medakel Fishing
- SS: Walrus Protection Area: No Transit: April 1-Sep 30
- SS: Round Island No Entry (State: Walrus Protection)
- SS: SSL Conservation Area: Pick Catch Limits Through Apr 1
- SS: Catcher Vessel Operational Area: No CHs for Pick in B Season*
- SS: Modified Gear Travel Zone: NPT Requires Modified Sweeps
- SS: Red King Crab Closure Area: No NPT
- SS: Red King Crab Area 'Open' During NSBB GHL
- SS, GOA: Habitat Conservation Areas - No NPT
- GOA: No Pollock Travel 1st Half Yr
- GOA: No Pollock Travel 2nd Half Yr
- GOA Type 1 - No Non Pelagic Trawling
- GOA Type 2 - No Non Pelagic Trawling Feb 15 - June 15
- GOA: Cook Inlet No NPT
- Haulouts
- Rookeries

*Other restrictions close large parts of AI HCA 'Open Area'

151 Critical Habitat Areas

932 area checks between December and mid-March.

2 Violations of SSL no-transit provisions.

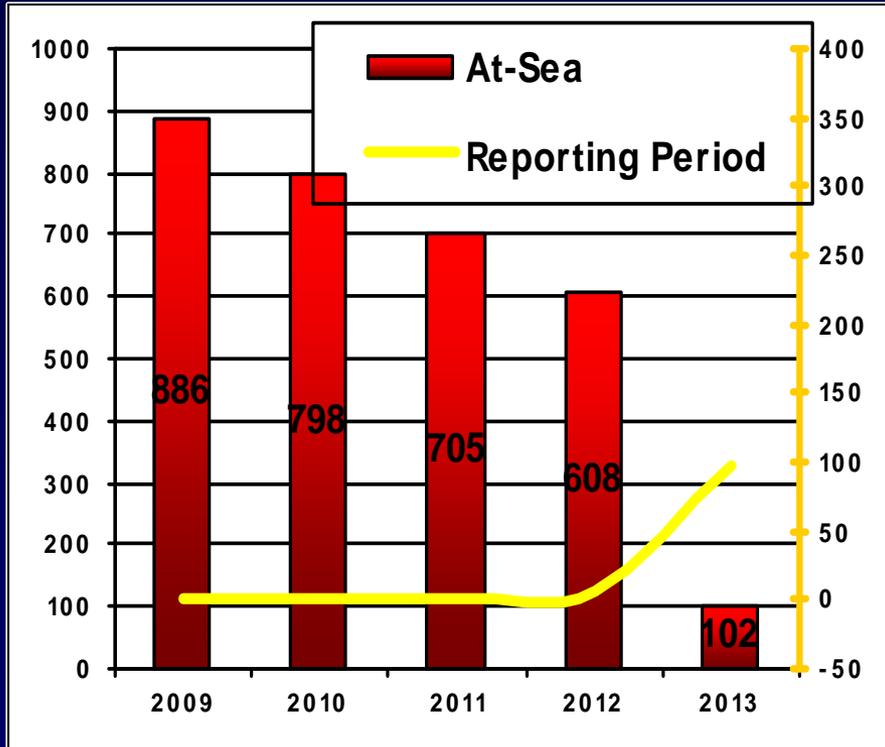


© J. J. P. P. P.

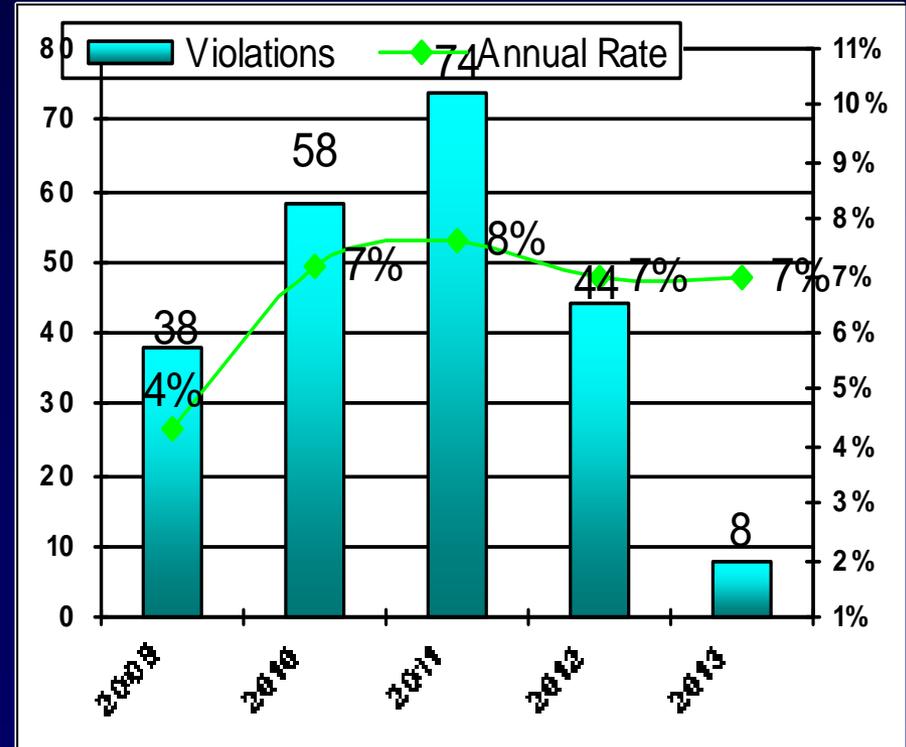


Fishing Vessel Boardings & Fisheries Violations

Vessel Boardings

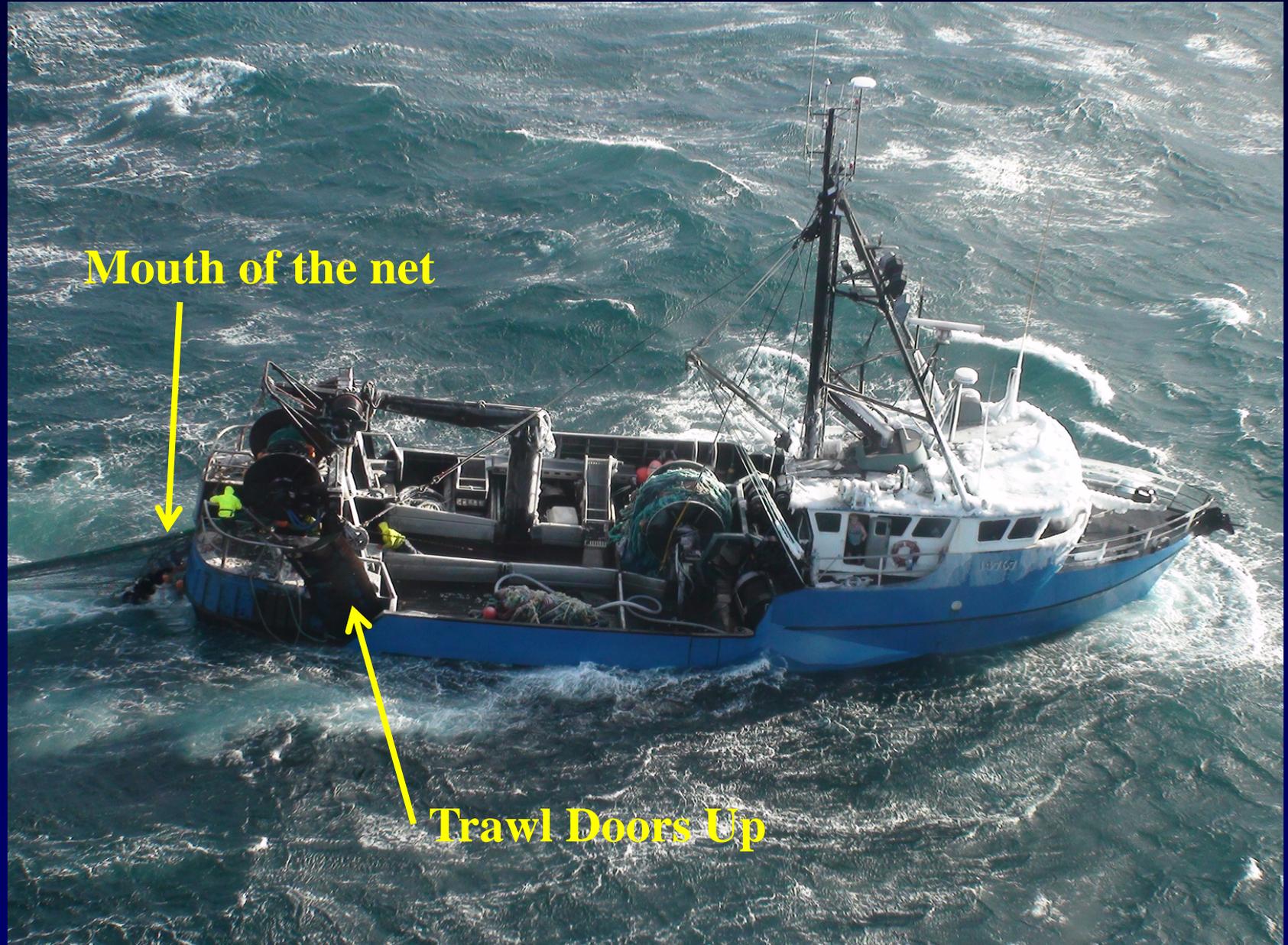


Vessels With Violations





Deck Loading

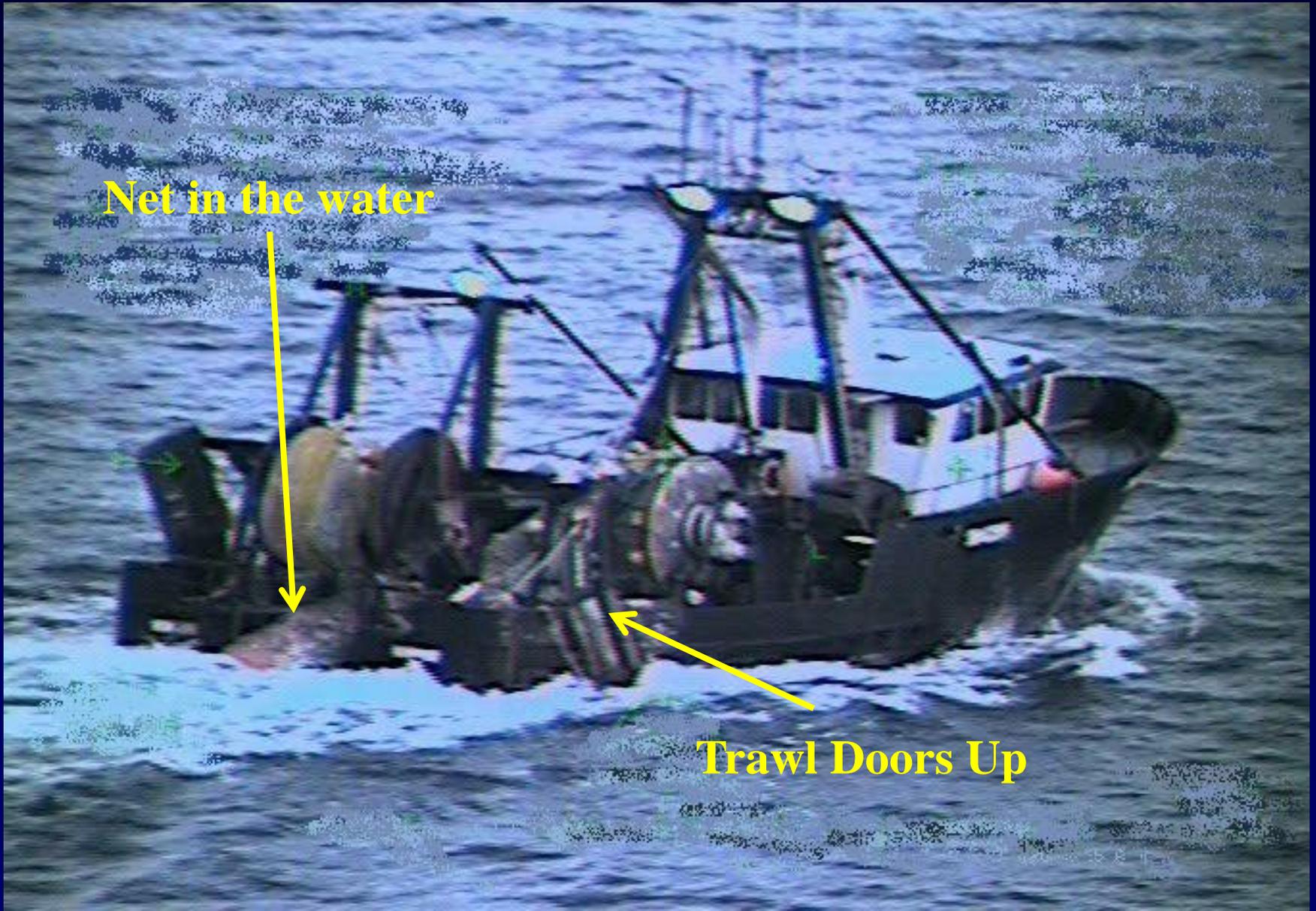


Mouth of the net

Trawl Doors Up



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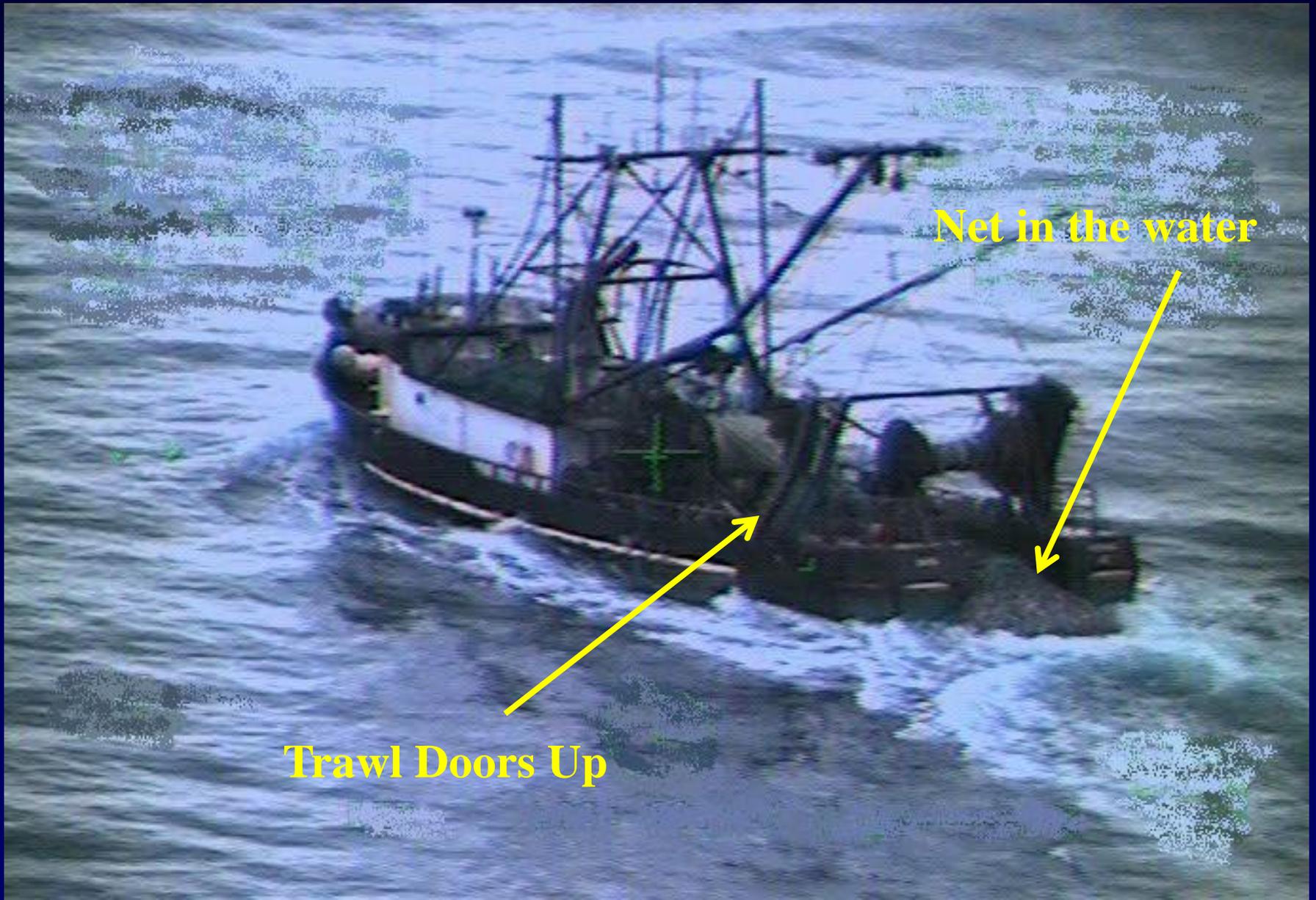


Net in the water

Trawl Doors Up



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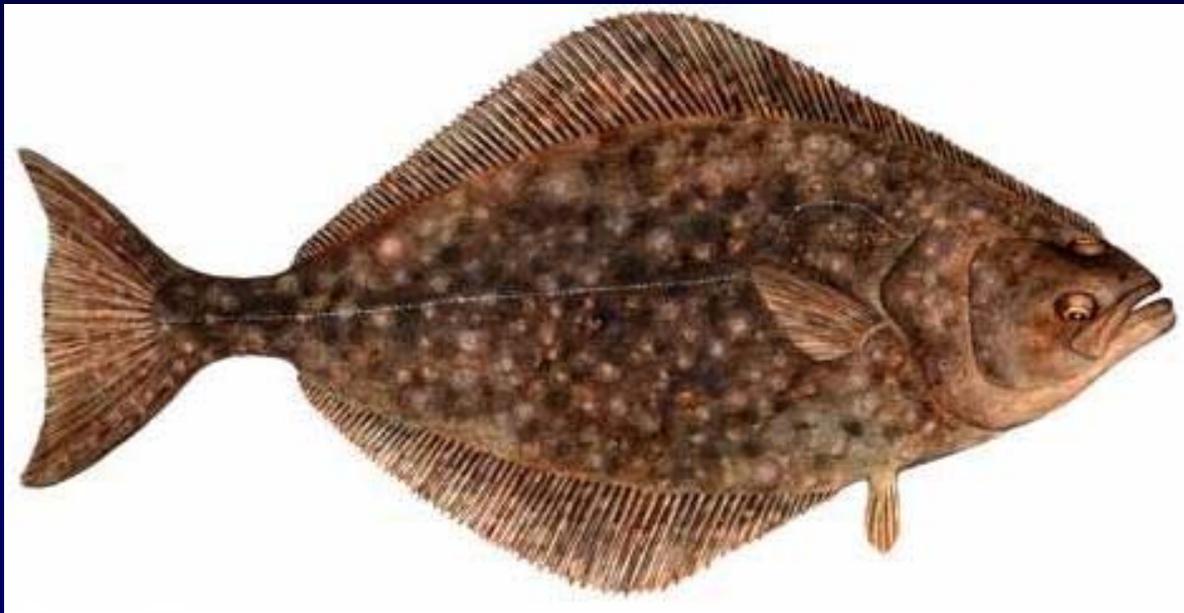




IFQ Enforcement

09 IFQ Halibut Boardings

- **0 Violations**



0 IFQ Sablefish Boardings



Crab Enforcement

13 Boardings:

- 3 Bering Sea Opilio Crab
- 5 Southeast Alaska Tanner Crab
- 4 Southeast Alaska Dungeness Crab
- 1 Southeast Alaska Golden King Crab

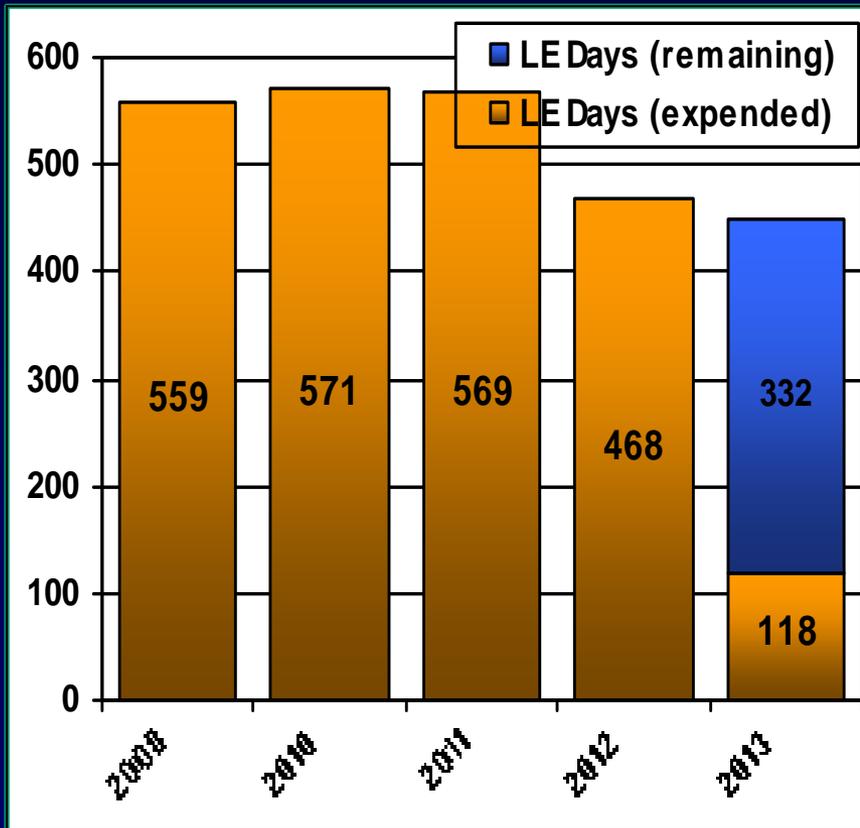
Two MH60 Jayhawk helicopters
deployed to St. Paul for SAR
response.



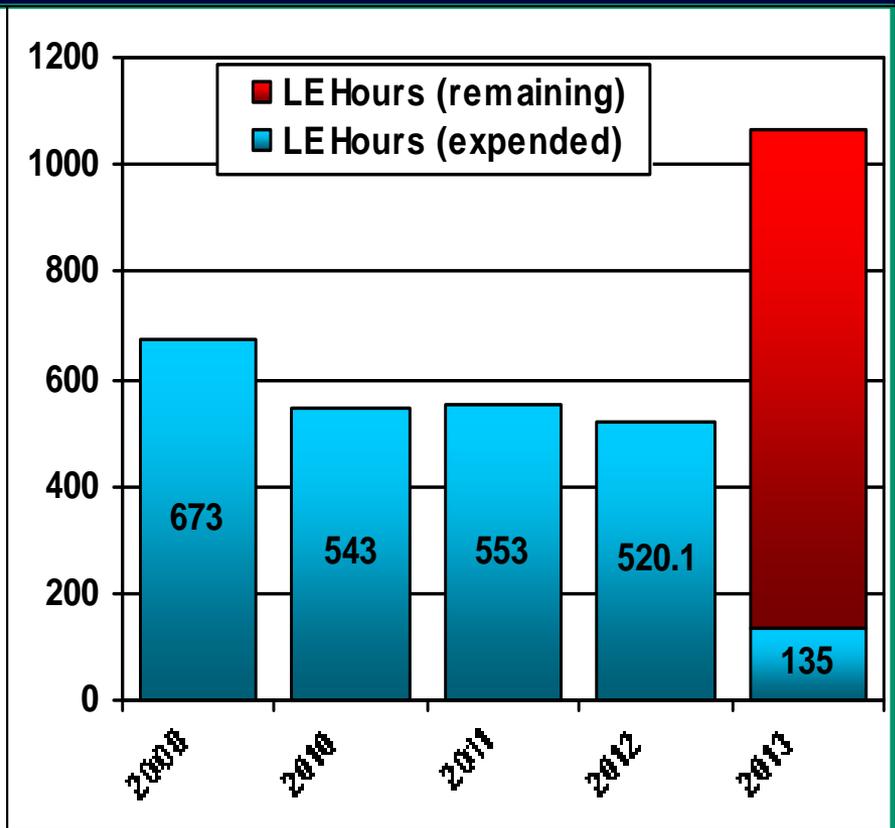


Major Cutter & C-130 Effort

Major Cutter Days



Aircraft Hours





Questions?



LT Anthony Kenne
Response Division, Enforcement Branch
03 April 2013