17th COAST GUARD DISTRICT
ENFORCEMENT REPORT

01 DEC 09 - 31 MAR 10

Prepared By:
Response and Enforcement Branch
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK  99802-5517
I. US/Russian Maritime Boundary Line (MBL) Enforcement

There has been very little fishing activity along the MBL since December. Significant activity is not expected to resume until mid-May at which time Coast Guard units will be in position to respond to potential incursions.

This Seventeenth District maintains an open dialog with the Russian Northeast Border Directorate (NBD) command in order to jointly manage compliance with the Maritime Boundary. The NBD continues to demonstrate openness and eagerness to continue strengthening cooperation and substantive discussions.

II. High Seas Drift Net Enforcement

There were no high seas drift net (HSDN) enforcement patrols, and no illegal HSDN activity was reported during this period. Operation North Pacific Guard, the USCG’s HSDN enforcement planning cycle, starts in April. Aircraft and cutter deployments are still being coordinated with the NPAFC signatories. Aircraft flights, as well as the cutter deployment, serve not only to support the NPAFC but also the North Pacific Coast Guard Forum (NPCGF) and the Western and Central Pacific Fisheries Commission (WCPFC). The USCG plans to dedicate 125 flight hours in the High Threat Area for 2010. The USCG has assigned the Honolulu-based, Coast Guard Cutter JARVIS as the North Pacific Engagement and Enforcement Patrol vessel for 2010.

III. Steller Sea Lions and Critical Habitat Enforcement

The Coast Guard continues to assist NMFS in management activities 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. Cutters logged 35 monitoring hours, and aircraft patrolled 15 hours in support of this mission. There were no significant violations observed.
IV. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends since 1997. There was a spike in the violation rate, although total violation numbers during the reporting period were still small and relatively consistent with previous years. During the reporting period there were 15 fisheries violations, including four significant violations. Three were issued for seabird avoidance and one for exceeding maximum retainable allowance. Appendices A and B contain a list of boardings and violations for the reporting period.

**Figure 2. Fisheries Boardings**

<table>
<thead>
<tr>
<th>Year</th>
<th>Boardings (at sea)</th>
<th>Boardings w/Fisheries Violations</th>
<th>Violation Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997</td>
<td>62</td>
<td>5</td>
<td>3.6%</td>
</tr>
<tr>
<td>1999</td>
<td>78</td>
<td>6</td>
<td>7.7%</td>
</tr>
<tr>
<td>2001</td>
<td>104</td>
<td>7</td>
<td>6.7%</td>
</tr>
<tr>
<td>2003</td>
<td>72</td>
<td>6</td>
<td>8.3%</td>
</tr>
<tr>
<td>2005</td>
<td>65</td>
<td>6</td>
<td>9.2%</td>
</tr>
<tr>
<td>2007</td>
<td>70</td>
<td>6</td>
<td>8.6%</td>
</tr>
<tr>
<td>2009</td>
<td>72</td>
<td>6</td>
<td>8.3%</td>
</tr>
</tbody>
</table>

**Figure 3. Fisheries Violations**

<table>
<thead>
<tr>
<th>Year</th>
<th>Violations</th>
<th>Violation Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997</td>
<td>10</td>
<td>0%</td>
</tr>
<tr>
<td>1999</td>
<td>7</td>
<td>8%</td>
</tr>
<tr>
<td>2001</td>
<td>6</td>
<td>7%</td>
</tr>
<tr>
<td>2003</td>
<td>7</td>
<td>9%</td>
</tr>
<tr>
<td>2005</td>
<td>9</td>
<td>7%</td>
</tr>
<tr>
<td>2007</td>
<td>14</td>
<td>9%</td>
</tr>
<tr>
<td>2009</td>
<td>27</td>
<td>9%</td>
</tr>
</tbody>
</table>

**DEC 2008 - MAR 2009**

All F/V Boardings (at sea): ..................166  
Boardings w/Fisheries Violations: ..........6  
Violation Rate: ............................. 3.6%

**DEC 2009 - MAR 2010**

All F/V Boardings (at sea): ..................172  
Boardings w/Fisheries Violations: ..........15  
Violation Rate: ............................. 8.7%

V. IFQ Halibut/Sablefish At-Sea Enforcement

The 2010 IFQ season opened on schedule without incident. There had been only 18 boardings at press time for this report with no violations. Seventeenth Coast Guard District personnel presented a review of 2009 IFQ enforcement effort at the Eighty Sixth Annual International Pacific Halibut Commission Meeting in Seattle, WA in January. The catch in sport fisheries and enforcement of sport fishing regulations, particularly for charter vessels, were discussed at length.
VI. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases

There were five voyage terminations (all on vessels participating in state fisheries) during the reporting period. The most common safety violations were for expired EPIRBs, expired EPIRB hydrostatic releases, and expired visual distress signals.

There were five SAR cases including one helo basket-hoist MEDEVAC. There were no fatalities and no vessels lost. There was one major marine casualty when the F/V AMERICAN DYNASTY fought a mechanical space fire that burned for more than three hours. The fire caused significant damage to the mechanical space, and the fire spread above decks before the crew was able to get it under control. Fortunately, numerous Good Samaritan vessels were able to respond quickly and assist and there were no significant injuries. Summaries of the more significant search and rescue cases are included in the table on the following page. The history of casualties and fatalities is summarized in Figure 4.

**Figure 4. Historical Overview of CFVS Statistics**

There were one life saved, zero fatalities, and zero vessels lost during this reporting period.
<table>
<thead>
<tr>
<th>Date</th>
<th>Vessel Name</th>
<th>POB</th>
<th>Death</th>
<th>VSL</th>
<th>Loss</th>
<th>Specific Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>02/05/10</td>
<td>Alaskan Leader</td>
<td>N/A</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Communications Station Kodiak relayed a radio request to the District Seventeen Command Center for a MEDEVAC from the F/V ALASKAN LEADER which was operating approximately 240nm northwest of St. Paul. The master was requesting a MEDEVAC for a 40-year-old male crewmember suffering severe chest pains. The duty flight surgeon was consulted and concurred that a MEDEVAC was warranted. The two Air Station Kodiak HH-60 helos launched from St. Paul, but were unable to hoist the subject due to 20 foot seas and were force to return to St. Paul. The two HH-60 helos returned to the vessel the following morning along with an Air Station Kodiak HC-130 flying cover. The helos safely basket hosted the crewmember and delivered the subject to awaiting emergency medical services in St. Paul.</td>
</tr>
<tr>
<td>01/17/10</td>
<td>Butterfly</td>
<td>N/A</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>The master of the F/V BUTTERFLY radioed a MAYDAY, which was received by Sector Anchorage. The master stated that the vessel was taking on water in Ugak Bay (Kodiak Island). Sector Anchorage issued an Urgent Marine Information Broadcast (UMIB), and an Air Station Kodiak HH-60 helo launched to assist. The USCGC ACUSHNET and USCGC ROANOKE ISLAND diverted toward Ugak Bay to assist. The Good Samaritan F/V TEMPEST responded to the UMIB and was the first to arrive on scene. The helo arrived shortly thereafter and provided a dewatering pump for the F/V BUTTERFLY. The TEMPEST crew was able to assist the TEMPEST with stemming the flooding and dewatering the vessel. The F/V TEMPEST took the F/V BUTTERFLY in tow and transited safely to Old Harbor. The helo returned to base and the cutters stood down and resumed patrol.</td>
</tr>
<tr>
<td>12/22/09</td>
<td>Robyn</td>
<td>4</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>The designated float plan contact for the F/V ROBYN contacted District 17 Command Center reporting the vessel overdue on a trip from Sand Point to fish in Ivanof Bay 44nm to the northeast. The vessel was 24 hours overdue was last heard from four days earlier in Ivanof Bay. They had reported an exhaust leak in the cabin of the vessel during last contact. Weather in the area has been poor over the last 48 hours with strong winds out of the southwest. D17 issued an Urgent Marine Information Broadcast and the USCGC MORGENTHAU diverted toward the area to conduct a first light search with the embarked HH-65 helo. The helo located the vessel safely anchored awaiting a break in the weather. The vessel had inadvertently set their radio to VHF CH-06 instead of VHF CH-16 and had not heard callouts as a result.</td>
</tr>
<tr>
<td>03/10/10</td>
<td>American Dynasty</td>
<td>137</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>The master of the F/V AMERICAN DYNASTY radioed Communications Station Kodiak reporting a major fire in the engineering space. The vessel was operating approximately 110nm northeast of Dutch Harbor. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB) and the USCGC MUNRO diverted to assist. At least seven nearby Good Samaritan fishing vessels immediately responded to the UMIB. The crews fought the fire for over three hours before it was finally extinguished. The fire caused significant damage to the engineering spaces as well as additional damage above decks. There were no major injuries. The MUNRO arrived on scene and escorted the AMERICAN DYNASTY to port in Dutch Harbor under her own power.</td>
</tr>
</tbody>
</table>
VII. CGD17 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 within the Seventeenth District. Total projected major cutter days are expected to be comparable to last year. Flight hours for HC-130 aircraft are projected to be up about 100 hours this year. Figures 7 and 8 show the same information over the last three years for the *reporting period only*.

**Figure 5. Annual HC-130 Hours**

<table>
<thead>
<tr>
<th>Year</th>
<th>LE Hours (remaining)</th>
<th>LE Hours (expended)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>1200</td>
<td>1500</td>
</tr>
</tbody>
</table>

2009 includes projection through December.

**Figure 6. Annual Major Cutter Days**

<table>
<thead>
<tr>
<th>Year</th>
<th>LE Days (remaining)</th>
<th>LE Days (expended)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>1200</td>
<td>1500</td>
</tr>
</tbody>
</table>

2009 includes projection through December.

**DEC 2008 - MAR 2009**
- 3 WHECs Patrolled 104 Days
- 1 WMECs Patrolled  61 Days
- 4 WLBS Patrolled   26 Days
- 4 WPBs Patrolled   111 Days

*Total Cutter Days 302 Days*

**DEC 2009 - MAR 2010**
- 3 WHECs Patrolled 120 Days
- 2 WMECs Patrolled  58 Days
- 2 WLBS Patrolled   15 Days
- 5 WPBs Patrolled   171 Days
- 1 WAGB Patrolled   56 Days

*Total Cutter Days 420 Days*

**Figure 7. DEC - MAR HC-130 Hours**

<table>
<thead>
<tr>
<th>Year</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>342</td>
</tr>
</tbody>
</table>

**Figure 8. DEC - MAR Major Cutter Days**

<table>
<thead>
<tr>
<th>Year</th>
<th>Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>243</td>
</tr>
</tbody>
</table>

*NOTE: Flight hour data for reporting period ONLY.*

*NOTE: Patrol day data for reporting period ONLY.*
## Appendix A
### Boardings Without Violations 01 DEC 2009 – 31 MAR 2010

<table>
<thead>
<tr>
<th>Date</th>
<th>Vessel Name</th>
<th>Fishery</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>01/01/10</td>
<td>Kjevolja</td>
<td>Pacific Cod</td>
<td>517</td>
</tr>
<tr>
<td>01/01/10</td>
<td>Clipper Express</td>
<td>Pacific Cod</td>
<td>521</td>
</tr>
<tr>
<td>01/01/10</td>
<td>Clipper Express</td>
<td>No Product</td>
<td>521</td>
</tr>
<tr>
<td>01/03/10</td>
<td>Amber Dawn</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/05/10</td>
<td>Winston Churchill</td>
<td>Cucumbers</td>
<td>ST</td>
</tr>
<tr>
<td>01/06/10</td>
<td>Typhoon</td>
<td>Cucumbers</td>
<td>ST</td>
</tr>
<tr>
<td>01/08/10</td>
<td>Kustatan</td>
<td>No Product</td>
<td>ST</td>
</tr>
<tr>
<td>01/08/10</td>
<td>Aleutian Spray</td>
<td>Pacific Cod</td>
<td>517</td>
</tr>
<tr>
<td>01/12/10</td>
<td>Raging Beauty</td>
<td>No Product</td>
<td>ST</td>
</tr>
<tr>
<td>01/12/10</td>
<td>Miss Linda</td>
<td>No Product</td>
<td>ST</td>
</tr>
<tr>
<td>01/12/10</td>
<td>Karma</td>
<td>No Product</td>
<td>ST</td>
</tr>
<tr>
<td>01/12/10</td>
<td>Halcyon</td>
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</tr>
<tr>
<td>01/13/10</td>
<td>Runaway</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/13/10</td>
<td>Reliance</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/13/10</td>
<td>North Sea</td>
<td>Crab</td>
<td>521</td>
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<tr>
<td>01/13/10</td>
<td>Faith</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/13/10</td>
<td>Destroyer</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/13/10</td>
<td>Casscade</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/13/10</td>
<td>Cascade</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/14/10</td>
<td>Sea Dream</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/14/10</td>
<td>Faith</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/14/10</td>
<td>Enterprise</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/15/10</td>
<td>Rip Tide</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/15/10</td>
<td>Resolution</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/15/10</td>
<td>Pacific Cloud</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/15/10</td>
<td>Norma Kay</td>
<td>Crab</td>
<td>630</td>
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<tr>
<td>01/15/10</td>
<td>Mu Rush</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/15/10</td>
<td>Investor</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/15/10</td>
<td>Coral</td>
<td>Pacific Cod</td>
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<tr>
<td>01/15/10</td>
<td>Concord</td>
<td>Pacific Cod</td>
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<tr>
<td>01/16/10</td>
<td>Silver Storm</td>
<td>Pacific Cod</td>
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<tr>
<td>01/16/10</td>
<td>New Dawn</td>
<td>Crab</td>
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<tr>
<td>01/16/10</td>
<td>Magnum</td>
<td>Pacific Cod</td>
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<tr>
<td>01/16/10</td>
<td>Legasea</td>
<td>Crab</td>
<td>630</td>
</tr>
<tr>
<td>01/17/10</td>
<td>Huntress</td>
<td>Pacific Cod</td>
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<tr>
<td>01/18/10</td>
<td>Viking Star</td>
<td>Pacific Cod</td>
<td>630</td>
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<td>01/19/10</td>
<td>Sumner Strait</td>
<td>Pacific Cod</td>
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<td>01/19/10</td>
<td>Rai Dawn</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/20/10</td>
<td>Windjammer</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/20/10</td>
<td>Peggy Jo</td>
<td>Pacific Cod</td>
<td>630</td>
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<tr>
<td>01/20/10</td>
<td>Mar Pacifico</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/20/10</td>
<td>Dawn</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
</tbody>
</table>
# Appendix A (Continued)

## Boardings Without Violations 01 DEC 2009 – 31 MAR 2010

<table>
<thead>
<tr>
<th>Date</th>
<th>Vessel Name</th>
<th>Fishery</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>01/20/10</td>
<td>Courageous</td>
<td>Pacific Cod</td>
<td>521</td>
</tr>
<tr>
<td>01/23/10</td>
<td>Lisa Melinda</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/23/10</td>
<td>Hazel Lorraine</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/23/10</td>
<td>Gold Rush</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/23/10</td>
<td>Bay Islander</td>
<td>Pacific Cod</td>
<td>630</td>
</tr>
<tr>
<td>01/24/10</td>
<td>Bristol Mariner</td>
<td>Crab</td>
<td>509</td>
</tr>
<tr>
<td>01/28/10</td>
<td>Seafreeze Alaska</td>
<td>Atka Mackeral</td>
<td>541</td>
</tr>
<tr>
<td>01/28/10</td>
<td>Lady Joanne</td>
<td>Pacific Cod</td>
<td>620</td>
</tr>
<tr>
<td>01/28/10</td>
<td>Decision</td>
<td>Pacific Cod</td>
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<td>St Dominick</td>
<td>Pacific Cod</td>
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<td>Pacific Cod</td>
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<td>02/02/10</td>
<td>Sea Storm</td>
<td>Pacific Cod</td>
<td>519</td>
</tr>
<tr>
<td>02/02/10</td>
<td>Royal American</td>
<td>Pacific Cod</td>
<td>519</td>
</tr>
<tr>
<td>02/02/10</td>
<td>Raven</td>
<td>Pacific Cod</td>
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<td>02/02/10</td>
<td>Ocean Harvester</td>
<td>Pacific Cod</td>
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<td>02/02/10</td>
<td>Amber Nicole</td>
<td>Pacific Cod</td>
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<td>Alaskan Frontier</td>
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<tr>
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<td>Northern Jaeger</td>
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</tr>
<tr>
<td>02/13/10</td>
<td>Neptune</td>
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<td>ST</td>
</tr>
<tr>
<td>02/14/10</td>
<td>Grace C</td>
<td>No Product</td>
<td>ST</td>
</tr>
<tr>
<td>02/20/10</td>
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<td>Rock Sole</td>
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<tr>
<td>02/23/10</td>
<td>Enterprise</td>
<td>Rock Sole</td>
<td>509</td>
</tr>
<tr>
<td>02/24/10</td>
<td>Ocean Alaska</td>
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<tr>
<td>02/24/10</td>
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### Appendix A (Continued)
Boardings Without Violations 01 DEC 2009 – 31 MAR 2010

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## Appendix B
### Boardings With Violations 01 DEC 2009 – 31 MAR 2010

<table>
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<tr>
<th>Date</th>
<th>Cutter</th>
<th>Vessel Name</th>
<th>Fishery</th>
<th>Area</th>
<th>Violation Notes</th>
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<td>Cucumbers</td>
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<td>C Hawk</td>
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<td>Christopher</td>
<td>Cucumbers</td>
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<td>Katlian</td>
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<td>Kustatan</td>
<td>Crab</td>
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<td>Arctic Sea</td>
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<td>Pacific Cod</td>
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<td>Akula</td>
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<td>Dona Lina</td>
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### Appendix B (Continued)
### Boardings With Violations 01 DEC 2009 – 31 MAR 2010

<table>
<thead>
<tr>
<th>Date</th>
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<th>Vessel Name</th>
<th>Fishery</th>
<th>Area</th>
<th>Violation Notes</th>
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17th Coast Guard District
Enforcement Report

LT Ray Reich
Response Division, Enforcement Branch
08 April 2010

No Activity Since December

US/Russian Maritime Boundary

Maritime Boundary Line Enforcement

20 March 2010 Ice Edge
**Critical Habitat Enforcement**

Cutters: 35 Hours
Aircraft: 15 Hours
Violations: None So Far

**Fisheries Boardings & Violations**

**Vessels Boarded**

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**Vessels With Violations**

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<td>2010</td>
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IFQ Enforcement

18 Boardings
No Violations

Search & Rescue Statistics
01 December 09 – 31 March 10

5 F/V SAR Cases
Zero Fatalities
Zero Vessels Lost

17 Safety Violations
5 Terminations
Common Problems
Liferafts & EPIRBs
American Dynasty

Mechanical Space Fire
Considerable Damage
Major Good Samaritan Response

Major Cutter Days

Aircraft Hours

Major Cutter & HC130 Effort

LE Days (remaining)
LE Days (expended)

LE Hours (remaining)
LE Hours (expended)
High Seas Driftnet Operations

Coordinated Resource Deployments
Jarvis Patrol
Shiprider Agreement Renewed

Arctic Operations
Cutter Patrols Near Barrow, Prudhoe
Small Boats & Aircraft
Public Health Service Logistics
Questions?

LT Ray Reichl
Response Division, Enforcement Branch
08 April 2010