

# 17<sup>th</sup> COAST GUARD DISTRICT ENFORCEMENT REPORT



**01 OCT - 30 NOV 10**

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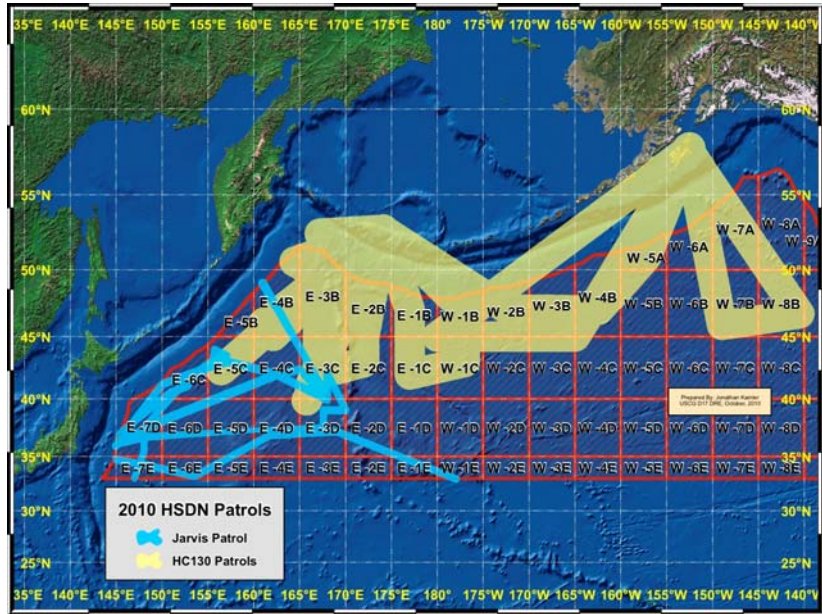
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## **List of Abbreviations**

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

Operation North Pacific Guard 2010, the USCG's North Pacific high seas fisheries enforcement plan, commenced in April with a HC-130 deployment out of Shemya Island, Alaska. USCG Cutter JARVIS commenced their deployment in early August. The Canadian Air Force and Department of Fisheries and Oceans also made an extended CP-140 deployment from Shemya Island, Alaska. During this deployment the CP-140 provided air support to the USCG Cutter JARVIS with real time sighting reports of fishing fleet activity. In addition, Japanese



Coast Guard aircraft patrolled the Convention Area and coordinated surveillance efforts with the USCG Cutter JARVIS. USCG aircraft flew a total of 122 dedicated mission hours this year, with 76 hours directly surveying the convention area. The USCG cutter JARVIS conducted a 105-day patrol (45 patrol days in the Convention Area) in direct support of Operation North Pacific Guard, completing operations on 26 October 2010. There was one HSDN vessel sighted by the USCG in 2010, but no HSDN vessels were boarded or seized.

The USCG Cutter JARVIS participated in a multi-national IUU fisheries enforcement patrol, which included enforcement coordination with NPAFC parties and the People's Republic of China - Fisheries Law Enforcement Command (FLEC). The JARVIS had many foreign engagement obligations during their patrol, and experienced one short delay due to mechanical issues. JARVIS conducted port calls in Yokosuka and Hokodate, Japan, as well as in Vladivostok and Petropavlovsk-Kamchatka, Russia. JARVIS embarked Chinese FLEC enforcement officers, and also conducted a professional exchange and a 3-day joint patrol with two FLEC patrol vessels within the Convention Area. The Japanese Coast Guard conducted two joint Gulfstream-V (G5) flights coincidental with JARVIS' patrol of the high-threat area. The USCG Seventeenth District sent an officer to Tokyo to participate in both flights as an observer. These flights continued joint U.S.-Japanese HSDN aircraft patrol operations (the first was in 2006) and, as has been the case in the past, sighted several fishing vessels, none of which were configured for large-scale high seas driftnet fishing. There were a total of 02 HSDN vessels detected in the North Pacific during 2010; the Cambodian *ARVID* sighted by the USCG in April 2010, and the stateless *URAL I* sighted and seized by a People's Republic of China patrol vessel in August 2010.

Seventeenth District representatives met with the members of the North Pacific Anadromous Fish Commission at the commission's 18<sup>th</sup> annual meeting in Busan, Korea. The Coast Guard reported on their successes, challenges met, and 2010 joint efforts to deter high seas driftnet and illegal, unreported and unregulated fishing activities in the North Pacific. The other participants also reported their respective efforts and collectively discussed enforcement plans for 2011.

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

The Russian pollock season was open throughout the period with no incursions detected. Fishing pressure along the MBL remained consistently low for 2010, and there is no indication that the downward trends seen in recent years will change. CGC SHERMAN patrolled the line from 22–26 October, and a Coast Guard HC-130s flew 19 hours patrolling the MBL.

## III. Donut Hole Activity

There has been no activity since two Korean vessels conducted trial fishing in 2007. There have been no specific trial fishing plans indicated from any of the signatories to the Convention on the Conservation and Management of the Pollock Resources in the Central Bering Sea.

## IV. Bering Sea Crab Fisheries

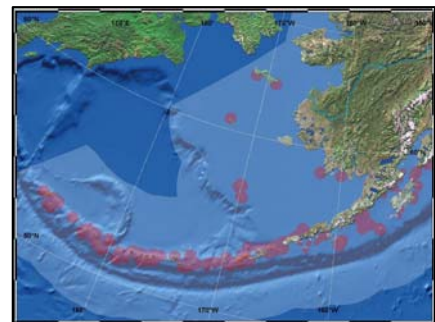
The Coast Guard's pre-season training and safety inspection efforts for the 2010 Red King Crab fishery were similar to that of last year. Dockside prevention activities were focused in Unalaska (Dutch Harbor), King Cove, and Kodiak prior to the October 15<sup>th</sup> opening. During this period, 63 Safety and Stability Compliance Checks (SCCs) were conducted and training on safety equipment and damage control was offered. An Air Station Kodiak HH-60 helo was forward deployed to Cold Bay with USCG cutter SHERMAN and USCG cutter ALEX HALEY providing Bering Sea patrol coverage. Each cutter carried an HH-65 Helicopter, and when weather conditions would prevent underway launch of the aircraft, the helo was stationed ashore to enable its continued use.



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. The combination of pre-season SCCs and at-sea boarding efforts (16 boardings) resulted in more than 97% of the crab fleet being contacted by Coast Guard assets. Only one vessel without a SCC was missed by boarding efforts either dockside or at sea.

## V. 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 numerous surface and aviation patrols of Steller Sea Lion Critical Habitat

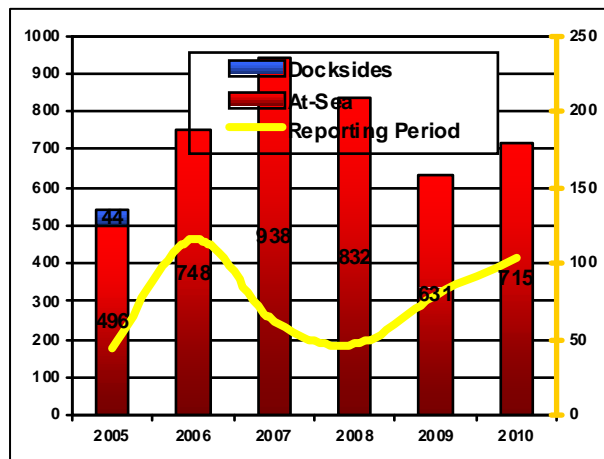


Areas. Cutters monitored critical habitats for 1254 hours, and aircraft flew weekly flights in support of this mission. There were no violations observed.

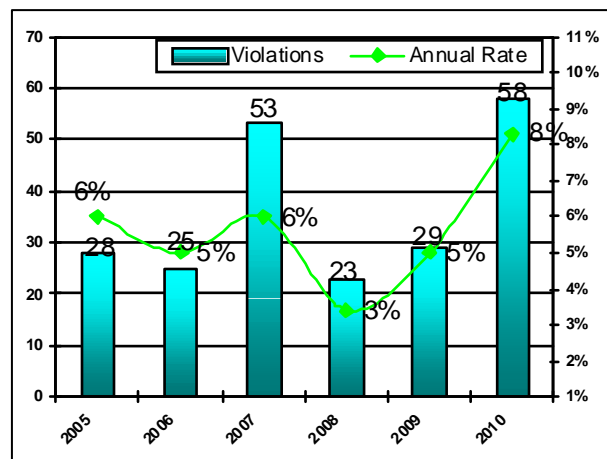
## VI. Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries and commercial fishing vessel safety boarding numbers for the reporting period were up 21% with 99 boardings, vice 78 reported last year. These boardings resulted in a total of 16 vessels with safety violations and seven vessels with fisheries violations, three of which were significant. Significant violations involved one vessel fishing without a Vessel Monitoring System unit on board, one vessel failing to meet observer coverage requirements, and one vessel fishing for halibut after the closure of the season. Figures 4 and 5 show the historic trend for boardings and violations.

**Figure 1. Fisheries Boardings By Year**



**Figure 2. Fisheries Violations By Year**



The fisheries violation rate (7%) fell back considerably from the spike observed over the same period last year (19%), most of which were boarding ladder violations. The overall violation rate, however, continued to climb from the 2008 low of just over 3%. \*(Figure 2) Appendices A and B contain a complete list of boardings and violations.

### **OCT 2009 - NOV 2009**

F/V Boardings (at sea): ..... 79  
 Boarding w/fisheries violations: ..... 14  
 Violation Rate: ..... 19.0%

### **OCT 2010 – NOV 2010**

F/V Boardings (at sea): ..... 99  
 Boarding w/fisheries violations: ..... 7  
 Violation Rate: ..... 7%

## VII. IFQ Enforcement

Coast Guard IFQ enforcement effort consisted of 20 at-sea boardings during the period. The IFQ halibut and sablefish fisheries closed on 15 November, and during an aircraft patrol, one fishing vessel was detected fishing after the closure. The case is currently being investigated by NMFS. Enforcement efforts for this fishery will resume in March.



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

There were ten vessels found to have safety violations. Safety violations consisted of expired visual distress signals, expired EPIRB registrations, and insufficient fire fighting equipment. There were two search and rescue cases during the reporting period, including one helo basket-hoist MEDEVAC. The operational summary of the reporting period (01 October to 30 November) tallied zero lives lost, one life saved (Figure 3).

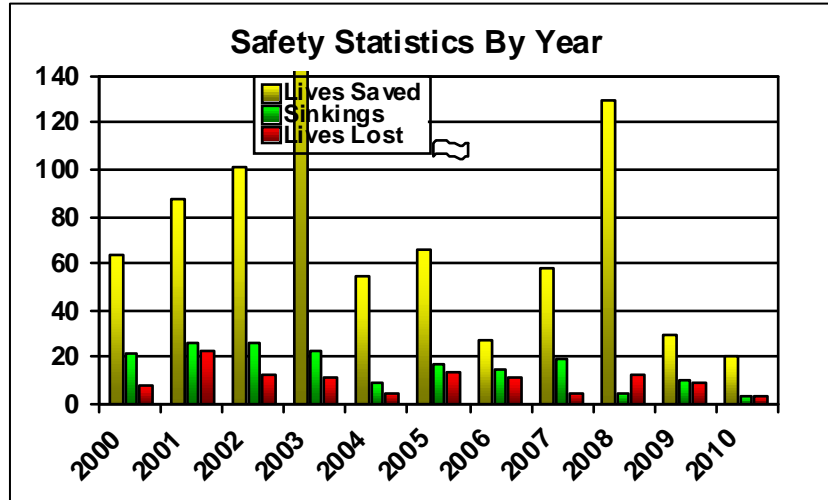


Figure 3. Historical Overview of CFVS Statistics

Table 1 (below) provides a summary of significant search and rescue cases.

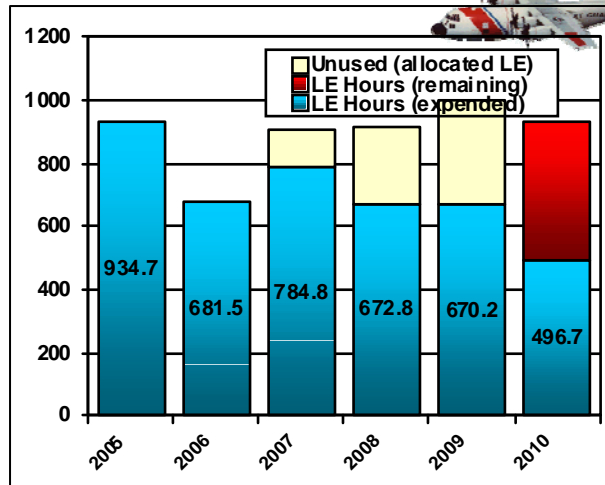
**Table 1. CGD17 CFVS/Search and Rescue Case Summaries**

Date	Vessel Name	POB	Death	VSL Loss	Circumstances/Specific Cause
11/09/10	Cape Reliant	NA	N	N	USCGC ALEX HALEY relayed a MEDEVAC request to D17 Command Center reporting that a 26-year-old, male crewmember on board the F/V CAPE RELIANT had slipped on deck and sustained a head injury on the edge of a fish hold. The crewmember was reported to be semi-conscious, vomited within 90 seconds of hitting his head, and was being treated for shock by the ship's crew. The ALEX HALEY diverted toward the position of the CAPE RELIANT (approximately 5nm away), and launched cutter's smallboat with medical personnel on board to assess the crewmember. The flight surgeon recommended MEDEVAC based on the initial on-scene assessment. An Air Station Kodiak HH-60 helo launched from Cold Bay, hoisted the patient and ALEX HALEY corpsman from vessel, and transported them to Dutch Harbor. The patient was transferred to the clinic in Dutch Harbor and flown to Anchorage via commercial transportation.
10/11/10	Flying Ocean	3	N	N	The F/V FLYING OCEAN contacted Sector Anchorage Command Center reported that the vessel was disabled due to a loss of rudder control in Shelikof Strait with several good Samaritans enroute. Roughly 30 minutes later for unknown reasons the Good Samaritans reported that they were unable to provide assistance. Sector Anchorage recalled the USCGC ROANOKE ISLAND to get underway, travel the 160nm to the vessel and tow it to safe harbor. The F/V HALFMOON BAY responded before the ROANOKE ISLAND was underway and Sector Anchorage stood down the asset. The Good Samaritan was able to tow the F/V FLYING OCEAN to Kupreanof Strait, where the F/V FLYING OCEAN anchored awaiting tug service from Kodiak. The vessel was safely towed into Kodiak by tug services.

## IX. Coast Guard Resource Summary

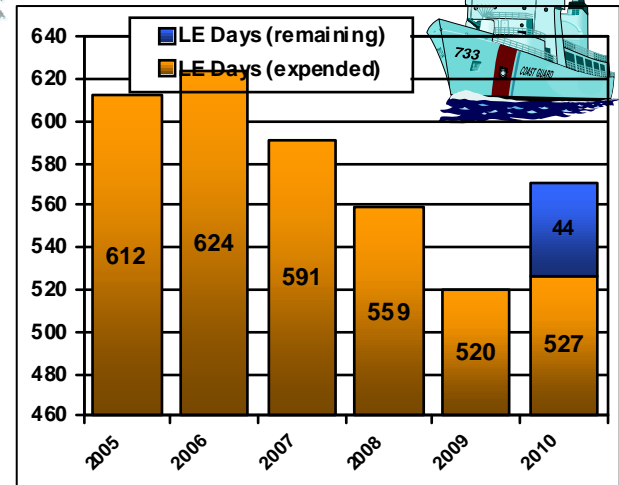
Figures 4 and 5 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 6 and 7 show the same information over the last six years for the *reporting period only*.

**Figure 4. Annual HC-130 Hours**



\*2010 includes projection through December.

**Figure 5. Annual Cutter Days**



\*2010 includes projection through December.

### OCT 2009 - NOV 2009

3 WHECs patrolled..... 90 days  
 2 WMECs patrolled ..... 35 days  
 1 WLBs patrolled..... 4 days  
 5 WPBs patrolled..... 69 days  
**Total Cutter patrol..... 198 days**

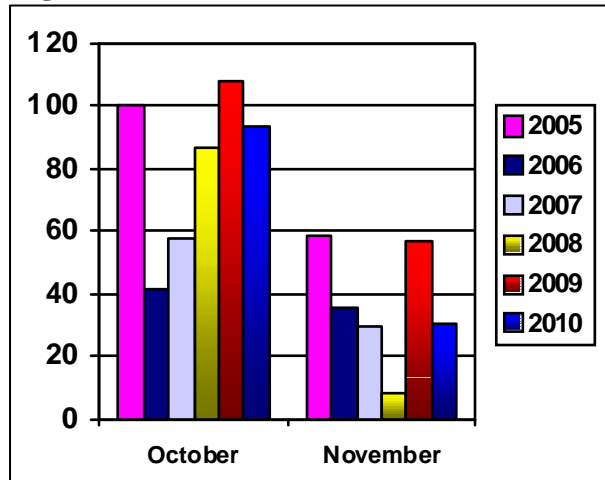
HC-130s flew ..... 165 hours  
 HH-60/65s flew..... 133 hours

### OCT 2010 - NOV 2010

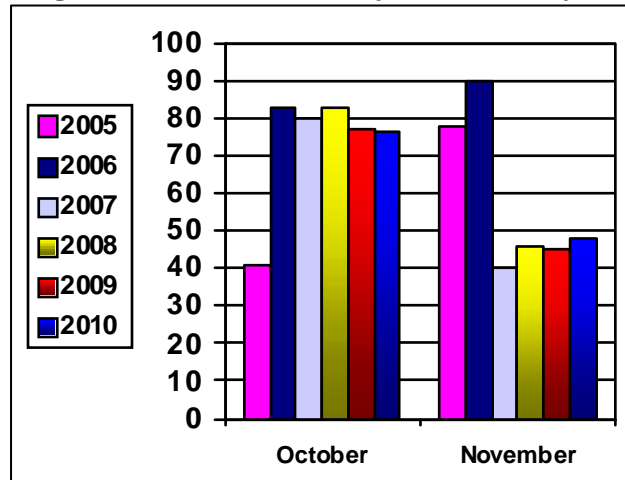
2 WHECs patrolled.....87 days  
 2 WMECs patrolled .....37 days  
 1 WLB patrolled .....11 days  
 5 WPBs patrolled.....65 days  
**Total Cutter patrol.....200 days**

HC-130s flew .....123 hours  
 HH-60/65s flew.....113 hours

**Figure 6. OCT - NOV HC-130 Hours**



**Figure 7. OCT - NOV Major Cutter Days**



## *Appendix A*

### 01 OCT – 30 NOV Boardings Without Violations

Date	Vessel Name	Fishery	Area
10/03/2010	GLADIATOR	110	610
10/04/2010	MONGOOSE	200	2C
10/04/2010	MARTINA	200	2C
10/04/2010	OCEAN EXPLORER	270	517
10/04/2010	KATIE JEAN	200	3B
10/05/2010	EVE	710	SE
10/06/2010	SEA MAC	270	610
10/06/2010	KAZAK	110	610
10/06/2010	PRIMETIME	110	610
10/06/2010	NORTHERN PATRIOT	110	610
10/06/2010	SHERRIE MARIE	710	SE
10/06/2010	PACIFIC VENTURE	110	519
10/06/2010	NORDIC MARINER	110	519
10/06/2010	FARWEST LEADER	110	519
10/07/2010	GAYLA MAUREEN	270	610
10/07/2010	LADY LEE DAWN	270	610
10/07/2010	CHAMPION	110	610
10/07/2010	BIG BLUE	200	3A
10/07/2010	KODIAK ISLAND	200	3A
10/07/2010	SILVER SWORD	200	3A
10/11/2010	LEGACY	127	509
10/11/2010	US INTREPID	127	509
10/12/2010	VAERDAL	127	509
10/12/2010	UNIMAK	127	509
10/12/2010	REBECCA IRENE	127	509
10/12/2010	LILLI ANN	110	509
10/14/2010	CONSTELLATION	123	509
10/14/2010	ORION	200	3A
10/15/2010	ARCTIC LADY	921	509
10/15/2010	PACIFIC MARINER	921	509
10/15/2010	FARRAR SEA	921	516
10/18/2010	KONA KAI	921	512
10/18/2010	ROYAL AMERICAN	921	512
10/18/2010	SEABROOKE	921	512



## *Appendix A (Continued)*

### 01 OCT – 30 NOV Boardings Without Violations

Date	Vessel Name	Fishery	Area
10/18/2010	GUARDIAN	921	512
10/18/2010	KUSTATAN	921	512
10/18/2010	MYSTERY BAY	921	512
10/19/2010	SOUTHERN WIND	921	512
10/19/2010	BILLIKIN	921	512
10/20/2010	LINDY	200	2C
10/24/2010	CINDRIA GENE	200	3A
10/24/2010	ADVANTAGE	200	3A
10/24/2010	ANGELIQUE	200	2C
10/25/2010	CORA J	200	3A
11/03/2010	PROVIDER	921	512
11/04/2010	NORTH AMERICAN	921	517
11/09/2010	REALIST	200	3A
11/09/2010	TSUNAMI	200	3A
11/15/2010	WASSILE B	922	521
11/15/2010	SILVER SPRAY	922	524
11/15/2010	OUTCAST	200	2C
11/15/2010	TIFFANY LEE	200	2C
11/27/2010	BLUE NORTH	110	521
11/28/2010	ALASKAN LEADER	110	521
10/03/2010	POLLY ANN 3	895	659
10/03/2010	SEA SHELL	895	659
10/03/2010	CELARLIGHT	895	659
10/02/2010	CHERI MARIE	895	659
10/02/2010	SEA MIST	895	659
10/02/2010	ANTAGONIZER	895	659
10/04/2010	DIVE MASTER	895	659
10/04/2010	REBEL	895	659
10/04/2010	OSTRICH	895	659
10/05/2010	MIGRATOR	895	659
10/06/2010	ROGUE	965	659
10/06/2010	HERON	895	659
10/07/2010	SABLE	815	659
10/23/2010	JEANNIE X	110	659

## *Appendix A (Continued)*

### 01 OCT – 30 NOV Boardings Without Violations

Date	Vessel Name	Fishery	Area
10/24/2010	MARINER	859	659
11/19/2010	STILIBE		659
11/16/2010	MCKENNA S	965	659
10/21/2010	KELCEY MICHELE	695	659
10/13/2010	ISLAND GIRL	410	659
10/13/2010	DANIELA		659
10/12/2010	AUTOMATIC		630
10/20/2010	ELIZABETH S	965	659
10/04/2010	APRIL M	895	659
10/04/2010	BIDARKA	895	659
10/04/2010	WINSTON CHURCHILL	895	659
10/19/2010	SEA ROAMER	895	659

## *Appendix B*

### 01 OCT – 30 NOV Boardings With Violations

Date	Unit	Vessel Name	Fishery	Area	Violation Notes
10/03/2010	ACUSHNET	REAGAN	110	610	NOTE - 01 SAFETY VIOLATION - NO HYDROSTATIC RELEASE
10/04/2010	SHERMAN	ATLANTICO	110	517	LOGBOOK ERRORS, HALON SYSTEM INSPECTION WAS EXPIRED.
10/04/2010	SHERMAN	MIDNITE SUN	110	517	50CFR679.50 - VSL DID NOT MEET OBSERVOR COVERAGE REQUIREMENT DURING 3RD QUARTER 2010, VDS
10/04/2010	NAUSHON	AMANDA DANIEL	895	659	EXPIRED VDS, INSUFFICIENT FIREFIGHTING EQUIPMENT
10/04/2010	STATION KETCHIKAN	KELSIE JAYCE	895	659	EXPIRED VDS
10/05/2010	ACUSHNET	MISS ROXANNE	110	610	VDS, SOUND PRODUCING DEVICE
10/05/2010	ACUSHNET	NORTHERN STAR	110	610	EPIRB HYDRO EXPIRED
10/05/2010	ACUSHNET	BANDIT	110	610	EXPIRED AND UNREGISTERED EPIRBS ONBOARD
10/05/2010	ACUSHNET	MELANIE SUE	110	610	FX ISSUED FOR NOT HAVING FFP ON BOARD
10/05/2010	ACUSHNET	AMANDA DAWN	110	610	EXP VDS; FV ISSUED FOR NOT HAVING VMS UNIT ON VESSEL AS REQUIRED BY PCOD ENDORSEMENTS ON FFP
10/06/2010	SHERMAN	IRENE H	110	519	BOARDING LADDER
10/07/2010	NAUSHON	PACIFIC FISHER	815	659	EXPIRED VDS
10/08/2010	HICKORY	PATRICIA ANN	110	610	SPD, MSD DISCHARGE VALVE
10/18/2010	SHERMAN	DESTINATION	921	512	UNSAFE BOARDING LADDER

## *Appendix B (Continued)*

### 01 OCT – 30 NOV Boardings With Violations

Date	Unit	Vessel Name	Fishery	Area	Violation Notes
10/20/2010	LIBERTY	HUKILAU	200	2C	EXPIRED EPIRB REGISTRATION
10/21/2010	LIBERTY	ALJAC	200	2C	EXPIRED VDS
11/01/2010	LIBERTY	PARTISAN	895	659	EXPIRED VDS
10/18/2010	LIBERTY	JULIE ANN	895	659	SURVIVAL CRAFT LIGHT
10/19/2010	LIBERTY	NORTHERN ODYSSEY	895	659	FAILURE TO DISPLAY ALPHA FLAG WHILE ENGAGED IN DIVE FISHERY OPERATIONS
11/15/2010	AIRSTATION KODIAK (SIGHTING)	(PENDING INVESTIGATION)	200	3A	FISHING AFTER CLOSURE OF THE IFQ HALIBUT FISHERY