

17th COAST GUARD DISTRICT ENFORCEMENT REPORT



01 APR 08 - 31 MAY 08

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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	WLB – 225ft Buoy Tender
WHEC/WMEC – High/Medium Endurance Cutters	WPB – 110ft Patrol Boat
HH65/60 – CG helicopter	

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

There has been very little fishing activity along the MBL since December. Significant activity was expected to resume in mid-May. However, ice conditions extended into the area well into May (Figure 1), preventing fishing operations. Fishing activity is therefore expected to develop somewhat later this year (in early June) at which time Coast Guard units will be in position to respond to potential incursions.



Figure 1. 30 MAY 08 MBL Plot (No Activity)

II. High Seas Drift Net Enforcement/Illegal, Unregulated & Unreported

There were no HSDN patrols, and no illegal HSDN activity was reported during this period. Patrol flights will commence later this summer. Seventeenth District representatives participated in a working group team 14-18 April to refine boarding procedures and guidelines per the newly effective Western and Central Pacific Fisheries Commission (WCPFC). The objective of the WCPFC convention is to ensure, through effective management, the long-term conservation and sustainable use of highly migratory fish stocks in the western and central Pacific ocean. This area of concern is extremely vast, encompassing all of D14, D17 and Pacific nation EEZs. The Coast Guard's enforcement responsibility within the WCPFC is to establish procedures for boarding and inspection of fishing vessels within the convention area. The Coast Guard will be using the new WCPFC-authorized high seas vessel boardings and inspections regime to integrate fisheries enforcement objectives with other monitoring, compliance and surveillance tools.

The USCGC MUNRO intercepted the Cambodian-flagged M/V NOA and the Panamanian-flagged M/V GAIA while patrolling just outside the U.S. EEZ. Based on reports provided by the Russian Federal Security Service, both vessels were suspected of transporting illegally caught fish. The Canadian Navy frigate HMCS OTTAWA provided initial imagery and precise position reporting of the vessels by which the U.S. Coast Guard was able to intercept.



M/V SL ARCHIE (A.K.A. M/V NOA)

When spotted earlier by the MUNRO's helo, the F/V NOA was identified as the SL ARCHI by name that appeared to be painted on stern with IMO number and homeport JeJu. When the MUNRO approached, the SL ARCHI began flying a Panamanian flag upside down and had the name NOA on stern with a different IMO number. The SL ARCHIE markings were from a magnetic sign discarded

overboard. The master explained the name change as a joke or prank that the crew was playing, which was considered doubtful by the boarding team. The government of Panama confirmed M/V NOA to be of Panamanian registry, and the USCGC MUNRO boarded the M/V NOA under a bilateral agreement with Panama. The boarding team made thorough search of M/V NOA with negative results for contraband. The M/V NOA Bill of lading for transfer of pacific cod named the M/V SAN NICHOLAS as the originator, with the position of transfer on the bill of lading stated as 51 02N, 165 27E on 28 April. Circumstantial evidence indicated that the M/V NOA probably took a transshipment from the M/V GAIA and were likely enroute to take another load from the M/V GAIA when intercepted.



The M/V GAIA flew a Cambodian flag and claimed Cambodian registry, and during Right of Approach questioning showed paperwork consistent with Cambodian M/V GAIA

registry. The master was a citizen of Russia and the members of the crew that could be seen appeared to be Russian. Due to the lack of a by-lateral agreement with Cambodia, the MUNRO did not board the M/V GAIA and departed the scene. The master claimed that they had transited from Busan, South Korea to the North Pacific to receive a transshipment of catch from the M/V SAN NICHOLAS. However, the master claimed that SAN NICHOLAS failed to show up at the rendezvous (the same vessel that the M/V NOA claimed to have been able meet). The master of the GAIA claimed that the vessel's holds were empty, and that they were returning to Busan empty.

III. Donut Hole

There was no trial fishing activity during the reporting period. Several of the parties to the convention have indicated that they plan to conduct trial fishing during 2008, however, none are planned for the near future. The Coast Guard is actively pursuing joint US/RS boarding opportunities of trial fishing vessels that operate in the central Bering Sea.

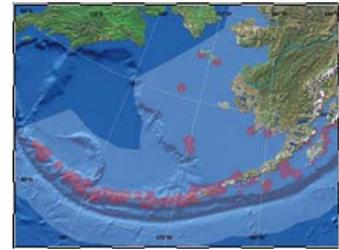


IV. Dixon Entrance

Seventeenth District representatives participated in the U.S.-Canada border enforcement meeting held in Sitka, Alaska, 28-30 May. This meeting is held annually as part of the 1990 US-CA fisheries enforcement agreement to address enforcement issues along the disputed boundary area in Dixon Entrance. Discussions at this working level meeting included: review of 2007 season, projected fisheries openings and closures, expected patrol effort, customs issues, counter drug enforcement issues, and maritime transportation security. Salmon fishing in this area by Canadian fishermen is expected to be limited again this year with some minor effort expected from mid-July through early August.

V. Steller Sea Lions and Critical Habitat Enforcement

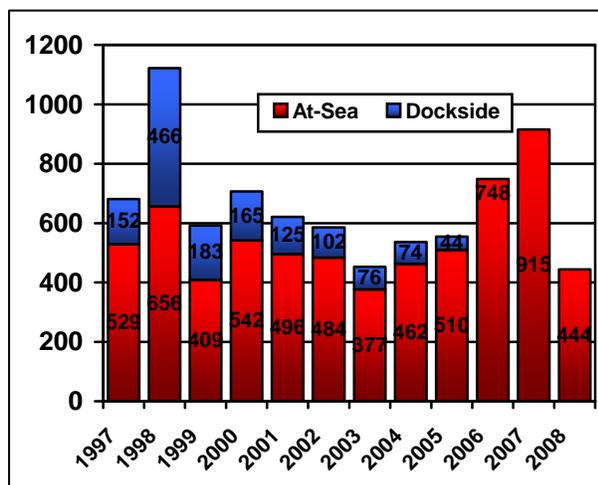
The Coast Guard continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters logged 186 monitoring hours, and aircraft patrolled 18 hours in support of this mission. There were no violations observed during the reporting period.



VI. CGD17 Commercial Fishing Vessel Boarding Statistics

The following charts show boarding and fishery violation trends since 1997. Boardings were down by about one third from last year, with reporting-period violation numbers down by 87%. The reporting period violation rate was just over 2%. The 2008 year-to-date violation rate (2.3%) is only slightly over half of the 2007 annual violation rate. During the reporting period, two significant fisheries violations and one minor violation were issued. Both significant violations had VMS switched to the “OFF” position, and one also failed to meet observer coverage requirements. Appendices A and B contain a complete list of boardings and violations for the reporting period.

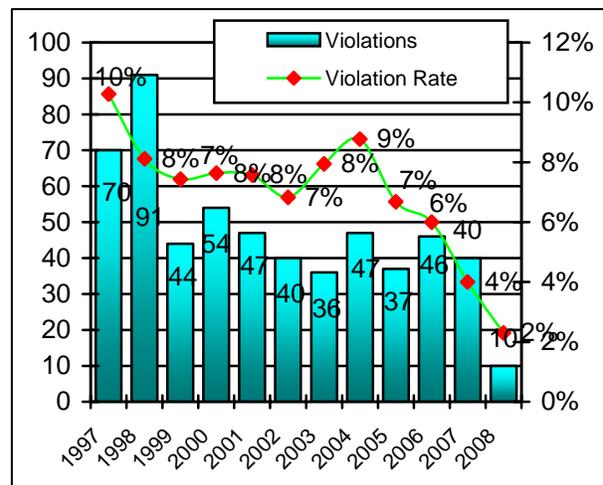
Figure 2. Fisheries Boardings



APR 2007 - MAY 2007

All F/V Boardings (at sea):.....223
 Boardings w/Fisheries Violations:.....15
 Violation Rate:.....6.7%

Figure 3. Fisheries Violations



APR 2008 - MAY 2008

All F/V Boardings (at sea):.....146
 Boardings w/Fisheries Violations:.....3
 Violation Rate:.....2.1%

VII. IFQ Halibut/Sablefish At-Sea Enforcement

The 2008 IFQ season continues without incident. There were 15 IFQ boardings during the reporting period with one IFQ fisheries violation (minor logbook errors).

VIII. CGD17 Commercial Fishing Vessel Safety/Search and Rescue Cases

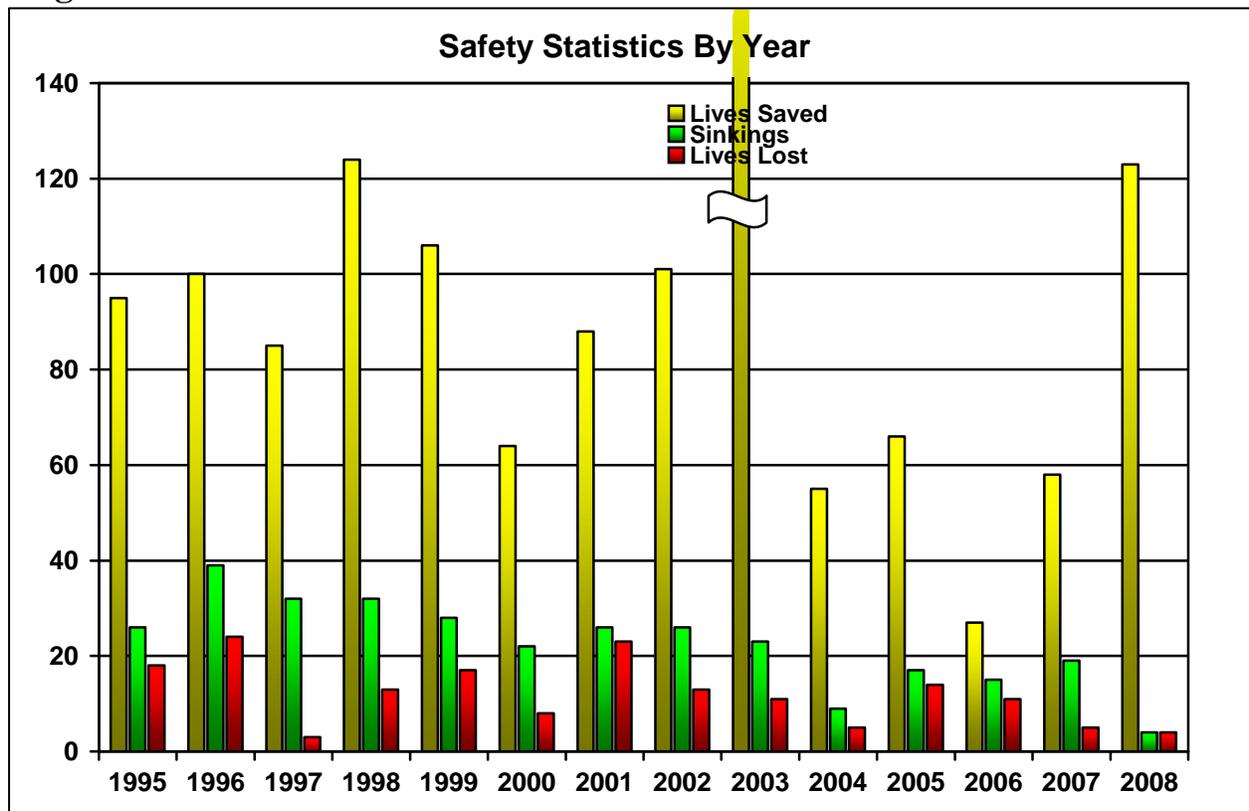
There were four *voyage terminations* for expired, missing or insufficient liferafts (all had other violations). An additional 34 vessels were issued violation notices and warnings for a variety of safety discrepancies.

There were four SAR cases including one helo basket-hoist MEDEVAC. There was a single fatality due to asphyxiation in a confined space. 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.



USCGC POLAR SEA Boards F/V Golden Fleece.

Figure 4. Historical Overview of CFVS Statistics



There were one life saved, one fatality, and no vessels lost during this reporting period.

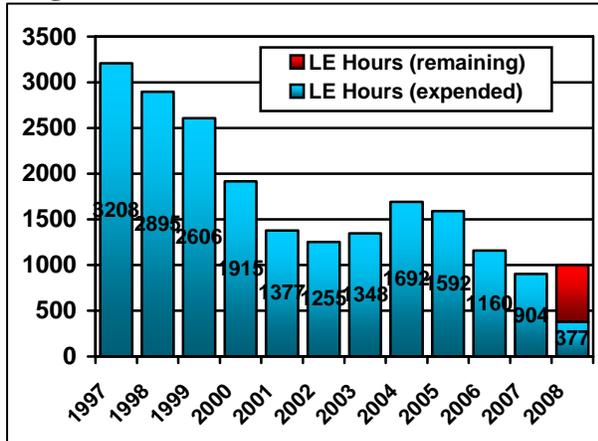
Table 1. CGD17 CFVS/Search and Rescue Case Summaries

Date	Vessel Name	POB	Death	VSL Loss	Specific Cause
5/8/08	Sea Dog	4	N	N	An emergency contact for the F/V SEA DOG contacted Sector Juneau reporting the vessel overdue on a voyage from Kodiak to Sitka with four people on board. After negative results from preliminary callouts, an Air Station Sitka HH-60 launched to conduct a local area search of Sitka and Salisbury Sound with negative results. Due to the size of the search area, District Seventeen assumed control of the case and issued an Urgent Marine Information Broadcast (UMIB). First light searches using Air Station Kodiak HC-130 aircraft and two Air Station Sitka HH-60 helos were planned for the following morning. At 0333, the F/V SEA DOG radioed to report that they were not in distress and were 12 miles off shore inbound to Sitka. The search resources were stood down.
5/7/08	Descender	N/A	N	N	The master of the F/V DESCENDER radioed Communications Center Juneau requesting a MEDEVAC for a 28-year-old male crewmember suffering symptoms of a stroke. The vessel was operating in the Bering Sea. The duty flight surgeon reviewed the medical case and recommended Coast Guard MEDEVAC. An Air Station Kodiak HH-60 helo launched to the scene, recovered the patient, and transported him to Cold Bay. The patient was transferred to commercial MEDEVAC services for transport to Anchorage.
5/1/08	Icy Bay	N/A	N	N	The master of the F/V ICY BAY radioed Communication Station Kodiak reporting that the vessel was disabled and adrift approximately 290nm northwest of Sitka. The ICY BAY was attempting to make repairs on engine, but was requesting to be towed to port. District Seventeen determined that the closest asset to assist was the Canadian Coast Guard vessel Sir Wilfred Laurier, approximately 170nm to the southeast. After contacting RCC Victoria, the Sir Wilfred Laurier diverted to assist the mariner, with an estimated 13 hour transit time. The Icy Bay was able to get their starboard engine running, but requested an escort in case the engine failed again. The Canadian Coast Guard Vessel SIR WILFRID LAURIER arrived on scene and dispatched a team of three engineers to attempt engine repairs on the ICY BAY. The USCGC MELLON diverted from it's patrol near Kodiak to relieve the SIR WILFRID LAURIER. The SIR WILFRID LAURIER took the ICY BAY in tow. The USCGC MELLON rendezvoused with the SIR WILFRID LAURIER 110 nautical miles southwest of Sitka and transferred the tow. The MELLON rendezvoused with the Good Samaritan Vessel TRACI-C, which safely towed the ICY BAY into port.
 <p>Photo: USCGC MELLON transfers tow of the F/V ICY BAY from the Canadian Coast Guard vessel Sir Wilfred Laurier</p>					
4/24/08	Zenith	N/A	Y	N	The Master of the F/V ZENITH radioed Communications Center Juneau requesting a MEDEVAC of a 39-year-old mail crewmember, with no pulse and no respiration. The crewmember was the chief engineer and had been overcome by an accidental Freon discharge. The victim was found unconscious in an enclosed space and was removed by personnel wearing evacuation suits. None of the other crewmembers could remember when the victim had last been seen prior to the incident. District Seventeen briefed the duty flight surgeon. After attempts to resuscitate the victim with CPR failed he was pronounced deceased. The vessel transited to Sand Point, Alaska, where the deceased was transferred to local emergency services.

IX. CGD17 Resource Summary

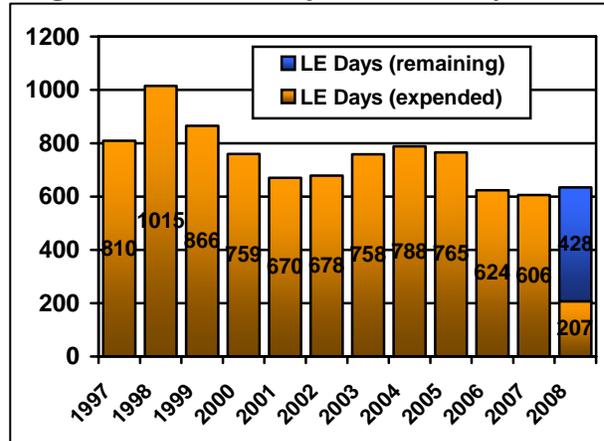
Figures 5 and 6 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used within the Seventeenth District. Total projected major cutter days are expected to be comparable to last year. Flight hours for HC-130 aircraft are projected 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



NOTE: Flight hour data by calendar year.
2008 includes projection through December.

Figure 6. Annual Major Cutter Days



NOTE: Patrol day data by calendar year.
2008 includes projection through December.

APR 2007 - MAY 2007

1 WHEC Patrolled 51 Days
 1 WMEC Patrolled 8 Days
 3 WLBs Patrolled 8 Days (Fisheries)
 4 WPBs Patrolled 65 Days (Fisheries)
Total Cutter Days 132

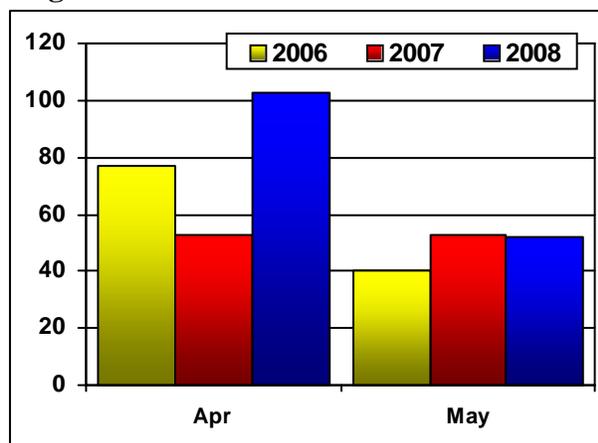
HC130s Flew 155 Hours
 HH-60/65s Flew 277 Hours

APR 2008 - MAY 2008

4 WHECs Patrolled 98 Days
 WMECs Did Not Patrol
 4 WLBs Patrolled 18 Days (Fisheries)
 5 WPBs Patrolled 51 Days (Fisheries)
Total Cutter Days 164

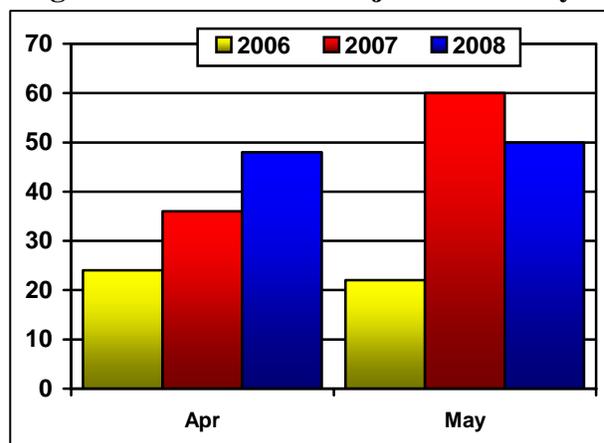
HC130s Flew 144 Hours
 HH-60/65s Flew 227 Hours

Figure 7. APR - MAY HC-130 Hours



NOTE: Flight hour data for reporting period ONLY.

Figure 8. APR - MAY Major Cutter Days



NOTE: Patrol day data for reporting period ONLY.

X. Maritime Security

The cruise ships are back in Alaska for the 2008 cruise season. The Coast Guard (or other law enforcement vessels) frequently travel with the cruise ships as they ply Alaskan waters. The presence of a law enforcement vessel traveling along with a cruise ship signifies that there is a “Security Zone” around this particular cruise vessel. Security Zones are a Maritime Security measure that the Coast Guard provides for the protection of a vessel or a facility connected to a navigable waterway.



USCGC Liberty escorts M/V Spirit of Columbia near Juneau, Alaska.

The Security Zones in Alaska are established in the Code of Federal Regulations (CFR) in Part 33, Section 1711, which provides specific details. However the basic information on these Security Zones is that it extends 100 yards in all directions from the cruise ship or other escorted vessel. Vessels that are anchored or moored in close proximity to the zone should remain anchored or moored until the escorted vessel has passed more than 100 yards or should request permission to reposition from the Coast Guard or other law enforcement vessels escorting the cruise ship. Permission can be requested using a VHF radio channels 16 or 13. Coast Guard and other law enforcement vessels have authority to enforce the both civil and criminal penalties that are associated with violations of the Security Zone.

XI. International Engagement

The Coast Guard Pacific Area hosted a delegation from the Russian Northeast Border Directorate (NBD) of the Federal Security Service (FSB) in Alameda, California. Rear Admiral Brooks and Vice Admiral Wurster met with the Chief of the Northeast Border Guard Directorate, Coast Guard of the Federal Security Service of Russia, Lieutenant General Lebedev. The Commanders reviewed the results of joint actions conducted since their last meeting, expressed a high opinion of the work done, and recognized its importance and productivity.

They specifically emphasized their commitment to sharing information in support of combating illegal, unregulated and unreported fishing and enforcing the UN moratorium on High Seas Driftnet fishing. The Commanders reaffirmed their commitment to carrying out the activities agreed to in their September 2007 Plan for Joint Action, including joint patrols in the central Bering Sea using the Combined Operations Manual, reciprocal port calls, and a working level meeting in Kamchatka in 2008. Further, the Commanders decided that they will begin work on the agreement and preparations for their next meeting in September, 2008, in Kamchatka.

The Russian Federal Security Service seized two Cambodian-flagged fishing vessels (F/V NORD-1 and F/V PACIFIC KHAN) in the Sea of Okhotsk for reported illegal fishing inside the Russian EEZ. The entire crews of both vessels were Russian citizens as was also the case with the M/V NOA (and possibly the M/V GAIA). The vessels were escorted to port and their cases are awaiting resolution.

Appendix A

Boardings Without Violations 01 APR 2008 – 31 MAY 2008

Date	Vessel Name	Fishery	Area
4/1/08	Jericho	Pacific Cod	3A
4/1/08	Orion	Pacific Cod	3A
4/2/08	Ak7396af	Salmon	ST
4/2/08	Bluefox	Pacific Cod	630
4/2/08	Daria Ann	Pacific Cod	630
4/2/08	Dominator	Pacific Cod	517
4/2/08	Dona Lina	Pacific Cod	630
4/2/08	El Caporal	Pacific Cod	630
4/2/08	Fair Wind	Pacific Cod	630
4/2/08	Kruzof	Halibut	3A
4/2/08	Lady Kathryn	Pacific Cod	630
4/2/08	Na-Coo	Salmon	ST
4/2/08	North Cape	Pacific Cod	517
4/2/08	Patriot	Halibut	2C
4/2/08	Proud Mary	Pacific Cod	630
4/2/08	Spectrum	Pacific Cod	630
4/2/08	Velvet Sea	Sablefish	CG
4/6/08	Evelyn O	Pacific Cod	3A
4/6/08	Jeannie Rose	Salmon	ST
4/6/08	Legacy	Pacific Cod	509
4/7/08	Defender	Yellowfin Sole	509
4/7/08	Dineega	Salmon	ST
4/7/08	Legacy	Flathead Sole	509
4/7/08	Sea-Aira	Salmon	ST
4/8/08	Dawn	Salmon	ST
4/8/08	Jeanine Kathleen	Herring	ST
4/8/08	Legacy	Pacific Cod	517
4/8/08	Little Lady	Herring	ST
4/8/08	Loon	Salmon	ST
4/8/08	Rauma	Salmon	ST
4/8/08	Surrender	Halibut	3A
4/9/08	Atlantico	Crab	513
4/9/08	Early Dawn	Crab	513
4/9/08	Golden Fleece	Rex Sole	630
4/9/08	Patty Lynn	Salmon	ST
4/9/08	Polar Star	Sablefish	CG
4/9/08	Vagabond	Salmon	ST
4/10/08	Confidence	Herring	ST
4/10/08	Karen Ray	Herring	ST
4/10/08	Silver Wave	Herring	ST
4/11/08	Miss Emily	Halibut	3A
4/15/08	Ida Marie	Salmon	ST
4/15/08	Silver Convention	Halibut	2C

Appendix A (Continued)

Boardings Without Violations 01 APR 2008 – 31 MAY 2008

Date	Vessel Name	Fishery	Area
4/17/08	Aquanaut	Salmon	ST
4/21/08	Deliverance	Sablefish	CG
4/23/08	Debra Lynn li	Salmon	ST
4/29/08	Kaemik	Pacific Cod	ST
4/29/08	Kathy Ann	Salmon	ST
4/29/08	Tiffany Lee	Pacific Cod	ST
4/30/08	Hardy	Salmon	ST
4/30/08	Kelly Mae	Salmon	ST
4/30/08	Kilkenny	Pacific Cod	630
4/30/08	Sea Chicken	Salmon	ST
5/1/08	Kema Sue	Pacific Cod	630
5/2/08	Cape Reliant	Sablefish	CG
5/2/08	Kalimar	Sablefish	CG
5/4/08	Drommen	Herring	ST
5/4/08	Icy Bay	Salmon	ST
5/5/08	Cape Falcon	Pacific Cod	521
5/6/08		Salmon	ST
5/6/08	Alaska Zenith	Salmon	ST
5/6/08	Harvest	Salmon	ST
5/6/08	Ladonna Rose	Salmon	ST
5/6/08	Ocean Destiny	Salmon	ST
5/6/08	Resource	Salmon	ST
5/6/08	Scowl Bay	Salmon	ST
5/6/08	Seymour	Pacific Cod	521
5/6/08	Star Track	Salmon	ST
5/6/08	Vixen	Salmon	ST
5/7/08	Condor	Herring	ST
5/7/08	North Point	Pacific Cod	521
5/7/08	Northern Endurance	Pacific Cod	521
5/7/08	Silver Lady	Pacific Cod	521
5/7/08	Sumner	Herring	ST
5/9/08	Chiniak	Pacific Cod	521
5/9/08	Primus	Pacific Cod	521
5/10/08	Anna Lan	Halibut	3B
5/10/08	Captain Cook	Pacific Cod	630
5/10/08	Patricia	Pacific Cod	630
5/12/08	Alaska Juris	Pacific Cod	517
5/12/08	Alaska Knight	Pacific Cod	517
5/12/08	Alaska Spirit	Pacific Cod	517
5/12/08	Jane B	Salmon	ST
5/12/08	Seafreeze Alaska	Pacific Cod	517
5/13/08	Ak7456ac	Salmon	ST
5/13/08	Alaska Victory	Pacific Cod	517

Appendix A (Continued)

Boardings Without Violations 01 APR 2008 – 31 MAY 2008

Date	Vessel Name	Fishery	Area
5/13/08	Alaska Warrior	Pacific Cod	517
5/13/08	Alaskan Eagle	Salmon	ST
5/13/08	Arica	Pacific Cod	517
5/13/08	Break Away	Salmon	ST
5/13/08	Heather Lee	Salmon	ST
5/13/08	Islander	Salmon	ST
5/13/08	Lincoln Rock	Salmon	ST
5/13/08	Mad Gaffer	Salmon	ST
5/13/08	Maria	Salmon	ST
5/13/08	North Wind	Salmon	ST
5/13/08	Rebecca Irene	Pacific Cod	517
5/13/08	Spike Island	Salmon	ST
5/13/08	Troika	Salmon	ST
5/14/08	Miss Dana	Salmon	ST
5/14/08	Prosperity	Salmon	ST
5/14/08	Risky Business	Salmon	ST
5/14/08	Ruby Mae	Salmon	ST
5/14/08	Rush On	Salmon	ST
5/15/08	Corsair	Salmon	ST
5/15/08	Eclipse	Salmon	ST

Appendix B

Boardings With Violations 01 APR 2008 – 31 MAY 2008

Date	Cutter	Vessel Name	Fishery	Area	Violation Notes
4/2/08	Hickory	Copper River	Halibut	2C	Safety violation issued for failure to provide instructions, drills, safety orientation, and FCC license
4/2/08	Mustang	Lana E	Pacific Cod	630	Safety violation issued for unseviceable lifering buoy.
4/2/08	Sycamore	Ocean Breeze	Salmon	ST	Safety violation issued for insufficient visual distress signals.
4/2/08	Hickory	Providence	Halibut	2C	Safety violation issued for expired visual distress signals.
4/2/08	Sycamore	Wasabi	Salmon	ST	Safety violation issued for expired visual distress signals.
4/3/08	Sta Ketchikan	Lady Jessica	Salmon	ST	Safety violation issued for expired visual distress signals.
4/3/08	Sta Ketchikan	Ramming Speed	Salmon	ST	Safety violation issued for expired visual distress signals.
4/6/08	Maple	Dorinda Lee	Salmon	ST	Safety violation issued for expired EPIRB registration
4/6/08	Maple	Nona S	Salmon	ST	Safety violation issued for expired EPIRB battery and insufficiently marked lifering buoy
4/6/08	Maple	Scandia	Salmon	ST	Safety violation issued for inoperable immersion suit marker lights and improper vessel markings.
4/6/08	Maple	Sea Pride	Salmon	ST	Safety violation issued for expired EPIRB registration
4/7/08	Maple	New Adventure	Salmon	ST	Safety violation issued for expired liferaft hydrostatic release
4/8/08	Polar Sea	Dawn	Arrowtooth Flounder	630	Safety violation issued for expired visual distress signals.
4/8/08	Polar Sea	New Life	Arrowtooth Flounder	630	Safety violation issued for improper stowage of liferaft
4/8/08	Maple	Partisan	Herring	ST	Safety violation issued for inoperable immersion suit marker lights.
4/8/08	Anacapa	Rusty Rose	Salmon	ST	Safety violation issued for expired visual distress signals.
4/9/08	Munro	Karin Lynn	Crab	513	Fisheries violation issued for insufficient observer coverage, logbook errors, inoperative VMS
4/9/08	Anacapa	Leprecaun	Salmon	ST	Voyage terminated for insufficient liferaft, expired visual distress signals, expired documentation, insufficient lifering buoy, and inoperable immersion suit marker light.
4/9/08	Munro	Silver Spray	Crab	513	Fisheries violation issued for VMS not operating and logbook errors
4/10/08	Sta Ketchikan	Ak6882n	Salmon	ST	Safety written warning issued for expired visual distress signals.
4/10/08	Anacapa	Billy And I	Herring	ST	Voyage terminated for expired liferaft, expired liferaft hydrostatic release, and unseviceable immersion suits.
4/10/08	Anacapa	Keala Dawn	Herring	ST	Voyage terminated for insufficient liferaft and expired documentation.

Appendix B (Continued)

Boardings With Violations 01 APR 2008 – 31 MAY 2008

Date	Cutter	Vessel Name	Fishery	Area	Violation Notes
4/11/08	Hickory	Douglas River	Pacific Cod	630	Safety violation issued for expired visual distress signals, unserviceable lifering buoy, and expired registration.
4/11/08	Hickory	Talisman	Pacific Cod	630	Safety violation issued for expired visual distress signals.
4/12/08	Polar Sea	Chisik Island	Halibut	3A	Fisheries violation issued for logbook errors
4/15/08	Anacapa	Deshu	Halibut	2C	Safety violation issued for expired liferaft hydrostatic release
4/23/08	Sta Juneau	Quicksilver	Pacific Cod	ST	Safety violation issued for unserviceable lifering buoy.
4/29/08	Liberty	Stjilbe	Pacific Cod	ST	Safety violation issued for expired visual distress signals.
4/30/08	Liberty	Wendy A	Salmon	ST	Safety violation issued for unserviceable lifering buoy.
5/6/08	Liberty	Cape Fox	Salmon	ST	Safety violation issued for expired EPIRB registration
5/6/08	Liberty	Clara M	Salmon	ST	Safety violation issued for inoperable immersion suit marker light, insufficient visual distress signals, and no sound producing device
5/6/08	Liberty	Conquest	Salmon	ST	Safety violation issued for expired visual distress signals.
5/6/08	Liberty	Lofoten	Salmon	ST	Safety violation issued for expired visual distress signals.
5/12/08	Anacapa	Noble Hunter	Salmon	ST	Safety violation issued for expired EPIRB registration
5/12/08	Anacapa	Salty	Salmon	ST	Safety violation issued for expired visual distress signals.
5/12/08	Anacapa	Seniavin Sun	Salmon	ST	Safety violation issued for expired visual distress signals
5/12/08	Anacapa	Tambildan	Salmon	ST	Safety violation issued for unserviceable lifering buoy.
5/13/08	Anacapa	Mystic	Salmon	ST	Voyage terminated for insufficient liferaft.
5/13/08	Anacapa	Sea Forth	Salmon	ST	Safety violation issued for expired visual distress signals
5/14/08	Sycamore	Copper Adventure	Salmon	ST	Safety violation issued for expired visual distress signals