

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



**01 JUN - 30 SEP 07**

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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 (HSDN) Enforcement

Operation North Pacific Watch, the United States Coast Guard HSDN Enforcement Plan, started in April with support from Canadian deployments to Shemya Island, Alaska. During 2007, USCG Air Station Kodiak Alaska made one extended deployment from Shemya for a total of 62.6 surveillance hours (121.1 hrs total including transit) in the Convention Area (Figure 1). A few additional HC-130 flights were scheduled for late-September in conjunction with a joint BOUTWELL/MIDGETT operation. The MIDGETT was sent to the HSDN operation area due to the large number of potential illegal driftnet vessels sighted during the Canadian CP-140 flights from Shemya in early September. A mid-to-late-October, 2007 HC-130 deployment to Midway has also been tentatively planned.

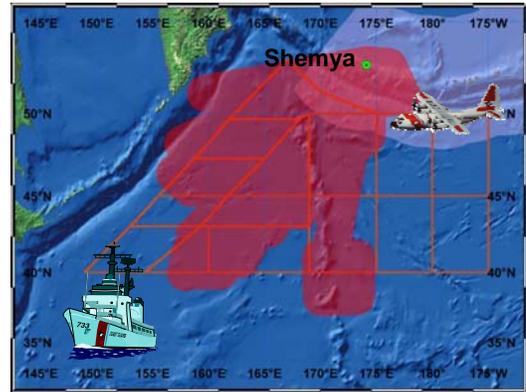


Figure 1. HSDN HC-130 Patrol Coverage

USCGC BOUTWELL participated in a multi-national IUU fisheries enforcement patrol from 1 August to 30 September (expected to continue through 31 October), which included NPAFC parties plus China. The BOUTWELL spent approximately 29 days in the Convention Area, made port calls in Japan, Russia, and China, and embarked a Chinese shiprider and South Korean observers.

An USCG Seventeenth District representative participated on a joint G5 flight with the Japan Coast Guard as part of the USCGC BOUTWELL visit in September. The flight conducted an IUU patrol in the north Pacific and successfully performed communications exercises with the BOUTWELL. This was the second joint G5 flight (the first was in 2006) and located via radar several concentrations of vessels operating in the convention area.



USCGC Boutwell seizes FF/V LU RONG YU 6007

Weather conditions prevented determining type and activity of the vessels. The BOUTWELL diverted to investigate the targets with their helo and located the FF/V LU RONG YU 6007 (CH) illegally driftnet fishing in position 42-51N 157-35E.



FF/V LU RONG YU 6007

The BOUTWELL initiated hot pursuit of the LU RONG YU 6007 and deployed a small boat with boarding team. The LU RONG YU 6007 began evasive maneuvers in an apparent attempt to thwart boarding efforts. The Chinese Fisheries Law Enforcement Command shiprider on board BOUTWELL observed the maneuvers and confirmed the vessel was purposely trying to prevent boarding. The BOUTWELL launched a second small boat to assist with the boarding.

The LU RONG YU 6007 lowered a net on the port side in front of the small boat in an apparent effort to tangle props. The LU RONG YU 6007 abruptly ceased evasive maneuvers and the Chinese shiprider boarded along with an eight member boarding team from the BOUTWELL. The team inventoried the holds and found one cargo hold containing various fish species, including shark and swordfish.



The BOUTWELL took the LU RONG YU 6007 into custody and escorted the vessel to a rendezvous with a Chinese fisheries law enforcement vessel southwest of Hokkaido. China took custody of the vessel for prosecution.

**BOUTWELL transfers seized vessel to Chinese FLEC vessel**

USCG aircraft patrols detected two vessels rigged for HSDN fishing (one was actively fishing) contrary to the Convention on 31 July. The one boarding and subsequent seizure (LU RONG YU 6007 discussed above) resulted from the Japanese G5 flight. There were also many vessels sighted in the Convention Area engaged in legitimate fisheries as well as numerous radar contacts not visually identified due to poor visibility.



**Two UNKNOWN HSDN vessels sighted by HC-130 on 31JUL**

While patrolling on 14 September, the BOUTWELL's helo located the FF/V FONG SENG NO. 818 rigged for HSDN fishing in position 42-58.15N 154-11.82E. The BOUTWELL diverted to intercept. The crew frantically tried to conceal nets and gear on deck and began evasive maneuvers as the BOUTWELL approached. The BOUTWELL deployed their small boat and documented the vessel configuration and activity, while at the same time performing right of approach questioning alongside the vessel to gather registry information. The master lowered registry documents to cutter small boat for examination. The Coast Guard did not ask for flag-state permission to board the vessel. The US Department of State has not yet decided what the diplomatic response will be sent to Indonesia regarding the activities of this vessel.



**USCG observes FF/V FONG SENG NO. 818**

While patrolling on 24 September, the BOUTWELL's helo located several groups of fishing vessels in the vicinity of 43-55.83N 155-46.8E. Upon closer investigation, the helo located two FF/Vs rigged for HSDN fishing. The helo identified two Chinese vessels, the FF/V LU RONG YU 1961 and FF/V ZHE DAI YUAN YU 829. The LU RONG YU 1961 began evasive maneuvers, and the crew of the ZHE DAI



**FF/V ZHE DAI YUAN YU 829**

YUAN YU 829 actively tried to conceal nets and gear on deck as the BOUTWELL approached. The BOUTWELL was able to board both vessels. The BOUTWELL escorted both vessels to a rendezvous with a Chinese FLEC vessel west of the Tsuguru Straits, where the BOUTWELL transferred custody to Chinese authorities.



BOUTWELL intercepts, boards FF/V LU RONG YU 1961

The USCGC MIDGETT and USCGC BOUTWELL conducted a joint IUU patrol in late September in conjunction with an USCG aircraft deployment. The MIDGETT was rescheduled to deploy to the high-threat area in late September on very short notice due to the recent high incidence of possible illegal activity. The MIDGETT expanded the surface patrol coverage as a joint operation asset with the BOUTWELL. Scheduling for such a deployment normally takes place months in advance, and the short notice resulted in significant reallocation of USCG resources.

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

The downward trend in foreign fishing intensity seen along the MBL since the late-1990s appears to be continuing. There have been only two incursions detected (plus nine suspected incursions) so far in 2007 (Figure 2) as well as one incident of aggressive posturing by the Russian fishing fleet. Both of the 2007 incursions were detected on radar. USCGC ACUSHNET initiated hot pursuit of the FF/V BUKHTA PREOBRAZHENIYA (RS). The vessel fled to Russian Territorial Seas. The U.S. Dept. of State has indicated that they plan to issue a demarche on this case. USCGC ACUSHNET detected the FF/V VASILYEVSHIY OSTROV (RS) 1,200 yards within the US EEZ at a range of 12nm. By the time the ACUSHNET was able to visually sight the vessel, which had gear deployed, the VASILYEVSKIY OSTROV had crossed the maritime boundary line into the Russian EEZ. Both case packages have been delivered to the Russian Federation authorities. The master's license (BUKHTA PREOBRAZHENIYA) was revoked.

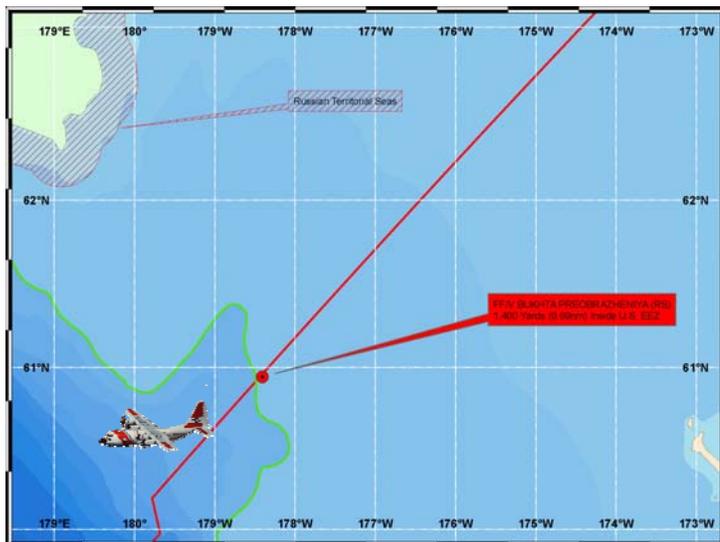


Figure2. 2007 MBL Incursions.

USCGC ACUSHNET detected the FF/V VASILYEVSHIY OSTROV (RS) 1,200 yards within the US EEZ at a range of 12nm. By the time the ACUSHNET was able to visually sight the vessel, which had gear deployed, the VASILYEVSKIY OSTROV had crossed the maritime boundary line into the Russian EEZ. Both case packages have been delivered to the Russian Federation authorities. The master's license (BUKHTA PREOBRAZHENIYA) was revoked.

The *average maximum* number of vessels detected (Figures 3 & 5) has dropped from 52 in 2001 to a low of about 5 in 2005. The density has increased slightly over the last two years (now comparable to 2004 levels), although overall numbers of fishing vessels remain quite low. However, the aggressive behavior creates enforcement tensions not seen for several years. Those vessels present have continued to skirt the edge of the MBL very closely, making the MBL a continued high priority for enforcement resources. For the reporting period, the following MBL details apply:

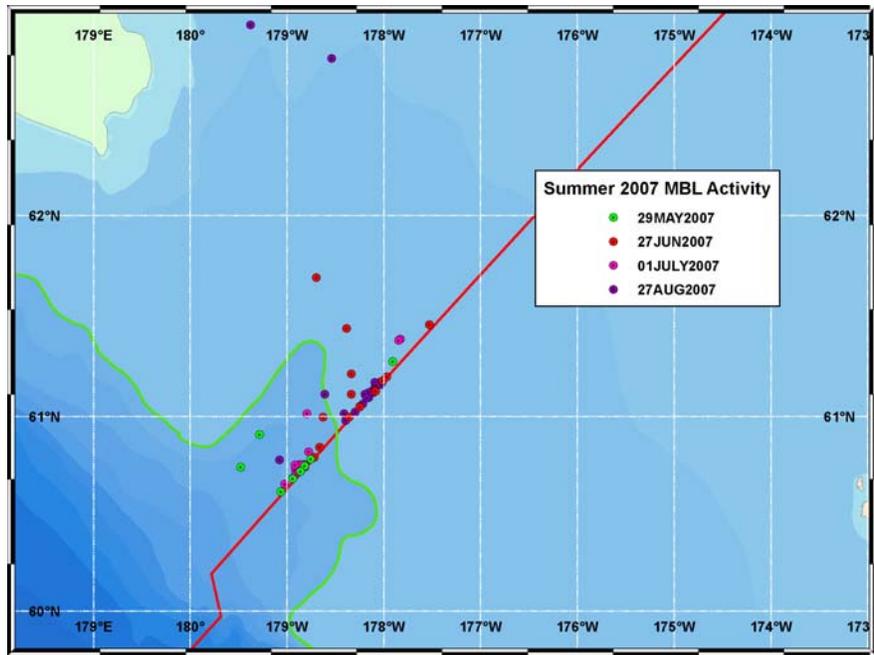


Figure 3. June–Sept MBL Maximum Monthly Fishing Activity

- Coast Guard HC-130s flew 67 hours.
- Coast Guard WHEC/WMECs patrolled 59 days.

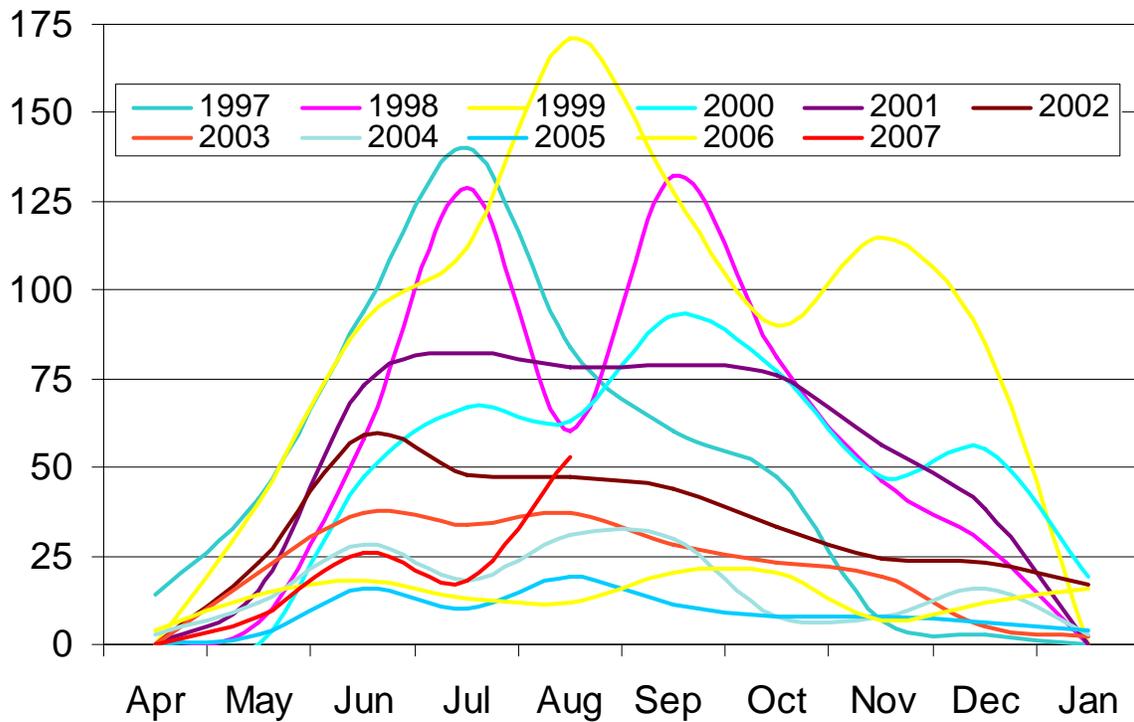


Figure 4. Historical MBL Maximum Monthly Fishing Activity

### III. Donut Hole Activity

Two South Korean vessels (JOONSUN HO and NAMBUK HO) returned and conducted trial fishing during the reporting period. USCGC MELLON boarded both vessels. There was no product on board. The Seventeenth District uses VMS as the primary tracking tool with HC-130 verification for trial fishing vessels. The Coast Guard makes a concerted effort to board trial-fishing boats while they are in the Donut Hole (Figure 5) to verify catch reports and ensure compliance with the Convention.

Seventeenth Coast Guard District representatives attended the *12<sup>th</sup> Annual Convention For The Conservation & Management Of Pollock Resources In The Central Bering Sea* (aka, Donut Hole Agreement) 03-07 September 2007 in Beijing, China. Mr. Doug Mecum, Acting Regional Administrator for NMFS Alaska Region, led the delegation along with representatives from the U.S. State Department, NMFS headquarters & enforcement, NOAA General

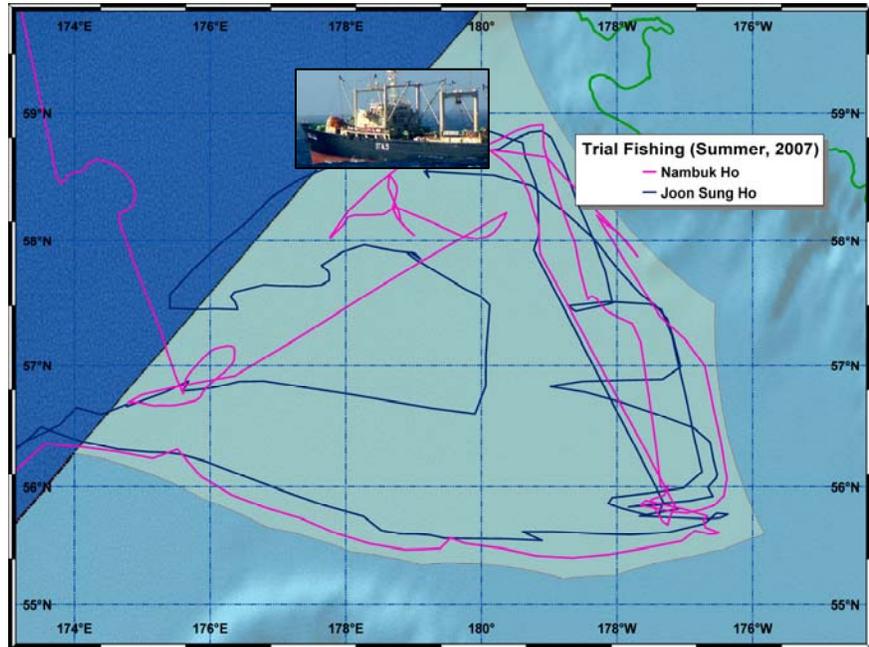


Figure 5. 2007 Donut Hole Trial Fishing

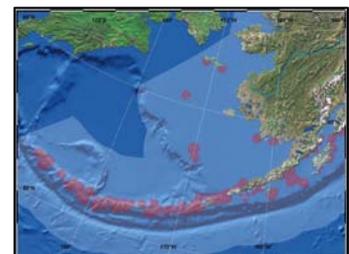
Counsel, the States of Alaska & Washington, and fishing industry advisors. Representatives from Japan, Poland, Korea, Russia, and the PRC were in attendance. Poland represented the European Union (not a signatory per sé) at this conference. The Seventeenth District presented a year-in-review of monitoring/enforcement activities in the Donut Hole. South Korea reported that in 40 haul-backs (26 days of fishing), they caught a total of two pollock. They also stated that they intend to send two trial fishing vessels in November. The annual harvest level was again set at zero.

### IV. Dixon Entrance Enforcement

Due to low threat levels, Coast Guard enforcement resources were limited to standby for Dixon Entrance. There were no significant fisheries violations detected during the reporting period.

### V. Steller Sea Lions and Critical Habitat Enforcement

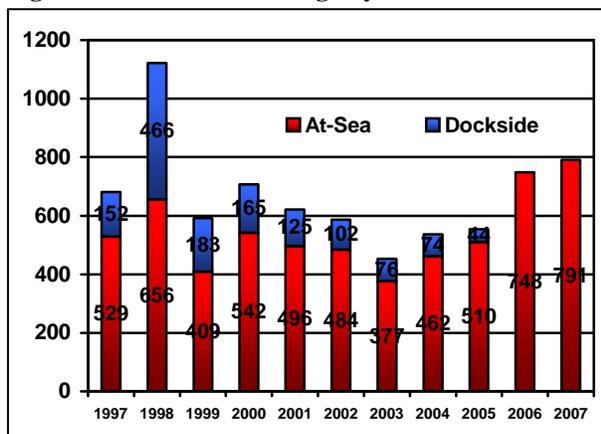
The Coast Guard continues to assist NMFS in management activities to ensure current groundfish fisheries are not adversely affecting Steller Sea Lions or impeding their recovery. The Coast Guard does this through continued patrols of Steller Sea Lion Critical Habitat Areas. Cutters committed 246 hours, and aircraft flew 36 hours in support of this mission. There were no significant violations observed.



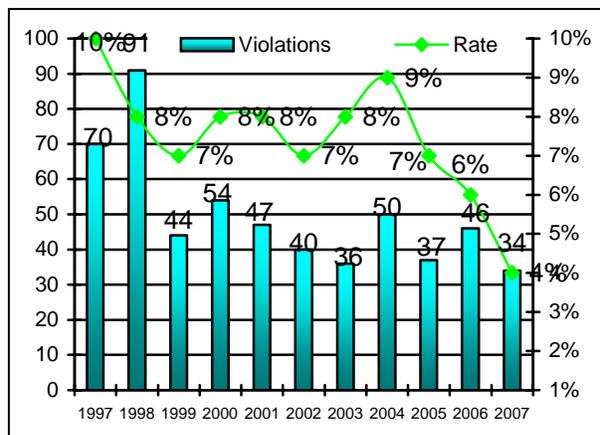
## VI. Commercial Fishing Vessel Boarding Statistics

At-sea domestic fisheries boarding numbers were consistent with the same period from last year. There were eleven at-sea fisheries violations (down from 26 over the same period last year), two of which were significant. The Bristol Leader and the American Triumph were both issued a violation for retention of prohibited species (salmon and crab, respectively). All other violations were minor, administrative compliance discrepancies. Figures 6 and 7 show the historic trend for boardings and violations over the last ten years.

**Figure 6. Fisheries Boardings By Year**



**Figure 7. Fisheries Violations By Year**



The fisheries violation rate was down by five percent from the same period last year (down from 8.5% to 3.2%). The overall violation rate also shows a sharp decline from that seen three years ago (down from 9% to 4%). Appendices A and B contain a complete list of boardings and violations.

### JUN 2006 - SEP 2006

F/V Boardings (at sea): ..... 341  
 Boarding w/fisheries vio's: ..... 29  
 Violation Rate: ..... 8.5%

### JUN 2007 – SEP 2007

F/V Boardings (at sea): .....348  
 Boarding w/fisheries vio's: .....11  
 Violation Rate: ..... 3.2%

## VII. IFQ Fisheries Enforcement

There were two minor IFQ at-sea violations (down from nine over the same period last year).

Coast Guard IFQ enforcement effort consisted of the following:

- 95 IFQ at-sea boardings (162 boardings year to date).



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



**Bristol Bay Joint Operation With Alaska State Troopers**  
 with state and local law enforcement agencies had a positive impact on the overall safety compliance on the largest remote salmon fishery and hope to expand the effort in the future.

Sector Anchorage conducted voluntary commercial fishing vessel safety exams from 10 to 29 June 2007 in the Bristol Bay area. Specifically, personnel from Sector Anchorage, D17, Pacific Area, and MSD Kodiak visited King Salmon, Naknek, Dillingham, and Egegik. There were 662 vessels examined and 477 decals issued, which achieved greater than a 72 percent compliance rate. Plus, boarding officers from Sector Anchorage, USCGC Long Island, and the Regional Fishery Training Center in Kodiak conducted joint fisheries enforcement operations with the Alaska State Troopers. Coast Guard units along

A mix of safety violations were found in the course of boardings. Eight voyages were terminated as a result of safety violations (many had multiple violations). Six terminations were for insufficient survival suits and PFDs. The two other terminations resulted from missing or expired survival craft and hydrostatic releases. Most of the terminations had multiple violations. There were 109 individual safety violations on 62 vessels.

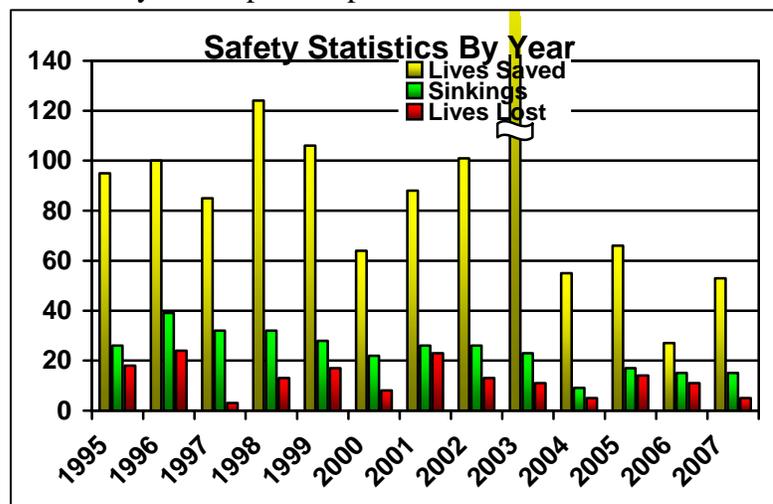


Figure 8. Historical Overview of CFVS Statistics

The most common safety violations were expired EPIRBs/hydrostatic releases (20), inadequate survival suits or marker lights (18), expired visual distress signals (18), expired or inadequate liferafts/hydrostatic releases (11), unserviceable life ring buoys (8), insufficient fire fighting equipment (4). There were numerous other minor safety violations.

There were 32 search and rescue cases during the reporting period. The operational summary of the reporting period (01 June to 30 September) tallied 3 lives lost, 27 lives saved, and 9 vessels lost (Figure 8). There were two injuries and two illness-related incidents resulting in four total MEDEVACs. Three of the MEDEVAC patients were rescued and transported by helo hoist operations and one was deceased prior to arrival of the MEDEVAC resources. Table 1 provides a summary of significant search and rescue cases.



HH-60 helo (Above) trains with insertion team and USCGC Maple.

**Table 1 Commercial Fishing Vessel Search and Rescue Case Summaries**

DATE	VESSEL NAME	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
06/03/07	Enterprise	N/A	1	N	Communications Station Kodiak received a request for a MEDEVAC from the factory trawler ENTERPRISE operating in Kuskokwim Bay approximately 366nm from Kodiak. A 22-year-old male crewmember received extensive head injuries from being crushed by a hydraulically-operated fish-hold door. The duty flight surgeon concurred that a MEDEVAC was warranted. The North Pacific SAR Coordinator directed an Air Station Kodiak HH-60 helo launch with corpsman on board and an HC-130 aircraft launched with medical pallet on board. The plan was to hoist the victim and transfer him to Lifeflight air ambulance in Bethel. ENTERPRISE reported to Health Force Partners physician and the duty flight surgeon that the victim's pupils were fixed and dilated with no pulse and no spontaneous respiration. Both doctors agreed that the victim could not be saved. The NPSC released both aircraft prior to arriving on scene and Health Force Partners advised ENTERPRISE they could cease resuscitation efforts. The victim was pronounced dead.
06/04/07	Bite Me	N/A	N	N	While on patrol in Prince William Sound, the Station Valdez Response Boat happened upon the F/V BITE ME disabled and adrift due to mechanical difficulties. The Response Boat took the vessel in tow into Valdez.
06/16/07	Blue Swan	N/A	N	N	The North Pacific SAR Coordinator received notification from the processor vessel SNOWPACK INNOVATOR stating that the F/V BLUE SWAN was aground in the Naknek River. The vessel had cracked its hull and was taking-on water. The NPSC confirmed via the Bristol Bay Borough Fire Chief that the vessel was hard aground and was taking on water, but because of the extremely low water level the BLUE SWAN was not in immediate danger of sinking. The Bristol Bay Borough Fire Department and Trident Seafood Co. both responded with skiffs to render assistance. A skiff from Trident Seafood Co. came along side the BLUE SWAN and delivered two dewatering pumps. As the water level rose in the river, BLUE SWAN's installed dewatering system was able to keep up with the flooding, enabling the vessel to move into the harbor under its own power.
06/16/07	Miss Molly	N/A	1	N	The North Pacific SAR Coordinator received notification from the F/V MISS MOLLY reporting a man overboard while tied up to the new False Pass pier. The subject entered the water without PFD, wearing only street clothes. A life ring was thrown to him without success. Alcohol seems to have been a factor for the victim and initial searchers. The NPSC issued an Urgent Marine Information Broadcast (UMIB) and an Air Station Kodiak HH-60 helo launched to assist. An Air Station Kodiak HC-130 aircraft was also launched to pick up an Alaska State Trooper from King Salmon. The Trooper was to be transferred to the helo in Cold Bay for transport to False Pass to help organize a shore search. Local boats and shore searchers ceased efforts at sunset. A first-light helo and shoreline search yielded negative results.
06/19/07	Tres Suertez	5	N	N	Sector Anchorage received a distress call from the F/V TRES SUERTEZ reporting that the vessel was taking on water at approximately 35 gallons per minute due to a gash in the bow. The vessel had five POB and was in need of assistance. Sector Anchorage issued an Urgent Marine Information Broadcast (UMIB). A Good Samaritan vessel responded as did a Station Valdez Response Boat (RB-S). An Air Station Kodiak HH-65 helo launched from the Aviation Support Facility Cordova. The vessel reported that the crew was able to decrease flooding to five gallons per minute and proceed under their own power. Station Valdez arrived on scene and provided a portable pump and an escort to Valdez Harbor. The Air Station Kodiak helo stood down.
06/22/07	Seafreeze Alaska	N/A	N	N	Health Force Partners in Seattle contacted District Seventeen requesting a MEDEVAC for a 29-year-old male crewmember on board the F/V SEAFREEZE ALASKA. The crewmember had suffered four amputated fingers from the same hand. The duty flight surgeon concurred that a MEDEVAC was warranted. The SEAFREEZE ALASKA was directed to proceed toward Dutch Harbor, and an Air Station Kodiak HC-130 and HH-60 helo were launched to the scene. The helo successfully hoisted the patient and delivered the patient to commercial MEDEVAC services in Dutch Harbor.

**Table 1 Commercial Fishing Vessel Search and Rescue Case Summaries (Continued)**

DATE	VESSEL NAME	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
06/24/07	Magnum	4	N	Y	<p>The North Pacific SAR Coordinator was notified that the F/V MAGNUM was approximately 22 hours overdue on a voyage from Wide Bay on the Alaska Peninsula to Kodiak City with four people on board. The NPSC issued an Urgent Marine Information Broadcast (UMIB) and continued preliminary communications. District Seventeen diverted an Air Station Kodiak HC-130 on another mission to the scene and directed an Air Station Kodiak HH-60 helo to launch to investigate. Over the next three hours, information gleaned through responses to the UMIB created a particular area of interest in the vicinity of Jute Bay. Specifically, a third party fishing vessel reported sighting the MAGNUM in the vicinity of Cape Igvak on the evening of 20JUN. Another fishing vessel reported over-hearing the MAGNUM on VHF radio that same evening, stating that they had a small amount of water leaking into their aft storage locker and were making way towards Jute Bay to seek shelter and affect repairs. Lastly, an additional mariner in the vicinity of Portage Bay (just south of Jute Bay) reported hearing a frantic and brief MAYDAY call on VHF Channel 16 with no position given that same evening. This VHF call was not picked-up by Coast Guard VHF high sites due to lack of coverage in that area and the fishing vessel did not report hearing a MAYDAY call to the Coast Guard. Based on this information, the HC-130 diverted to the vicinity of Jute Bay and discovered a drifting purse-seine net, but no other debris. The HH-60 was diverted to investigate the net, but no identifying marks could be found. Digital pictures taken from the HH-60 were emailed to the family in an attempt to determine if the net had come from the MAGNUM. Initially, the family reported that the net was not from the MAGNUM due to the lack of red floats interspersed with the white net floats (3 hours later the family indicated that the net could be from the MAGNUM). The NPSC directed the HH-60 helo from the Aviation Support Facility in Cordova to be relocated to Kodiak to assist in the search. District Seventeen also directed a first light HC-130 flight to Air Station Sitka to pick-up additional helo crews to ensure that a continual search effort could be conducted. District Seventeen continued to conduct extended communications and multiple aircraft searched until 23 June, when all available aircraft human resources had been expended (an HH-60 with 2 aircrews and an HC-130 were simultaneously prosecuting an 800-mile MEDEVAC in the Western Aleutians). Due to the need for an on scene commander, USCGC SPAR was directed to get underway and proceed to scene. Despite being in a maintenance status, SPAR was able to recall their crew and get underway within three hours of notification. Air Station Kodiak launched an HH-60 helo to conduct a first light search along the northwest coast of Kodiak Island with negative results. Additional aircraft were launched as human resources became available, another HH-60 transported an Alaska State Trooper search/rescue dog team to Jute Bay to search the shoreline in the vicinity of Jute and Portage Bay, the last known location of the MAGNUM (the seine net had been located just two miles offshore). Meanwhile, Coast Guard Cutter SPAR conducted a shore line search from Dry Bay south to Wide Bay along the Alaska Peninsula. Extremely poor search conditions (zero visibility) in the southern Shelikof Strait prevented Air Station Kodiak's HC-130 from conducting the subsequent morning search of Shelikof Strait. Communications Station Kodiak notified District Seventeen that the F/V SEA STORM had located and recovered the life raft of the fishing vessel MAGNUM with all four crew members on-board, and reported that all were safe and in good condition. Due to the reported condition of MAGNUM's crew, District Seventeen determined that a MEDEVAC was not necessary and it was in the best interest of the crew members to remain on-board the SEA STORM which was in transit to Kodiak Harbor. The SEA STORM delivered the MAGNUM's crew to Kodiak. The crew were in the liferaft for 62 hours.</p>
7/6/07	Victory	N/A	N	N	<p>The North Pacific SAR Coordinator received a 406MHz unlocated EPIRB alert for the F/V VICTORY. Preliminary communications indicated that the vessel may be fishing in the vicinity of Schooner Channel on the east side of Nushagak Bay. The NPSC conducted call outs for the vessel with negative results. The NPSC issued an Urgent Marine Information Broadcast (UMIB) and directed an Air Station Kodiak HC-130 and an HH-60 launch to investigate. The F/V VICTORY responded to call-outs from the HC-130 and reported that the vessel was not in distress, but had been testing the beacon.</p>
7/6/07	Southern Cross	1	N	Y	<p>MSU Valdez received a distress call from the F/V SOUTHERN CROSS reporting that the vessel was on fire 12nm south of Cordova. An Air Station Kodiak HH-60 helo launched from the Aviation Support Facility in Cordova to the scene, and two Good Samaritan vessels responded. The operator from the SOUTHERN CROSS was recovered from vessel by one of the Good Samaritan vessels. The operator received minor burns and was transported to Cordova by the Good Samaritan vessel.</p>



**F/V Southern Cross burns**

**Table 1 Commercial Fishing Vessel Search and Rescue Case Summaries (Continued)**

DATE	VESSEL NAME	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
7/14/07	Cape St. Elias	N/A	N	Y	<p>Sector Juneau received VHF mayday from the F/V Cape St. Elias reporting that the vessel had capsized in Eastern Channel near Sitka. Sector Juneau issued an Urgent Marine Information Broadcast (UMIB). Two Good Samaritan vessels responded and recovered all five crewmembers from the water, and no additional Coast Guard assistance was required.</p> <p style="text-align: center;"><b>F/V Cape St. Elias mostly submerged</b></p> 
7/14/07	Eleon	N/A	N	N	<p>Sector Anchorage received notification that the F/V ELEON was overdue on a trip from Whittier to Seward. The reporting source mentioned that the ELEON had not yet arrived in Seward, and contact had not been made with the vessel since departing Whittier. Both Air Station Kodiak and MSU Valdez communication centers conducted call-outs on all of the Prince William Sound high sights with negative results. Sector Anchorage issued an Urgent Marine Information Broadcast (UMIB), and District Seventeen directed an Air Station Kodiak HH-65 helo launch from Aviation Support Facility Cordova to investigate. Shortly after the HH-65 was airborne, the F/V NAGKA reported seeing a boat on the shore in Bainbridge Passage matching the description of the ELEON. The helo proceeded to the location and verified that it was the ELEON. The helo established communications with the vessel and determined that the vessel had hit a log and damaged the propeller. The master beached the vessel to make repairs. The master intended to be underway again at high tide.</p>
7/15/07	Miss Carroll	4	N	Y	<p>Air Station Kodiak Communications Center relayed a distress call to the North Pacific SAR Coordinator reporting that the F/V MISS CARROLL was on fire 40nm east of Cape Resurrection. MISS CARROLL reported that all four crewmembers were uninjured and had abandoned ship into the vessel's skiff. The NPSC issued an Urgent Marine Information Broadcast (UMIB) and directed an Air Station Kodiak HH-60 helo to launch from the Aviation Support Facility in Cordova. The Good Samaritan F/V BARWELL heard the UMIB and transited to the MISS CARROLL's position from approximately 5nm away. Once on scene, the BARWELL recovered all four crewmembers and transported them to Seward.</p>
7/17/07	Choctaw	N/A	N	N	<p>District Seventeen relayed a report from the Alaska State Troopers Patrol Vessel AUGUSTINE to Sector Anchorage Command Center that the F/V CHOCTAW was disabled and adrift and requesting assistance. The AUGUSTINE reported that they had lost communications with the vessel, which had last reported their position as being near Snug Harbor in Cook Inlet. The AUGUSTINE was on scene, but could not locate vessel. Sector Anchorage conducted a drift calculation from the reported position, and an Air Station Kodiak HH-60 helo launched to investigate. Preliminary communications utilizing cell phone contacts identified the master and his usual fishing area. Due to the cell phone having an Oregon area code, Coast Guard Group Astoria Oregon assisted in preliminary communications. The CHOCTAW crew spotted the helo and launched flares. The helo established communications with the vessel and determined that the two people on board were uninjured and the vessel needed assistance arranging for a tow to Kenai. Sector Anchorage issued an Urgent Marine Information Broadcast (UMIB). The Good Samaritan F/V BEAGLE responded to the scene, but could not locate the CHOCTAW at last known position. Sector Anchorage reissued the UMIB and diverted an Air Station Kodiak HC-130 aircraft to assist in location of subject vessel. The HC-130 located vessel in no distress, but dragging anchor. The BEAGLE diverted to the new position, located the CHOCTAW, and took the vessel in tow to Kenai.</p>
7/21/07	Nordic Viking	4	N	Y	<p>MSU Valdez received a mayday call from the 127ft tender NORDIC VIKING reporting that the vessel was taking on water with four POB. Sector Anchorage issued an Urgent Marine Information Broadcast (UMIB). An Air Station Kodiak HH-65 helo launched from Aviation Support Facility Cordova. The vessel beached itself prior to HH-65 arriving on scene. The Good Samaritan F/V PROCESSION responded to the scene and transferred all four persons off the NORDIC VIKING with no injuries reported. The helo arrived on scene and verified that vessel was hard aground. The Good Samaritan vessel SEABROOK subsequently arrived on location and took the crewmembers on board.</p>
7/22/07	Poplar III	4	N	N	<p>Sector Juneau received notification that the F/V POPLAR III went hard aground in vicinity of Oliver Inlet in Stephens Passage north of Admiralty Island. After an unsuccessful tow attempt, a Good Samaritan vessel transported two crewmembers back to Juneau. A subsequent attempt to refloat the vessel was successful, and the POPLAR III returned to Auke Bay without further incident.</p>

**Table 1 Commercial Fishing Vessel Search and Rescue Case Summaries (Continued)**

DATE	VESSEL NAME	POB	DEATH	VSL LOSS	SPECIFIC CAUSE
7/25/07	Jimani	N/A	N	N	The F/V JIMANI contacted Sector Anchorage Communications Center Valdez reporting that the vessel was taking on water and had a port list. The vessel was operating approximately 5nm west of Cordova and was requesting assistance. The North Pacific SAR Coordinator issued an Urgent Marine Information Broadcast (UMIB), and an Air Station Kodiak HH-65 helo on another mission was diverted to the scene. The Good Samaritan vessel SOUTHERN WIND responded, assisted with de-watering, and took vessel in tow into Cordova.
7/31/07	Whale	N/A	N	N	<p>Fish Tender WHALE grounded in St. Paul Harbor on a chartered shoal. Coast Guard boarded the vessel, determined that the operator appeared intoxicated, and contacted the Alaska State Troopers. The Troopers placed operator under arrest. The owner subsequently refloated the vessel, and an underwater survey revealed that the vessel did not sustain significant damage.</p>  <p style="text-align: center;"><b>F/V Whale hard aground</b></p>
8/3/07	American Triumph	N/A	N	N	Health Force Partners in Seattle Washington contacted the North Pacific SAR Coordinator requesting a MEDEVAC for a 30-year-old male crewmember on board the F/V AMERICAN TRIUMPH due to possible appendicitis. The vessel was operating 300nm northwest of St. Paul. The USCGC MELLON launched their embarked HH-65 helo to the scene, hoisted the patient, and transferred him to MELLON for transport to St. Paul. The MELLON then closed the distance to St. Paul, and once in range, the MELLON transported the patient via helo to St. Paul. Due to weather conditions, commercial MEDEVAC providers were unable to get into St. Paul. An Air Station Kodiak HC-130 aircraft launched to St. Paul, retrieved the patient, and transported him to Kodiak.
8/12/07	Miss Sherri	N/A	N	N	The F/V MISS SHERRI notified Sector Juneau that the vessel had grounded in King George Bay, on the north side of Etolin Island. The master reported that the vessel was taking on approximately 10-20 gallons of water per minute, and that the two dewatering pumps on-board were keeping up with the flooding. The master patched the hole (2ft below the waterline on the bow). The Good Samaritan vessel PACIFIC SEA escorted the MISS SHERRI into Petersburg.
8/14/07	Favorite	4	N	N	The F/V FAVORITE notified Sector Juneau reporting that the vessel was taking on water near Rosa Reef with four POB. Sector Juneau issued an Urgent Marine Information Broadcast (UMIB) and Station Ketchikan launched their 47FT Motor Life Boat (MLB). Two Good Samaritan vessels arrived on scene to assist. FAVORITE had a faulty seal on a fish hold hatch which leaked water into the bilge and void areas. The hatch was sealed and dewatering began prior to the MLB arriving on scene. The MLB ensured the situation was stable prior to returning to base. No appreciable amount of water was transferred into the bilge.
8/14/07	Viking Joy	N/A	N	N	<p>The fishing vessel VIKING JOY notified Sector Juneau that the vessel had grounded on Colorado Reef in Wrangell Narrows. USCGC ANACAPA launched their small boat to the location to assist and assess the situation. The ANACAPA's crew verified the vessel to be completely out of the water, with the hull and propulsion equipment remaining unaffected by the grounding. Due to the vessel's list, approximately 60 gallons of fuel spilled into the water through the fuel vents before the VIKING JOY's crew was able to secure the vents. The swift current in Wrangell Narrows prevented any of the fuel from being recovered. The VIKING JOY eventually freed itself from the reef at high tide, and transited to Petersburg. The Viking Joy arrived in Petersburg and was inspected by crew from the Coast Guard Cutter Anacapa. The vessel was determined to be undamaged, and the Viking Joy was issued a Notice of Violation for the discharge of 60 gallons of fuel into Wrangell Narrows.</p>  <p style="text-align: center;"><b>F/V Viking Joy hard aground.</b></p>

**Table 1 Commercial Fishing Vessel Search and Rescue Case Summaries (Continued)**

DATE	VESSEL NAME	POB	DEATH	VSL LOSS	SPECIFIC CAUSE	
8/15/07	Siren	5	N	N	Sector Juneau received a distress call from the F/V SIREN reporting that the vessel had grounded and was taking on water. The master then intentionally beached the vessel on the west shore of Kuiu Island in southern Chatham Strait to avoid sinking. There were five POB, one of whom was an eight year old child. Sector Juneau issued an Urgent Marine Information Broadcast (UMIB), directed an Air Station Sitka HH-60 helo to launch to assist and USCGC MAPLE diverted from 77nm away in Holkham Bay. The Good Samaritan vessel SUE ANN took two people on board from SIREN while the others worked to control the flooding. The helo arrived on scene and delivered two pumps and the rescue swimmer to SIREN. The flooding was brought under control and all persons were safe. The helo was released, and MAPLE was stood down prior to arriving on scene. SIREN refloated after temporary repairs and was escorted by the Good Samaritan vessel SOUTHEAST to Petersburg.	
8/17/07	Aldebaran	5	N	Y	Sector Juneau received MAYDAY from the F/V ALDEBARAN reporting that the vessel was taking on water near Bold Island, approximately 6nm south of Ketchikan with five POB. Station Ketchikan launched their 47ft Motor Life Boat (MLB). The Good Samaritan F/V CHAMPION also responded to the initial distress call. After failing to secure the source of the flooding, the crew of the ALDEBARAN abandoned ship to the CHAMPION. The ALDEBARAN subsequently sank near Bold Island.	
8/17/07	Christina T	N/A	N	N	The F/V CHRISTINA T contacted Sector Juneau reporting that the vessel was taking on water near Beacon Point, north of Wrangell Narrows. Sector Juneau issued a shotgun Urgent Marine Information Broadcast (UMIB) and directed an Air Station Sitka HH-60 launch to assist. USCGC ANACAPA launched their small boat and rescue and assistance team to the scene. The Good Samaritan F/V THERESA MARIE responded to the UMIB and provided a dewatering pump. ANACAPA's small boat arrived on scene and provided an additional dewatering pump, at which time the helo was released. After controlling the flooding, the vessel was towed to Petersburg, where it was dewatered and secured in a local drydock.	
8/21/07	Golden Girls	4	N	Y	The North Pacific SAR Coordinator (NPSC) received a 406MHz located EPIRB alert for the F/V GOLDEN GIRLS in the vicinity of Ugak Bay. District Seventeen conducted preliminary communications and learned that the vessel was underway and fishing. The information gathered during preliminary communications correlated with the EPIRB position. The NPSC issued an Urgent Marine Information Broadcast (UMIB), and an Air Station Kodiak HH-60 helo launched to investigate. Prior to the helo arriving on scene, the NPSC learned that the vessel had capsized, and all four crewmembers had been recovered by the Good Samaritan F/V CHINIAC. The helo arrived on scene to assess the situation and determined that none of the crew were in need of Coast Guard assistance. The CHINIAC transported the GOLDEN GIRLS' crew to Kodiak.	 <p align="center"><b>F/V Golden Girls capsized</b></p>
8/23/07	Knik	1	N	N	Sector Juneau received a radio call from the wooden-hulled F/V KNIK stating that they had run hard aground on Halleck Island about 12nm northwest of Sitka with one person and one dog on board. Despite a 40-degree list to starboard, the master specifically stated that he did not wish to be removed from the vessel. Sector has placed the vessel on a two-hour communications schedule, and directed the master to contact the Coast Guard if any attempt was made to refloat the vessel. The master reported that the KNIK may have sustained a two inch hole in the hull. USCGC MAPLE launched their small boat to the scene to assist and assess the situation. MAPLE reported that the vessel was high and dry with no damage visible, but the skipper stated that there was a split in a seam that was not visible due to the vessel's list. Air Station Sitka conducted an afternoon over flight, while an USCG Auxiliary vessel stood by on scene. The KNIK was able to refloat and proceeded directly to drydock in Sitka.	 <p align="center"><b>F/V Knik hard aground</b></p>
9/8/07	Miss Debra	N/A	N	N	Sector Juneau received a report that the F/V MISS DEBRA had grounded with one person on board near Wrangell. Sector Juneau made several attempts to contact MISS DEBRA with negative results. Sector Juneau contacted Wrangell SAR to assist with reaching the vessel. Wrangell SAR notified Sector Juneau that three Good Samaritan vessels were enroute to render assistance. The Good Samaritan vessel MOTIVATOR arrived on scene with three pumps and assisted MISS DEBRA off the rocks. After refloating, MISS DEBRA was taking on water, but pumps were able to keep up. MISS DEBRA was put on a 15-minute communication schedule with Sector Juneau and was escorted into Wrangell by the MOTIVATOR, where it was safely moored and pulled out of the water for repairs.	

**Table 1 Commercial Fishing Vessel Search and Rescue Case Summaries (Continued)**

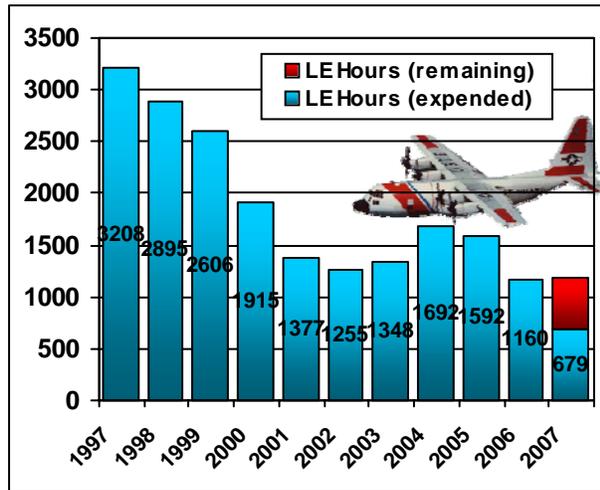
DATE	VESSEL NAME	POB	DEATH	VSL LOSS	SPECIFIC CAUSE	
9/8/07	Alaganic	N/A	N	N	MSU Valdez relayed a distress call from the F/V ALAGANIC to the North Pacific SAR Coordinator reporting that the vessel was taking on water through a hole in the bow that was above the vessel's waterline. The vessel was operating 12nm east of Naked Island in Prince William Sound. The ALAGANIC's master reported that he was headed for shelter from the wind and seas. The master reported that the installed drainage was keeping-up with the rate of flooding, but also reported that water was knee-deep near the bow. Sector Anchorage issued an Urgent Marine Information Broadcast (UMIB) and directed the Air Station Kodiak HH-60 helo from Aviation Support Facility Cordova to launch to the ALAGANIC's position. A Good Samaritan vessel arrived on scene and escorted the ALAGANIC to Two Moon Bay, where the ALAGANIC reported it was able to dewater the vessel. The ALAGANIC anchored safely to affect repairs.	
9/11/07	Northern Victor	N/A	N	N	Marine Safety Detachment Unalaska relayed a MEDEVAC request for a 24-year-old male crewmember on board the F/V NORTHERN VICTOR (32nm southeast of Dutch Harbor) to the North Pacific SAR Coordinator. The duty flight surgeon determined that a MEDEVAC was warranted, and USCGC MIDGETT launched an HH-65 helo assist. The helo arrived on scene, hoisted the patient, and transported him to Dutch Harbor, where a Guardian Air aircraft transported him to Anchorage.	
9/11/07	Kepala	3	N	Y	Sector Anchorage Communications Center Valdez received a relayed distress call from the Good Samaritan vessel SOUND PACER reporting that the F/V KEPALA was on fire with three POB in Tatitlek Narrows. The crew were able to deploy a liferaft and were eventually picked up by nearby Good Samaritan vessel TRI-K and transported to Cordova. The KEPALA drifted ashore where it continued to burn. Station Valdez 27ft SAFE boat remained on scene until vessel was ashore.	
9/15/07	Cormorant Isle	N/A	N	N	Air Station Kodiak received a report from the F/V CORMORANT ISLE that the vessel was disabled and adrift in Shelikof Strait due to a line fouled in the screw. The CORMORANT ISLE was not requesting any Coast Guard assistance aside from a Marine Assistance Radio Broadcast (MARB) to arrange a tow. Sector Anchorage issued a MARB and put CORMORANT ISLE in contact with a diver from Kodiak as was requested. The master intended to anchor once in shallow enough water, but was unable to do so. The USCGC MUSTANG launched to assist but was recalled to homeport due to predicted weather exceeding cutter capabilities. The USCGC ACUSHNET launched from Kodiak to assist. The Good Samaritan F/V O'RYAN responded to the MARB, arrived on scene, and was able to tow the fishing vessel to safe moorings in Alitack Bay, Kodiak Island.	
9/24/07	Hero	1	1	Y	District Seventeen received a call from Sector Anchorage reporting the 32ft F/V HERO was overdue on a round trip from Cordova to Egg Island Channel. Sector Anchorage issued an Urgent Marine Information Broadcast (UMIB). After learning that the vessel had been seen by another fishing vessel earlier that day, an Air Station Kodiak HH-65 helo launched from the Aviation Support Facility Cordova to search the possible last known position. Shortly after arriving on scene, the helo located the vessel on the sand flats in vicinity of the Egg Islands. The helo lowered the rescue swimmer to investigate the vessel and determined that there was no one on board. Due to the condition of the vessel, damage to antennas and pilothouse and small debris field located to the north, the vessel may have capsized in the surf. An Air Station Kodiak HH-60 helo joined the search. Both helos searched throughout the day, using two aircrews from Air Station Kodiak, with negative results. An HC-130 transported an additional HH-60 crew to Cordova and then conducted a search of the area. The Alaska State Troopers, with two dog teams, searched Egg Island with negative results. The search was suspended, and the crewmember was presumed dead.	 <p>F/V Hero overturned on beach</p>

N/A indicates data not available.

## IX. Resource Summary

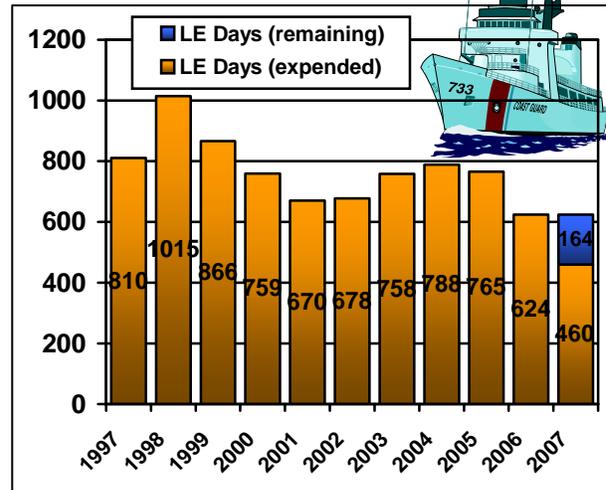
Figures 9 and 10 show the historical and projected *annual* HC-130 aircraft law enforcement hours and Medium and High Endurance Cutter days used in the Seventeenth District. Figures 11 and 12 show the same information over the last three years for the *reporting period only*.

**Figure 9. Annual HC-130 Hours**



\*2007 includes projection through December.

**Figure 10. Annual Cutter Days**



\*2007 includes projection through December.

### JUN 2006 - SEP 2006

3 WHECs patrolled ..... 124 days  
 3 WMECs patrolled ..... 151 days  
 4 WLBs patrolled ..... 62 days  
 5 WPBs patrolled ..... 145 days  
**Total Cutter patrol.....482 days**

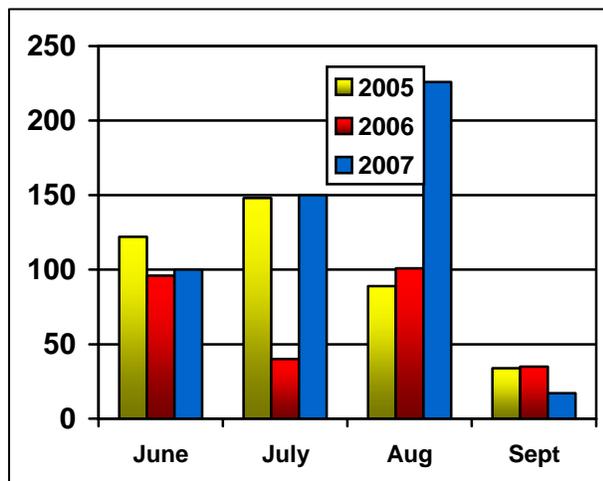
HC-130s flew .....271 hours  
 HH-60/65s flew.....472 hours

### JUN 2007 - SEP 2007

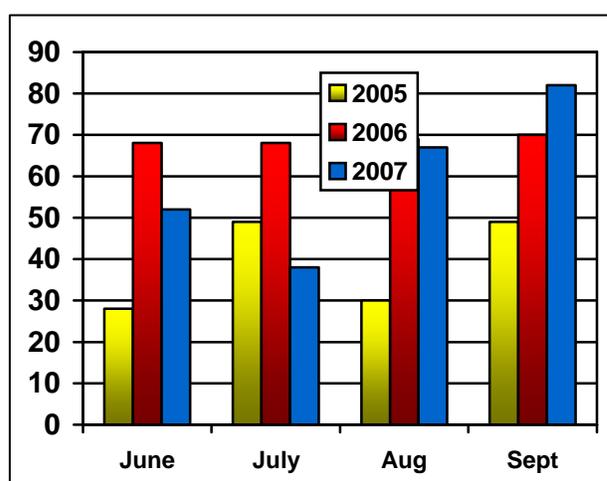
4 WHECs patrolled ..... 182 days  
 1 WMEC patrolled ..... 57 days  
 4 WLBs patrolled ..... 49 days  
 4 WPBs patrolled..... 136 days  
**Total Cutter patrol .....424 days**

HC-130s flew .....492 hours  
 HH-60/65s flew .....586 hours

**Figure 11. JUN - SEP HC-130 Hours**



**Figure 12. JUN - SEP Major Cutter Days**



## X. Maritime Security

The Coast Guard continues to work with the maritime community, including industry and federal, state and local agencies on Maritime Security. The Seventeenth Coast Guard District is committed to maintaining security on Alaska's waters for the protection of passengers, vessels, cargo, and terminals. The Seventeenth District will continue to expand vessel boardings, step up harbor patrols, increase escorts of certain ships carrying dangerous cargo, and broaden Coast Guard presence throughout the region.



A Coast Guard HH-60 helo crew from Air Station Kodiak practices airborne use of force tactics firing blanks with an M240 machine gun near Woman's Bay.

## XI. International Enforcement Meetings

Representatives of the Seventeenth District attended the annual Intergovernmental Consultative Committee on Fisheries (ICC) meeting in La Jolla, California September 19-21. The delegation also included representatives from USCG headquarters, NOAA headquarters, NMFS Alaska Region, NMFS Alaska Fisheries Science Center, States of Alaska and Washington, and the fishing industry. Both sides agreed to the major provisions of the enforcement agreement. The Russians realized that their reciprocal fishing proposal will not be accepted by the U.S. in the near future, and they are prepared to sign the comprehensive agreement once the MBL treaty is ratified by the Duma.

Representatives of the Seventeenth District attended the North Pacific Coast Guard Forum in St. Petersburg, Russia September 3-7. Russia explained the detection, pursuit, boarding and seizure of the RONG SENG 828, which was found 25nm outside Russia's EEZ on 7 July engaged in driftnet fishing. The vessel abandoned its gear in the water, but after being chased by the Border Service ship VOROVSKY, it eventually heaved to and was found to have 90 tons of salmon on board. The vessel was brought into Petropavlosk-Kamchatsky, and the salmon was determined to be of Russian origin. The driftnet gear was later retrieved by the Russians, and it may have been longer than 2.5km. The fate of the master and the vessel is still up unresolved. Russia noted that the RONG SENG 828 was also identified by an earlier Canadian flight.



FF/V RONG SENG 828

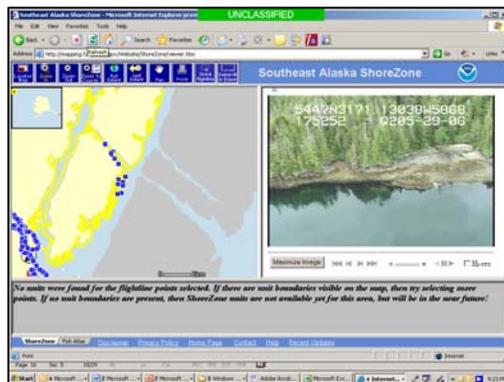


Cargo of Russian Salmon

Representatives of the Seventeenth District attended the Central Bering Sea Enforcement Meeting in Beijing, China. The only significant issue raised was a proposal by South Korea to use Korean vessels to conduct trial fishing on behalf of other signatories to the convention. Korea also reported that they intend to send two trial fishing vessels to the Donut Hole in November.

Representatives from the Seventeenth District attended the U.S. Coast Guard/ the Russian Northeast Border Guard Directorate Joint Working Group meeting in Petropavlovsk Kamchatsky, Russia September 15-21. Seventeenth District Commander Rear Admiral Arthur Brooks and Pacific Area Commander Vice Admiral Charles Wurster met with the Chief, Regional Border Guard Directorate (Far-Eastern District) Lt. General Valerii Putov as well as Chief, Northeast Border Guard Directorate Lt. General Aleksandr Lebedev. Several staff members from both countries were also in attendance. The parties discussed personnel exchange opportunities, joint patrols by U.S. and Russian vessels, and scientific data sharing, technology transfer, and tactical information sharing. The Rear Admiral Brooks and Lt. General Lebedev signed an Joint Action Plan officially agreeing to terms of the discussions. The USCGC BOUTWELL made a port call in Petropavlovsk as part of this meeting.

Seventeen District and Sector Juneau representative participated in the Canada United States Dixon Entrance Exercise in Ketchikan 17-21 September. A large contingent from U.S. and Canadian federal authorities as well as State of Alaska and British Columbia provincial authorities and industry representatives also shared in the exercise. Those agencies included the Canadian Coast Guard, Canadian Ministry of the Environment, the U.S. Department of the Interior, and Alaska Department of Environmental Conservation. The exercise simulated a major grounding and oil spill incident in Portland Canal with resulting response and impacts to resources such as fish and wildlife. The exercise Command Staff worked directly with NMFS Alaska Region effectively use the online mapping resources from the ShoreZone coastal mapping system and Alaska Nearshore Fish Atlas.



Canadian Navy personnel visited the Seventeenth District to discuss their operational and technical capabilities and information sharing opportunities. The meeting also included proposals for ways to provide joint tasking and patrols in the Gulf of Alaska as well as southeast Alaska.



During USCGC BOUTWELL's 90-day IUU/HSDN patrol, the cutter made several port calls including one in Shanghai, China in August. During the Shanghai visit, Vice Admiral Charles Wurster, commanding officer of U.S. Coast Guard Pacific Area, met with the China Coast Guard to discuss joint operations.

Vice Admiral Charles Wurster, commanding officer of U.S. Coast Guard Pacific Area, welcomed by the China coast guard during the U.S. Coast Guard Cutter BOUTWELL port call in Shanghai.

## *Appendix A*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
06/01/07	Joyce Marie	Seiner	Salmon	ST
06/05/07	Irish Mist	Longliner	Halibut	3A
06/05/07	Tacklebuster	Longliner	Halibut	3A
06/06/07	Clipper Endeavor	Longliner	Greenland Turbot/Sablefish	521/BS
06/06/07	Rocky V	Longliner	Halibut/Sablefish	2C/SE
06/07/07	Alaskan Mist	Longliner	Sablefish	WG
06/07/07	Chesapeake	Gillnetter	Salmon	ST
06/07/07	Eddy Sez	Gillnetter	Salmon	ST
06/07/07	Fishnpohl	Longliner	Halibut	2C
06/07/07	Keltie	Longliner	Halibut/Sablefish	3B/WG
06/07/07	Memories	Longliner	Sablefish	WG
06/07/07	Ocean Bay	Longliner	Sablefish	WG
06/07/07	Sea Storm	Trawler	No Product	610
06/08/07	Aleutian Belle	Longliner	Halibut	3B
06/08/07	Ora K	Seiner	Salmon	ST
06/09/07	AK5424AG	Troller	Salmon	ST
06/09/07	Aimee O	Seiner	Salmon	ST
06/09/07	Chan III	Troller	Salmon	ST
06/09/07	Western Queen	Longliner	Halibut/Sablefish	3A/CG
06/10/07	Bavaria	Longliner	Halibut/Sablefish	2C/SE
06/10/07	Blue Dolphin	Longliner	Halibut/Sablefish	2C/SE
06/10/07	Care Free	Troller	Salmon	ST
06/10/07	Fishin Magician	Jig Boat	Pacific Cod	620
06/10/07	Fyke	Seiner	Salmon	ST
06/10/07	Katie Lynn	Jig Boat	Pacific Cod	620
06/10/07	Kristiana	Longliner	Halibut	3A
06/10/07	Kruzof	Longliner	Halibut/Sablefish	3A/CG
06/10/07	Skaina	Pot Boat	Salmon	ST
06/10/07	Sunward	Longliner	Halibut	3A
06/10/07	White Cap II	Longliner	Halibut	2C
06/11/07	Anna Lane	Longliner	Halibut	3A
06/11/07	Caroline	Troller	Salmon	ST
06/11/07	Gold Dust	Troller	Salmon	ST
06/11/07	Happy Hooker	Troller	Salmon	ST
06/11/07	Heritage	Troller	Salmon	ST
06/11/07	Pegge	Troller	Salmon	ST
06/11/07	Rosalyn	Troller	Salmon	ST
06/11/07	Tradition	Longliner	Halibut	3A
06/11/07	Valid	Troller	Salmon	ST
06/12/07	Alysa Marie	Longliner	Halibut	3A

***Appendix A (Continued)***  
**01 JUN – 30 SEP Boardings Without Violations**

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
06/12/07	Bottom Line	Trawler	Northern Rockfish	630
06/12/07	Miss Michelle	Trawler	Northern Rockfish	630
06/12/07	Pacific Venture	Longliner	Halibut	3A
06/13/07	Dona Lina	Trawler	Northern Rockfish	630
06/13/07	Enterprise	Multirrigged	Northern Rockfish	630
06/14/07	Sundee Lynn	Longliner	Halibut	3A
06/15/07	Mar Pacifico	Trawler	Northern Rockfish	630
06/16/07	Lucky Lady	Longliner	Halibut	3B
06/16/07	Masonic	Longliner	Halibut	3B
06/17/07	Angelette	Longliner	Sablefish	CG
06/17/07	Ballad	Longliner	Halibut	3B
06/17/07	Clyde	Longliner	Halibut	3B
06/17/07	Providence	Longliner	Halibut	3B
06/17/07	Spicy Lady	Longliner	Halibut	3B
06/17/07	Woniya	Longliner	Halibut	3B
06/18/07	Beauty Bay	Support	Pacific Cod	610
06/18/07	Cindy Lee	Trawler	No Product	610
06/18/07	Legacy	Trawler	No Product	610
06/18/07	Silver Knight	Trawler	No Product	610
06/19/07	Arctic Wave	Longliner	Halibut	4A
06/19/07	Chomley	Troller	Salmon	ST
06/19/07	Karen Rae	Seiner	Salmon	ST
06/19/07	Sylvia	Troller	Salmon	ST
06/19/07	Traveler	Troller	Salmon	ST
06/22/07	Aleutian Spray	Pot Boat	Pacific Cod	610
06/23/07	Norcoaster	Longliner	Halibut/Sablefish	4B/AI
07/04/07	Procession	Trawler	Northern Rockfish	630
07/04/07	Shiloh	Trawler	Northern Rockfish	630
07/04/07	Wind Walker	Gillnetter	Salmon	ST
07/07/07	Ocean Fury	Seiner	Salmon	ST
07/07/07	Tempo Sear	Seiner	Salmon	ST
07/08/07	Destination	Seiner	Salmon	ST
07/08/07	Zone Five	Seiner	Salmon	ST
07/11/07	Alaskan Assasin	Gillnetter	Salmon	ST
07/11/07	Cindy Kay	Gillnetter	Salmon	ST
07/11/07	Nanesse	Gillnetter	Salmon	ST
07/11/07	Narda	Seiner	Salmon	ST
07/11/07	New Era	Seiner	Salmon	ST
07/11/07	Valhalla	Gillnetter	Salmon	ST
07/12/07	Kiska	Longliner	Pacific Cod	650

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
07/12/07	St Jo	Pot Boat	Salmon	ST
07/13/07	Dues Payer Ii	Longliner	Pacific Cod	610
07/13/07	Grant	Longliner	Pacific Cod	620
07/13/07	Home Fire	Gillnetter	Salmon	ST
07/13/07	Priest Point	Pot Boat	Pacific Cod	650
07/14/07	Gold Rush	Trawler	Pacific Cod	519
07/14/07	Golden Pisces	Trawler	Pacific Cod	519
07/14/07	Leslie Lee	Trawler	Pacific Cod	519
07/14/07	New West	Seiner	Salmon	ST
07/14/07	Quaker Maid	Seiner	Salmon	ST
07/14/07	Suka	Longliner	Pacific Cod	610
07/17/07	Bruin	Troller	Salmon	ST
07/17/07	Cape Fox	Gillnetter	Salmon	ST
07/17/07	Gray Seas	Gillnetter	Salmon	ST
07/17/07	Invictus	Gillnetter	Salmon	ST
07/17/07	Joint Venture	Gillnetter	Salmon	ST
07/17/07	Katie Ann	Support	No Product	640
07/17/07	Keta	Gillnetter	Salmon	ST
07/17/07	Kindred Spirit	Gillnetter	Salmon	ST
07/17/07	Mollie Lindell	Gillnetter	Salmon	ST
07/17/07	North Boy	Gillnetter	Salmon	ST
07/17/07	Patty Ann	Gillnetter	Salmon	ST
07/17/07	Ritz	Gillnetter	Salmon	ST
07/17/07	Shannon	Gillnetter	Salmon	ST
07/17/07	Silver Phantom	Gillnetter	Salmon	ST
07/17/07	Super Fly	Gillnetter	Salmon	ST
07/17/07	Tala Lea	Gillnetter	Salmon	ST
07/18/07	Trident	Longliner	Pacific Cod	519
07/19/07	Hail Mary	Seiner	Salmon	ST
07/19/07	Kilokak	Seiner	Salmon	ST
07/19/07	Rimrock	Gillnetter	Salmon	ST
07/19/07	Susan	Seiner	Salmon	ST
07/20/07	Emily Jane	Seiner	Salmon	ST
07/20/07	King Fisher	Troller	Salmon	ST
07/20/07	Marshall Tito	Seiner	Salmon	ST
07/20/07	Viorica	Longliner	Halibut	2C
07/24/07	Fran	Troller	Salmon	ST
07/24/07	St Peter	Gillnetter	Salmon	ST
07/26/07	West Rock	Longliner	Halibut	2C
07/27/07	Baltic	Longliner	Halibut	2C

**Appendix A (Continued)**  
**01 JUN – 30 SEP Boardings Without Violations**

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
07/27/07	Pacific Venture	Seiner	Salmon	ST
07/28/07	Showboat	Troller	Salmon	ST
07/29/07	Inseine	Gillnetter	Salmon	ST
07/29/07	Inseine	Gillnetter	Salmon	ST
07/29/07	Joon Sung Ho	Trawler	No Product	550
07/29/07	Martin	Longliner	Halibut	3A
07/29/07	Minne A	Gillnetter	Salmon	ST
07/29/07	Minne A	Gillnetter	Salmon	ST
07/30/07	Nambuk Ho	Trawler	No Product	550
07/30/07	Seymour	Longliner	Halibut	3A
08/01/07	Antares	Troller	Salmon	ST
08/01/07	Aurora	Troller	Salmon	ST
08/01/07	Dove	Troller	Salmon	ST
08/01/07	Georgia	Troller	Salmon	ST
08/01/07	Kelty	Longliner	Halibut	2C
08/01/07	Nirvana	Troller	Salmon	ST
08/01/07	Survivor	Trawler	No Product	640
08/01/07	Whisper	Troller	Salmon	ST
08/02/07	Alaska	Longliner	Halibut	3A
08/02/07	Northern Star	Troller	Salmon	ST
08/02/07	Terry Ann	Longliner	Halibut	3A
08/03/07	Talia	Seiner	Salmon	ST
08/04/07	North Fork	Troller	Salmon	ST
08/05/07	Ocean Hunter	Dredger	Scallops	ST
08/06/07	Defender	Trawler	Pollock	524
08/06/07	Pacific Fury	Trawler	Pollock	524
08/06/07	Starbound	Trawler	Pollock	524
08/07/07	Avalanche	Longliner	Halibut	3A
08/07/07	Coral	Longliner	Halibut	3A
08/07/07	Harlequin	Longliner	Halibut	3A
08/07/07	Varag	Longliner	Halibut	3A
08/08/07	Cape Spencer	Longliner	Halibut	3A
08/08/07	Gretchen S	Longliner	Halibut	3A
08/09/07	Adelyn L	Longliner	Halibut	3A
08/09/07	Alaska Ocean	Trawler	Pollock	524
08/09/07	Argosy	Trawler	Pollock	524
08/09/07	Artic Storm	Trawler	Pollock	524
08/09/07	Kodiak Isle	Longliner	Sablefish	CG
08/09/07	Misty Dawn	Trawler	Pollock	524
08/09/07	Northern Eagle	Trawler	Pollock	524

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
08/09/07	Ocean Prowler	Longliner	Halibut	3A
08/10/07	AK8240AG	Troller	Salmon	ST
08/10/07	Kortney Rachelle	Longliner	Halibut	2C
08/11/07	Christina T	Longliner	Halibut	2C
08/11/07	Kokomo	Longliner	Halibut	2C
08/11/07	Maddy K	Longliner	Halibut	2C
08/12/07	Star	Longliner	Halibut	2C
08/12/07	Viking Queen	Longliner	Halibut	2C
08/13/07	Alda B	Tender	Salmon	ST
08/13/07	Cobra	Longliner	Sablefish	CG
08/13/07	David N	Troller	Salmon	ST
08/13/07	Denali	Gillnetter	Salmon	ST
08/13/07	Njord	Gillnetter	Salmon	ST
08/13/07	Rainbow	Longliner	Halibut	3A
08/13/07	Seena	Gillnetter	Salmon	ST
08/13/07	Shannon Hope	Gillnetter	Salmon	ST
08/13/07	Sisu	Gillnetter	Salmon	ST
08/15/07	Charlyda	Seiner	Salmon	ST
08/15/07	Jull-Anne-I	Seiner	Salmon	ST
08/16/07	Advantage	Seiner	Salmon	ST
08/16/07	Crimson Beauty	Seiner	Salmon	ST
08/16/07	Erika	Seiner	Salmon	ST
08/16/07	Kaiwik	Seiner	Salmon	ST
08/16/07	Lorena Marie	Seiner	Salmon	ST
08/16/07	Nomad Ii	Longliner	Halibut	3A
08/16/07	Pacific Ram	Trawler	Pacific Ocean Perch	630
08/16/07	Sisiutl	Seiner	Salmon	ST
08/16/07	Tib	Seiner	Salmon	ST
08/16/07	Time Bandit	Seiner	Salmon	ST
08/16/07	Whisper	Longliner	Halibut	2C
08/17/07	Ariel	Longliner	Halibut	2C
08/17/07	Blue Jay	Longliner	Halibut	2C
08/17/07	Cherry Marie	Longliner	Halibut	2C
08/17/07	Denise Marie	Seiner	Salmon	ST
08/17/07	Ida Marie	Longliner	Halibut	2C
08/17/07	Jacquelyn W	Seiner	Salmon	ST
08/17/07	Jean	Longliner	Halibut	2C
08/17/07	Maggy J	Seiner	Salmon	ST
08/17/07	Marci La Rae	Seiner	Salmon	ST
08/17/07	Natalia	Seiner	Salmon	ST

## *Appendix A (Continued)*

### 01 JUN – 30 SEP Boardings Without Violations

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
08/17/07	Rolfy	Seiner	Salmon	ST
08/17/07	Sally N	Seiner	Salmon	ST
08/17/07	Sand Dollar	Longliner	Halibut	2C
08/17/07	Suzie Q	Longliner	Halibut	2C
08/17/07	Three Angels	Seiner	Salmon	ST
08/18/07	Corsair	Longliner	Halibut	2C
08/18/07	Vanguard	Trawler	No Product	521
08/19/07	Arminta	Longliner	Halibut	2C
08/19/07	C Hawk	Longliner	Halibut	2C
08/19/07	Cest La Vie	Longliner	Halibut	2C
08/19/07	Desiree	Longliner	Halibut	2C
08/19/07	High Hope	Longliner	Halibut	2C
08/19/07	Iona B	Longliner	Halibut	2C
08/19/07	Marcia K	Longliner	Halibut	2C
08/19/07	Nekton	Longliner	Halibut	2C
08/19/07	Northern Husky	Longliner	Halibut	2C
08/19/07	Pioneer	Longliner	Halibut	2C
08/20/07	Butterfly	Longliner	Halibut	3A
08/20/07	Favorite	Gillnetter	Salmon	ST
08/20/07	Grey Hound	Longliner	Halibut	2C
08/20/07	Janine Kathleen	Seiner	Salmon	ST
08/20/07	Yankee Boy	Gillnetter	Salmon	ST
08/22/07	Arctic Fox	Support	Salmon	ST
08/23/07	Progress	Troller	Salmon	ST
08/25/07	Astri	Troller	Salmon	ST
08/25/07	Clipper Express	Longliner	Pacific Cod	610
08/25/07	Oracle	Gillnetter	Salmon	ST
08/25/07	Sarah E	Troller	Salmon	ST
08/25/07	Trinity	Troller	Salmon	ST
08/27/07	Gladiator	Trawler	Pollock	521
08/27/07	Northern Glacier	Trawler	Pollock	521
08/27/07	Northern Hawk	Trawler	Pollock	521
08/28/07	Blue North	Longliner	Pacific Cod	521
08/29/07	Challenge	Seiner	Salmon	ST
08/29/07	Maggy J	Seiner	Salmon	ST
08/29/07	Miss Danica	Seiner	Salmon	ST
08/29/07	New Dawn	Seiner	Salmon	ST
08/29/07	Pacific Glacier	Trawler	Pollock	521
08/29/07	Windigo	Seiner	Salmon	ST
08/30/07	Blue Attu	Longliner	Halibut	4E

***Appendix A (Continued)***  
**01 JUN – 30 SEP Boardings Without Violations**

DATE	VESSEL NAME	VESSEL TYPE	FISHERY	AREA
08/31/07	Caitlin Ann	Trawler	Pollock	521
09/01/07	Chelsea K	Trawler	Pollock	521
09/01/07	Mark I	Trawler	Pollock	521
09/01/07	Vasteraalen	Trawler	Pollock	521
09/02/07	Blue Gladus	Longliner	Pacific Cod	524
09/04/07	Alaska Command	Trawler	Pollock	521
09/04/07	Auriga	Trawler	Pollock	521
09/05/07	Caravelle	Longliner	Pacific Cod	630
09/05/07	Clipper Eric	Trawler	Pacific Cod	521
09/07/07	Arizona	Longliner	Pacific Cod	630
09/07/07	Avalanche	Longliner	Pacific Cod	630
09/07/07	Destroyer	Longliner	Pacific Cod	630
09/07/07	Glacier	Longliner	Pacific Cod	630
09/07/07	Resurrection	Longliner	Pacific Cod	630
09/07/07	Tongass Lady	Trawler	Pacific Cod	630
09/08/07	Night Hawk	Troller	Salmon	ST
09/09/07	Laura	Trawler	Pacific Cod	630
09/09/07	Sylvia Star	Seiner	Salmon	ST
09/10/07	Automatic	Longliner	Pacific Cod	610
09/10/07	New Life	Longliner	Halibut	3B
09/12/07	Alaska Beauty	Trawler	Pacific Cod	610
09/12/07	Hazel Loraine	Trawler	Pacific Cod	610
09/13/07	Legacy	Trawler	Rock Sole	519
09/13/07	Seeker	Trawler	Pollock	519
09/18/07	North Runner	Troller	Salmon	ST
09/19/07	Tribute	Longliner	Pacific Cod	640
09/21/07	Aldeberan	Trawler	Pollock	519
09/21/07	American Eagle	Trawler	Pollock	519
09/21/07	Aurora	Trawler	Pollock	519
09/21/07	Pacific Explorer	Trawler	Pollock	519
09/21/07	Pacific Prince	Trawler	Pollock	519
09/21/07	Sovereignty	Trawler	Pollock	519
09/22/07	Half Moon Bay	Trawler	Pollock	517
09/22/07	Majesty	Trawler	Pollock	517
09/22/07	Seawolf	Trawler	Pollock	517

**Appendix B**  
**01 JUN – 30 SEP Boardings With Violations**

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
06/01/07	Sycamore	Alaska Pacific	Seiner	Salmon	ST	Safety violation issued for insufficient visual distress signals
06/08/07	Liberty	Alsek	Seiner	Salmon	ST	Safety violation issued for expired EPIRB.
06/09/07	Liberty	Ingrid Elaine	Troller	Salmon	ST	Safety violation issued for expired EPIRB
06/09/07	Liberty	Miss Oliva	Troller	Salmon	ST	Safety violation issued for insufficient visual distress signals
06/10/07	Spar	Odyssey	Jig Boat	Pacific Cod	620	Voyage terminated for expired liferaft, expired liferaft hydrostatic release, expired EPIRB, insufficient visual distress signals, and insufficient fire fighting equipment
06/11/07	Maple	Grace	Troller	Salmon	ST	Safety violation issued for expired visual distress signals
06/18/07	Hickory	Inlet Beauty	Trawler	Pacific Cod	610	Voyage terminated for insufficient survival suits, insufficient fire fighting equipment, inoperative running lights, insufficient sound producing device, insufficient life ring buoy, improperly marked lifesaving equipment, and insufficient bilge alarms.
06/20/07	Mustang	Contender	Trawler	Northern Rockfish	630	Safety violation issued for insufficient fire fighting equipment and failure to carry current certificate of documentation
06/20/07	Mustang	Olga Dawn	Trawler	Northern Rockfish	630	Safety violation issued for insufficient survival suits.
07/04/07	Spar	Amanda Dawn	Trawler	Pacific Cod	610	Safety violation issued for improperly mounted EPIRB
07/04/07	Mustang	Bounty	Trawler	Northern Rockfish	630	Safety violation issued for insufficient life ring buoys
07/04/07	Sycamore	Kelsy Lynn	Gillnetter	Salmon	ST	Safety violation issued for insufficient life ring buoys
07/04/07	Spar	Kevleen-K	Support	Pacific Cod	610	Safety violation issued for expired EPIRB
07/07/07	Spar	Julia Sue	Seiner	Salmon	ST	Voyage terminated for expired EPIRB, expired EPIRB hydrostatic release, insufficient tending line, and expired immersion suit marker light batteries
07/11/07	Liberty	Tara Lea	Gillnetter	Salmon	ST	Voyage terminated for insufficient immersion suits
07/12/07	Sycamore	Sea Hunter	Support	No Product	ST	Safety violation issued for expired life raft, insufficient fire fighting equipment, insufficient life ring buoys, failure to carry current documentation, and exposed hazards
07/14/07	Liberty	Ocean Fresh	Seiner	Salmon	ST	Safety violation issued for insufficient visual distress signals
07/17/07	Liberty	Day Break	Gillnetter	Salmon	ST	Safety violation issued for insufficient immersion suit marker lights
07/17/07	Liberty	Hey Joe	Gillnetter	Salmon	ST	Safety violation issued for improperly marked life ring buoys, expired visual distress signals and failure to secure marine sanitation device from overboard discharge
07/17/07	Liberty	Kesia Dawn	Seiner	Salmon	ST	Safety violation issued for insufficient immersion suit marker lights
07/17/07	Liberty	Kristine	Gillnetter	Salmon	ST	Safety violation issued for insufficient immersion suit marker lights and failure to carry current certificate of documentation
07/17/07	Roanoke	Raven Bay	Longliner	Pacific Cod	519	Safety violation issued for failure to carry EPIRB

**Appendix B(Continued)**  
**01 JUN – 30 SEP Boardings With Violations**

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
07/19/07	Spar	Bluefox	Longliner	Halibut	3A	Safety violation issued for expired EPIRB hydrostatic release, inoperative sound producing device, expired immersion suit marker light battery
07/19/07	Spar	Resurrection	Seiner	Salmon	ST	Safety violation issued for insufficient sound producing device and improperly maintained lifesaving equipment
07/19/07	Spar	Van Elliot	Seiner	Salmon	ST	Safety violation issued for expired liferaft
07/20/07	Liberty	Amber Lynn	Seiner	Salmon	ST	Safety violation issued for insufficient liferaft
07/24/07	Anacapa	Miss Allison	Gillnetter	Salmon	ST	Safety violation issued for failure to display oil pollution, injury, and garbage placards
07/28/07	Hickory	Osean Breeze	Troller	Salmon	ST	Safety violation issued for failure to carry current registration and insufficient visual distress signals
07/29/07	Anacapa	Clew	Gillnetter	Salmon	ST	Safety violation issued for failure to carry current certificate of documentation
07/29/07	Anacapa	Clew	Gillnetter	Salmon	ST	Safety violation issued for failure to carry current certificate of documentation
07/29/07	Anacapa	Sea Bird	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals
07/29/07	Anacapa	Sea Bird Ii	Gillnetter	Salmon	ST	Safety violation issued for expired visual distress signals
08/01/07	Roanoke	Hi Tech	Trawler	No Product	640	Safety violation issued for expired liferaft
08/01/07	Anacapa	Pagan	Troller	Salmon	ST	Safety violation issued for expired EPIRB and expired EPIRB hydrostatic release
08/01/07	Roanoke	Yukon	Trawler	No Product	640	Safety violation issued for failure to carry current registration and improperly marked EPIRB batteries
08/05/07	Liberty	Pearl J	Longliner	Halibut	3A	Safety violation issued for failure to carry current registration
08/07/07	Liberty	Sound Pacer	Seiner	Salmon	ST	Safety violation issued for expired EPIRB and expired EPIRB hydrostatic release
08/09/07	Liberty	Sarah Nicole	Longliner	Halibut	3A	Voyage terminated for expired EPIRB, insufficient liferaft, insufficient immersion suits, and insufficient visual distress signals
08/10/07	Zephyr	Caribou	Longliner	Halibut	2C	Voyage terminated for insufficient immersion suits
08/11/07	Zephyr	Fin	Longliner	Halibut	2C	Fisheries violation issued for failure to provide a seabird avoidance plan
08/11/07	Zephyr	Stikine Sirit	Longliner	Halibut	2C	Safety violation issued for insufficient life ring buoys
08/12/07	Zephyr	Ann Louise	Longliner	Sablefish	SE	Fisheries violation issued for failure to provide a seabird avoidance plan
08/13/07	Zephyr	Pacific Storm	Gillnetter	Salmon	ST	Safety violation issued for failure to carry current certificate of documentation
08/15/07	Spar	Fiona	Seiner	Salmon	ST	Safety violation issued for expired EPIRB and failure to carry current certificate of documentation
08/16/07	Liberty	Miss Maliss	Seiner	Salmon	ST	Safety violation issued for insufficient visual distress signals and insufficient immersion suit marker lights

**Appendix B(Continued)**  
**01 JUN – 30 SEP Boardings With Violations**

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
08/16/07	Liberty	Sulina	Seiner	Salmon	ST	Safety violation issued for expired liferaft hydrostatic release and insufficient immersion suit marker lights
08/16/07	Liberty	Thalassa	Seiner	Salmon	ST	Safety violation issued for inoperative immersion suit marker lights
08/17/07	Zephyr	Jenny Marie	Longliner	Halibut	2C	Safety violation issued for expired visual distress signals and insufficient immersion suit marker lights
08/17/07	Zephyr	Quest	Longliner	Halibut	2C	Safety violation issued for insufficient fire fighting equipment
08/17/07	Liberty	Salmon Bay	Seiner	Salmon	ST	Safety violation issued for expired liferaft hydrostatic release and inoperative immersion suit marker lights
08/18/07	Zephyr	Neskowin	Longliner	Halibut	2C	Safety violation issued for insufficient sound producing device
08/20/07	Anacapa	Bronze Maiden	Gillnetter	Salmon	ST	Voyage terminated for insufficient liferaft
08/20/07	Anacapa	Long Island Ii	Troller	Salmon	ST	Safety violation issued for insufficient immersion suit marker lights and failure to display an oil pollution placard
08/22/07	Spar	Karma	Seiner	Salmon	ST	Safety violation issued for expired liferaft hydrostatic release and improperly maintained lifesaving equipment
08/25/07	Zephyr	Indiana	Tender	Salmon	ST	Safety violation issued for expired visual distress signals and insufficient immersion suits
08/25/07	Zephyr	Jubilee	Troller	Salmon	ST	Voyage terminated for insufficient visual distress signals, insufficient immersion suits, insufficient life ring buoys
08/28/07	Midgett	Lucky Lady	Longliner	Halibut	4E	Fisheries fix-it ticket issued for failure to properly maintain logbooks
08/29/07	Roanoke	Silversword	Seiner	Salmon	ST	Safety violation issued for expired EPIRB and failure to carry current certificate of documentation
08/29/07	Midgett	Western Dawn	Trawler	Pollock	521	Fisheries warning issued for failure to properly maintain logbooks
08/30/07	Midgett	Fierce Allegiance	Trawler	Pollock/Pacific Cod	521	Fisheries warning issued for failure to submit logbooks in a timely manner
08/31/07	Midgett	Bristol Leader	Longliner	Pacific Cod	521	Fisheries violation issued for retention of prohibited species (salmon)
09/01/07	Midgett	Nordic Fury	Trawler	Pollock	521	Fisheries violation issued for failure to carry federal fisheries permit onboard and failure to submit logbooks in a timely manner
09/02/07	Midgett	American Triumph	Trawler	Pollock	524	Fisheries violation issued for retention of prohibited species (crab)
09/03/07	Midgett	Viking	Trawler	Pollock	524	Fisheries violation issued for failure to properly maintain and submit logbooks in a timely manner
09/05/07	Hickory	Breezy Dee	Seiner	Salmon	ST	Safety violation issued for insufficient EPIRB, insufficient visual distress signals, inoperative navigation lights, failure to carry current certificate of documentation
09/05/07	Hickory	Cora Maria	Seiner	Salmon	ST	Safety violation issued for expired visual distress signals and improper marine sanitation device

***Appendix B(Continued)***  
**01 JUN – 30 SEP Boardings With Violations**

DATE	UNIT	VESSEL NAME	VESSEL TYPE	FISHERY	AREA	VIOLATION NOTES
09/05/07	Mustang	Irene H	Pot Boat	Pacific Cod	630	Fisheries violation issued for failure to properly maintain logbooks
09/09/07	Mustang	Family Pride	Trawler	No Product	630	Safety violation issued for insufficient immersion suits and improperly marked life ring buoys
09/09/07	Mustang	Royal Salute	Longliner	Halibut	3A	Safety violation issued for expired EPIRB battery
09/12/07	Mustang	Pamela Dawn	Longliner	Halibut	3B	Safety violation issued for insufficient visual distress signals, improperly mounted EPIRB, and failure to carry current certificate of documentation
09/12/07	Mustang	Rebecca Rae	Longliner	Halibut	3B	Safety violation issued for expired visual distress signals and expired liferaft hydrostatic release
09/13/07	Midgett	Ocean Explorer	Trawler	Pollock	519	Fisheries violation issued for failure to properly maintain logbooks
09/14/07	Juneau	Triad	Troller	Salmon	ST	Safety violation issued for inoperative navigation lights