



U.S. Coast Guard Districts 11 & 13

11th District (D11) *(California)*

Rear Admiral Joseph Servidio
- District Commander

LT Shannon Anthony
- LMR Program Manager

Ms. Peg Murphy
- Fishing Vessel Safety Coordinator



13th District (D13) *(Washington & Oregon)*

Rear Admiral Richard Gromlich
- District Commander

LCDR Gregg Casad
- LMR Program Manager

Mr. Dan Hardin
- Fishing Vessel Safety Coordinator



Pacific Fishery Management Council

April 2016



Homeland
Security



U.S. COAST GUARD



2015 Fisheries Enforcement Report

- **CG Involvement in Fisheries Management**
- **D13/D11 Resources Updates**
- **2015 Fisheries Enforcement Activity Summary**
- **Fishing Vessel Safety**



Homeland
Security



U.S. COAST GUARD



OCEAN GUARDIAN **Strategic Plan**

OCEAN GUARDIAN Framework

- 1) Sound Regulations
- 2) Effective Presence
- 3) Application of Technology
- 4) Productive Partnerships

Coast Guard Objectives

- 1) Prevent Encroachment of the U.S. EEZ
- 2) Ensure Compliance with Domestic Fisheries Regulations
- 3) Ensure Compliance with International Agreements



Homeland
Security



U.S. COAST GUARD



Living Marine Resources Management Partnerships



Pacific States Marine
Fisheries Commission

North Pacific Fishery
Management Council

Pacific Fishery Management Council

International Pacific
Halibut Commission

U.S./Canada Tuna
Treaty Deliberations

National Marine
Sanctuaries

Marine Mammal
Stranding Network



Homeland
Security



U.S. COAST GUARD

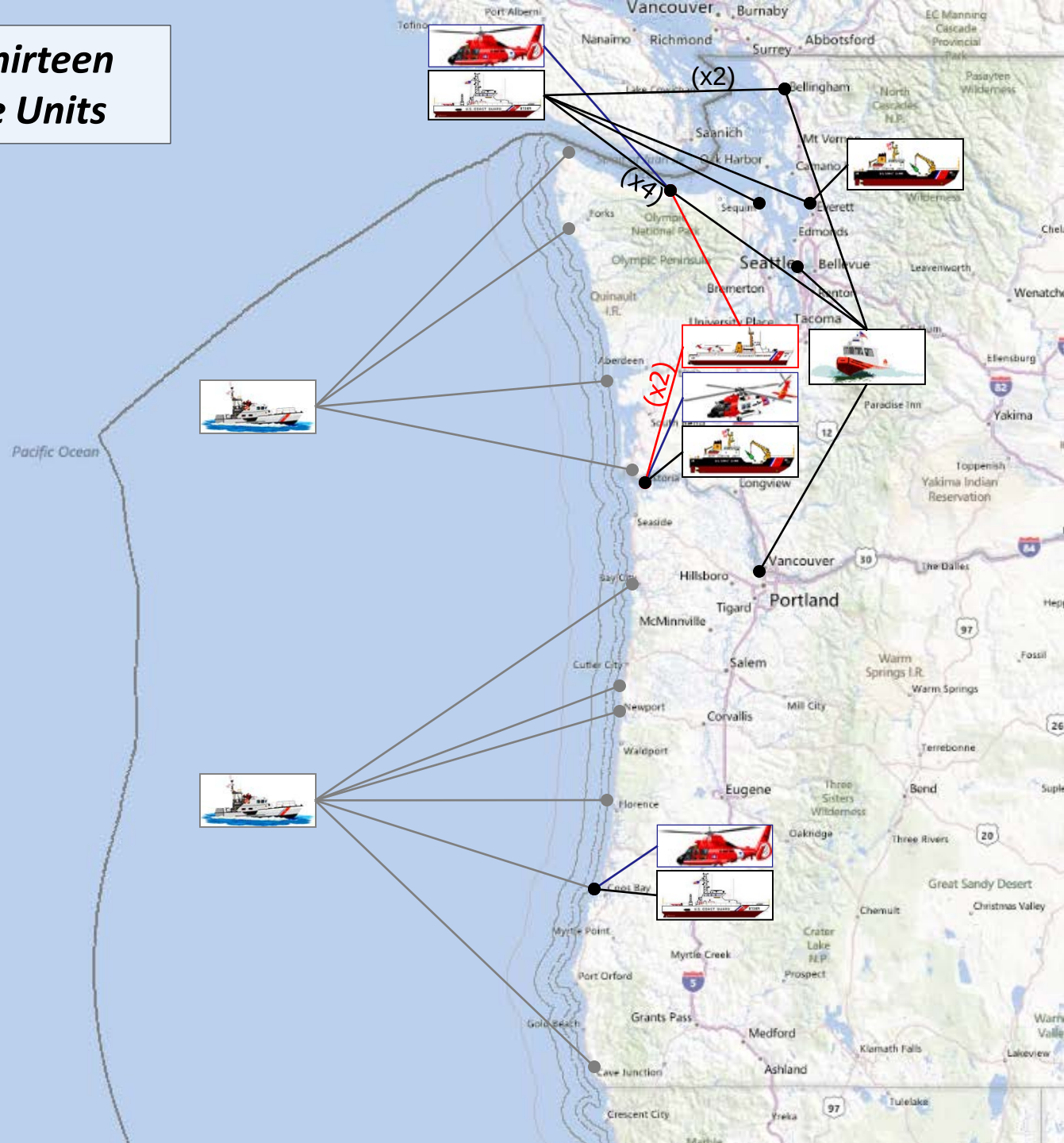


District Thirteen Response Units



Total District Assets

CG Cutters	15
Helicopters	11
Small Boats	59



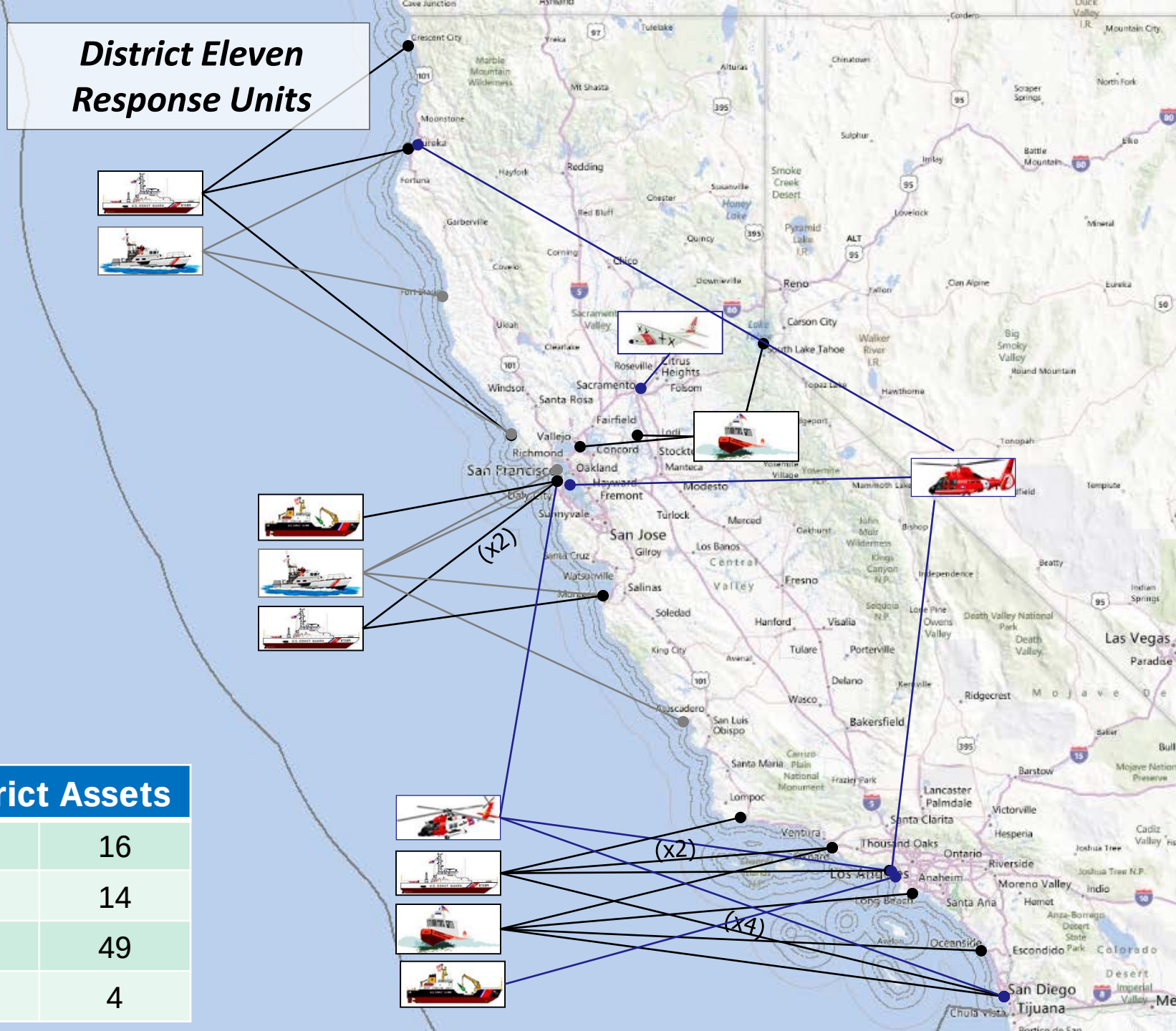


District Eleven Response Units



Total District Assets

CG Cutters	16
Helicopters	14
Small Boats	49
Fixed Wing	4





Coast Guard Missions



Homeland Security



U.S. COAST GUARD



CG LMR Enforcement Training

Pacific Regional Fisheries Training Center

- CA, OR, WA, HI and Guam
- Partnering agency participation



2015 PRFTC Training Statistics:

- 53 units
- 152 personnel

Resident Training in Alameda, CA



Homeland
Security



U.S. COAST GUARD

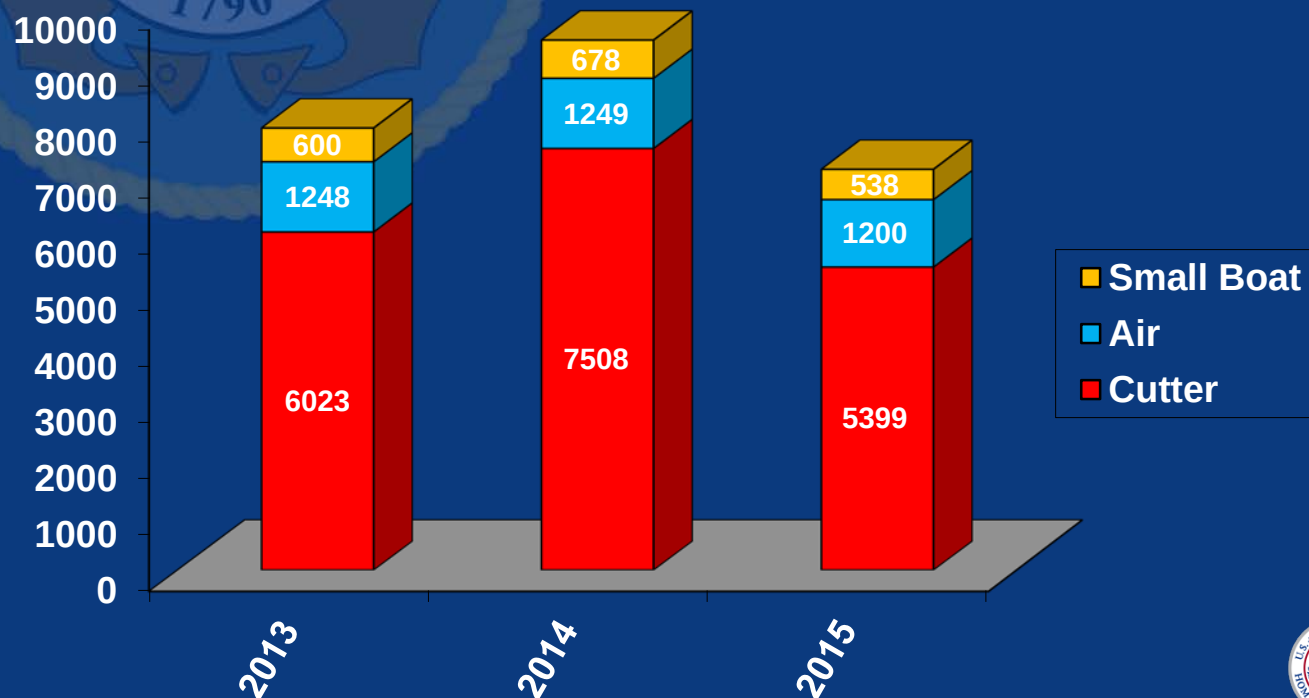


West Coast Efforts

Resource Hours

Boardings: 1,028

Violations: 43



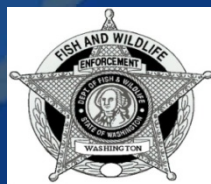
Homeland
Security



U.S. COAST GUARD



Joint Enforcement Initiatives



Homeland
Security



U.S. COAST GUARD



Marine Protected Species

- **OCEAN STEWARD** Strategic Plan
- **Marine Mammal Stranding Network**
- **National Marine Sanctuaries**
- **2015 Operational Highlights**
 - 22 USCG Responses



Homeland
Security



U.S. COAST GUARD



High Seas Drift Nets / IUU Fisheries



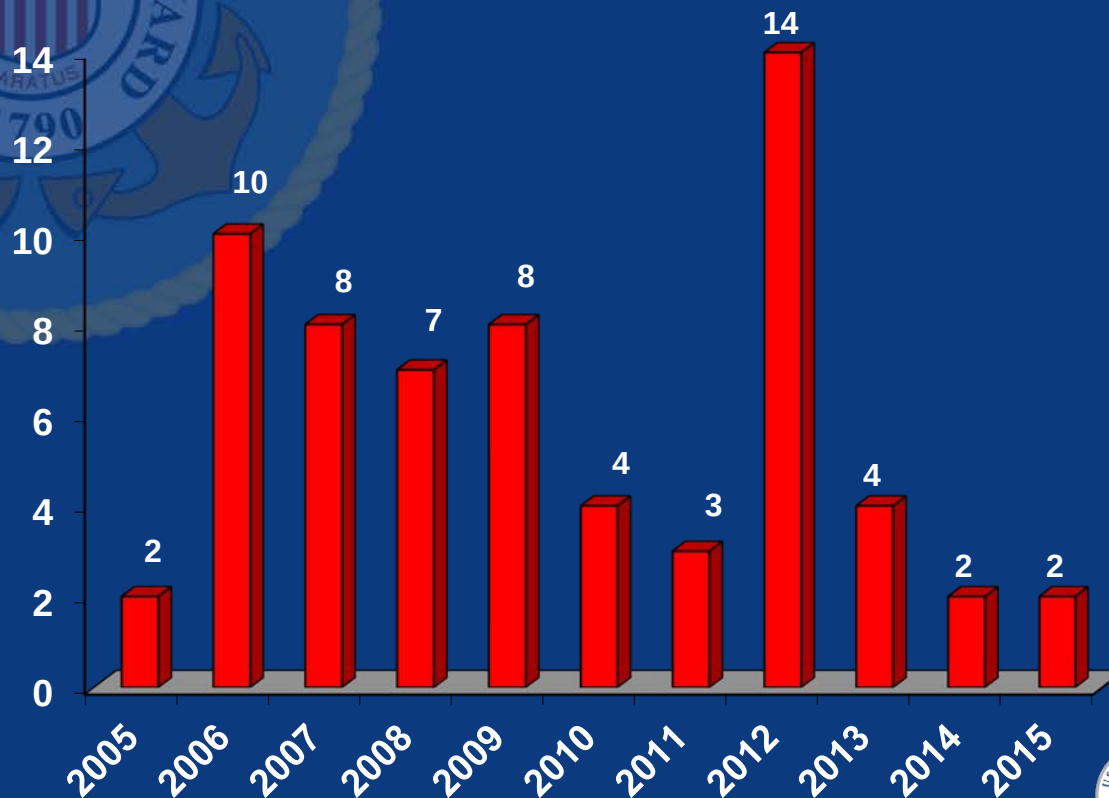
Homeland
Security



U.S. COAST GUARD



Commercial Fishing Vessel Lives Lost U.S. West Coast



Homeland
Security



U.S. COAST GUARD



Recreational Fishing Vessel Casualties U.S. West Coast



Fatalities/Lost Persons

10

Medical Assistance

5

Capsized Vessels

3

Overdue Vessels

2

0 2 4 6 8 10



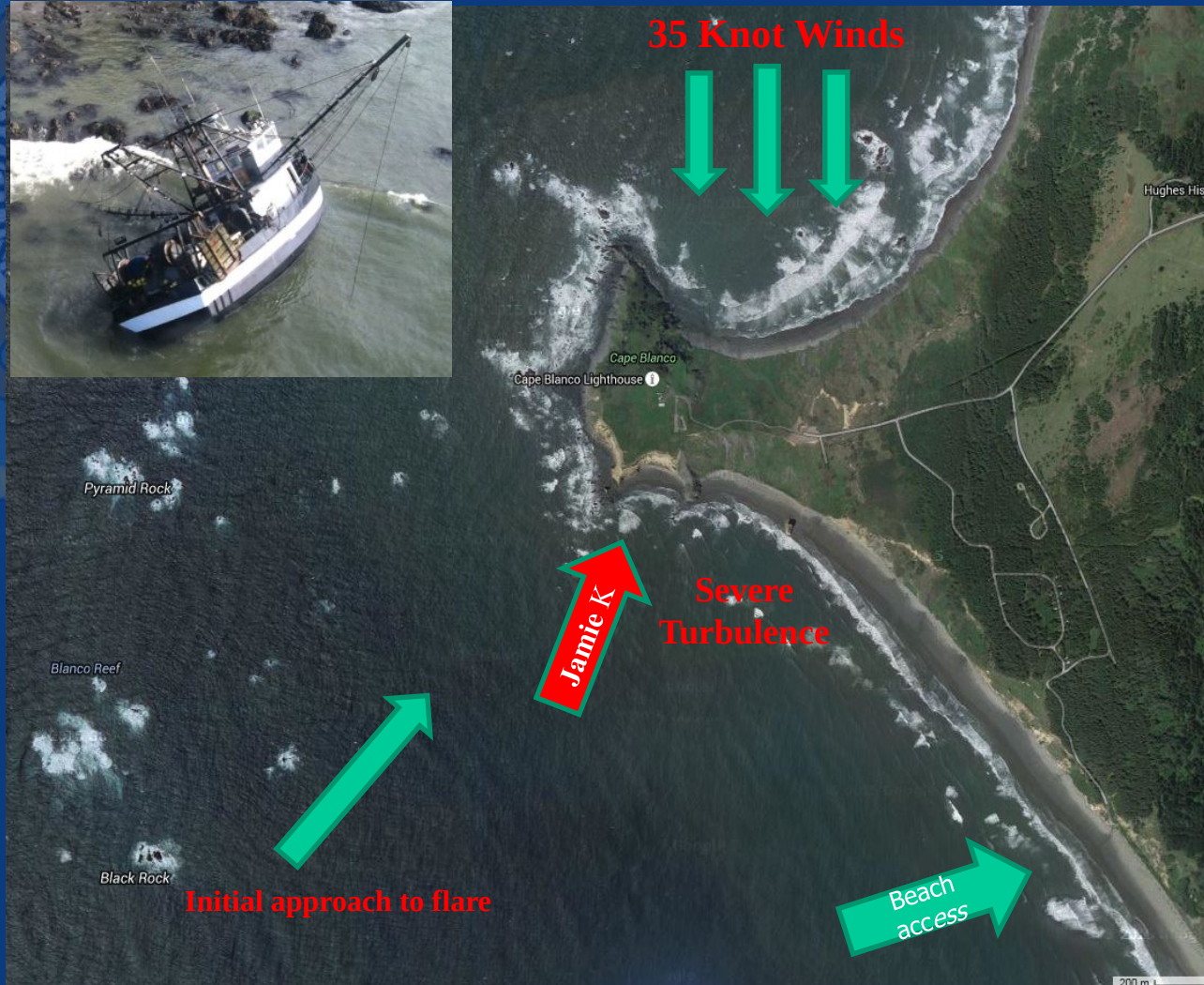
Homeland
Security



U.S. COAST GUARD



F/V JAMIE K Rescue



U.S. COAST GUARD



F/V JAMIE K Rescue



F/V JAMIE K



U.S. COAST GUARD



F/V JAMIE K *Rescue*



U.S. COAST GUARD



F/V JAMIE K

Rescue



U.S. COAST GUARD



F/V JAMIE K

Rescue

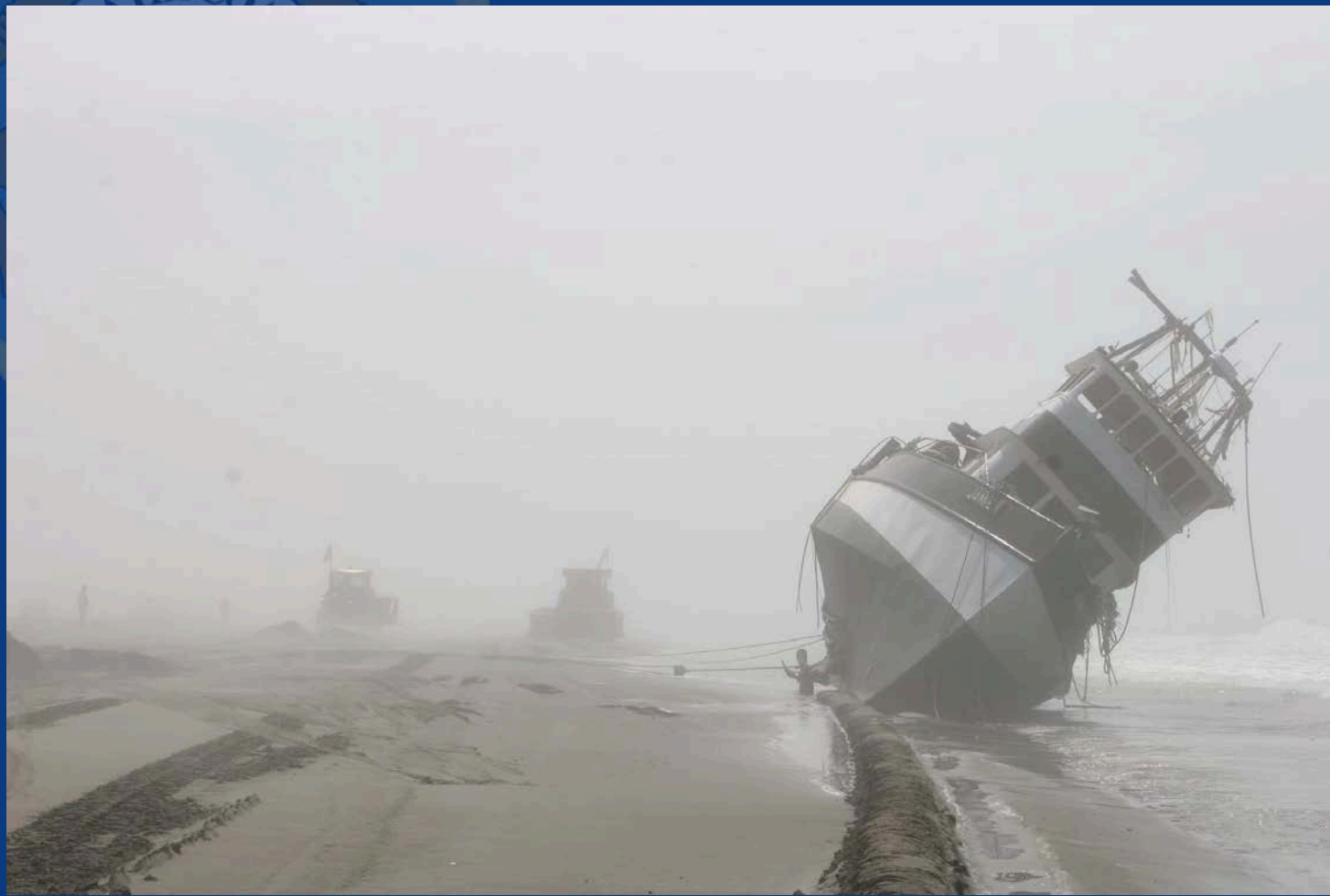


U.S. COAST GUARD



F/V JAMIE K

Rescue



U.S. COAST GUARD

Article by Lt. Justin Church, USCG and Lt. J.G. Winesley Jones
USCG

The duty night ended just like scheduled: we finished a night off-boat hunting flight, put the aircraft to bed and slept the night off. A couple hours into our seventh night commercial flying vessel (FV) on 1:40 am, reporting a 60 fms Cape Hatteras with three people on board.

Waking from a deep sleep, I heard the co-pilot, Lt. J.G. Wesley Jones, run across the hall towards the locker-room, Lt. J.G. Wesley, aircraft commander, Lt. Justin Church, stumbled my way, I, the command crew for amplifying information, and I, the command crew for amplifying information. As I walked into the living room, "We recorded their latitude and longitude position and their status that a surface asset would be hours out, if they reached their position at the end of the night, we were dependent on the information presented. The last thing I heard was 'We're

Southwest Oregon Regional Airport, KOTH, was reporting 300 ft ceilings and eight statute miles (SM) of visibility. There was no moon or illumination and the only other weather reporting source near the scene was reporting 300 feet ceilings and one and a half SM of visibility. There was no instrument procedures serving the airfield. Soon after takeoff we realized the 300 feet - eight SM observation only applied looking east. As we stepped out of the

to the west, visibility immediately dropped to under three SM. Additionally, we recalled the seas were six feet from our training the night before.

Crescent City, the nearest instrument field to the north, was reporting even worse. Newport, the nearest instrument field to the north, forecast was as low as 400 feet ceilings—three SM visibility through the night. Armed with the knowledge of an upcoming Limited Instrument Flight Rules (LIFR), we elected to go offshore to transit the 44-nautical miles (NMI) range, we elected to go offshore to approach to the water in the vicinity of so many offshore reefs and reefs off Cape Blanco. As a crew, we decided to wait until we could come home for fuel due to the weather.

As we rounded Cape Agassiz, with no illumination or horizon on our night vision goggles (NVG), we relied solely on the radar to remain west of the offshore reefs. Once you round Cape Agassiz, there is only one town, Barrow, to avoid. In the past, there have been, however, none of the lights cut through the cultural illusions. I posed a local flight plan that would allow the crew to reach the coast with flight plan that would offer a low-level route down the coast. I was heads down loading the SAR Super's flight plan into the Control Display Unit (CDU) and began preparations to expedite the transition to a hover.

to fog blowing from across the Cape Blanco peninsula, hounding
was down and over the F/V, further evident on the surface of
on water in the form of "catpaws." We maintained the surface of
ove Above Ground Level (AGL). We maintained the surface of
t of south of the

[illegible]

life raft were holding on to the bow. The four men in the (100 yards) was a rock cliff that stretched as far as we could see to the left (west). Approximately 250 yards to the east northwest was the very edge of the beach that continues to run the remainder of the shoreline south. We put our faith in A-72 Hentury and the shorelines that continues to run southwest either the beach or each survivor further offshore (what is) exposed.

ry, the hovering posed serious challenges to day one in the hole when your entire hole is literally utilizing every corner of the bull. It is a

...utilizing every conscious brain cell. (L) J. Jones did not find a job that involves heavy and power tools. (L) "Peter's" is 10' as we continue to settle. (L) passing through 90 feet when you settle. (L) need will start you in the face. The First (L) needlessly pretty soon on three. (L) no exceptions.

...continued to the MHI-65D, the aircraft is in use in design of the MHI-65D. It is a heavy, an 100 percent which is a 10.0 on the FL3 brand. (L) features. A Full Aircraft Digital Engine (L) features. There's an over-engineered 100 percent (L) pushed to 335 before putting in more torque. (L) reduce clutch run, we experienced a rapid (L) 35 feet down a 100 percent. (L) (MCH) over-engineered 100 percent that was (L) 100 percent. After completing the required (L) do the right manual required to short (L) the right manual required to short (L) firm maximum. (L) the crew could (L) of the Rescue Service (RS) at 130 feet (L) southwest of the raft. Once the hoist was

complete, the crew remained in the raft to monitor the situation.

After moving the customer's rescue attempt and provide cover. The Electrical Technician 1st Class (AET1) knew passed the "night vision" spotlight controls to the expert to keep Aviation Survival Technician 2nd Class (AST2) Harry illuminated. At this point, we felt completely comfortable remaining on scene as our RS stucked in and around rocks in the surf. The gain simply outweighed the risk.

As we watched AST2 Harry...
contemplated how...

As we watched AST2 Harry traverse back and forth, we contemplated how we were going to wrap up the case with bings rapidly approaching. With the alien mission landing criteria allowing for continued flight to the desired recovery base, we essentially considered our time in the hour as extra flight time

two days after the rescue of all four fishermen.
Dave Sykes, USCG.

