

U. S. COAST GUARD

2019 REPORT



TO THE PACIFIC FISHERY MANAGEMENT COUNCIL

April 2020

*Prepared By:
Eleventh U.S. Coast Guard District
Thirteenth U.S. Coast Guard District*

I. U.S. Coast Guard Resources

The U.S. Coast Guard (USCG) has two districts overseeing U.S. waters off the western coastal states. The Eleventh District (D11) area of responsibility includes the waters off the coast of California out to 200 nautical miles. The Thirteenth District (D13) area of responsibility includes the waters off the coasts of Washington and Oregon out to 200 nautical miles, as well as Washington internal waters and the Columbia River. Resources used for fisheries enforcement include cutters, aircraft, and boats from coastal stations.

Cutters

Patrol Boats/Fast Response Cutters: The primary surface fisheries law enforcement patrol resources are the 87' Coastal Patrol Boats, 110' Patrol Boats, and 154' Fast Response Cutters. Due to sea keeping and endurance limitations, patrol boats typically patrol within 50 nautical miles of shore. D11 patrol boats include thirteen 87' Coastal Patrol Boats located at coastal ports throughout the state and four Fast Response Cutters in San Pedro. D13 patrol boats include nine 87' Coastal Patrol Boats located in Puget Sound and Strait of Juan de Fuca ports, as well as one 110' Patrol Boat home-ported in Port Angeles, Washington, and one in Coos Bay, Oregon.

Buoy Tenders: Buoy tenders conduct periodic law enforcement, including fisheries enforcement, in conjunction with their primary mission of maintaining aids to navigation. D11 buoy tenders include one 225' Seagoing Buoy Tender home-ported in San Francisco and one 175' Coastal Buoy Tender in San Pedro. D13 uses one 225' Seagoing Buoy Tender, home-ported in Astoria, Oregon, for offshore fisheries.

Medium Endurance Cutters: Two 210' Medium Endurance Cutters located in Astoria, Oregon, and one in Port Angeles, Washington are also occasionally assigned to dedicated west coast fisheries patrols.

Aircraft

Fixed-wing: Air Station Sacramento provides medium range C-27J Spartan aircraft to conduct surveillance flights along the entire West Coast.

Rotary-wing: The primary rotary wing fisheries law enforcement resources on the West Coast are H-60 Jayhawk and H-65 Dolphin helicopters. Due to endurance and safety limitations, offshore patrols are conducted within 100 nautical miles of the coast. D11's three helicopter air stations and one Forward Operating Base (FOB) are located in San Diego, Naval Station Ventura County (Oxnard, CA), San Francisco, and Humboldt Bay (Eureka, CA). D13's three helicopter air stations and facilities are located in Port Angeles, Washington, and Astoria and North Bend, Oregon, along with an Air Facility in Newport, Oregon.

Stations

Small boats from coastal stations primarily conduct search and rescue. However, boat crews are trained in fisheries law enforcement, and conduct patrols to enforce domestic fisheries and safety regulations, typically within 20 nautical miles of shore. D11 has fourteen stations located along the California coast, while D13 has eleven coastal stations along the Washington and Oregon coasts, as well as three stations in Washington internal waters (Port Angeles, Bellingham, and Seattle) and one on the Willamette River (Portland). Two additional seasonal stations are operated in Bandon and Gold Beach, Oregon, during summer months, corresponding with periods of higher boating activity. Typical boat types at West Coast stations include the 47' motor lifeboat, the 45' response boat, and the 29' response boat. In addition, four D13 boat stations are equipped with 52' motor lifeboats, which are specifically designed and manned for operations in heavy surf conditions, along with significantly increased towing capability, and the ability to

respond as far as 150 nautical miles offshore. These 52' motor lifeboats are essential to the response system in the Pacific Northwest, where large trawlers, powerful surf, and a tuna fleet operating to the edge of the EEZ all challenge more standard search and rescue assets.

Pacific Regional Fisheries Training Center

All units involved in fisheries enforcement receive training from the Coast Guard's Pacific Regional Fisheries Training Center in Alameda, California. NOAA Office of Law Enforcement (OLE) agents and state fisheries enforcement officers routinely participate in the training, as well as ride on cutters and aircraft during fisheries enforcement patrols. The success of USCG fisheries enforcement operations is enhanced by collaboration with our enforcement partners from NOAA OLE, Canada Department of Fisheries and Oceans, and the states of California, Washington, and Oregon.

II. Fisheries Enforcement Efforts

Integrity of the U.S. EEZ

Efforts specific to the West Coast were primarily associated with fisheries associated with the U.S./Canada Tuna Treaty. During 2019, the USCG continued to focus on robust air and surface surveillance along the U.S./Canada EEZ boundary as resource availability allowed. USCG efforts such as these, which are in support of ensuring the integrity of the U.S. EEZ, fall under D13's Operation Olympic Shield, a comprehensive and multi-agency enforcement plan to deter illegal incursions into the U.S. EEZ. No EEZ incursions were documented by the Coast Guard in 2019.

Six Canadian tuna trollers were boarded while fishing in the U.S. EEZ during 2019 with no violations detected. All other Canadian vessels observed were determined to be in compliance with applicable Treaty provisions. Additionally, in a first of its kind joint operation, Canada deployed a DFO Enforcement Officer as an observer, working alongside Coast Guard boarding officers off CGC ACTIVE, where they participated in boardings of several U.S. and Canadian trollers.

As alluded to above, in order to ensure the integrity of the EEZ, the USCG works closely with various agency partners, including Canada DFO, NOAA OLE and General Counsel, state enforcement, and the U.S. Attorney's Office to ensure collaborative preparation for potential attempts by unauthorized Canadian tuna trollers to fish in the U.S. EEZ. No illegal activity has been detected or reported since reciprocal access was resumed under the Tuna Treaty from 2013 to 2019. The USCG will remain engaged in potential discussions regarding the future of reciprocal access under the Treaty and enforcement strategies will be developed and patrol assets will be deployed to ensure compliance.

The Coast Guard is particularly concerned with reporting from the U.S. and Canadian Albacore fleets of net marked fish and potential movement of the Chinese fleet toward the US EEZ. Any fishermen with specific reports of vessel names, dates, and/or locations of Chinese vessels operating in the Northeastern Pacific Ocean are encouraged to make a report to any of the PFMC Enforcement Consultants.

Domestic Fisheries Efforts

The majority of West Coast offshore fisheries enforcement efforts are conducted by D11 and D13's 154' Fast Response Cutters and 110' and 87' patrol boats. USCGC ACTIVE also conducted a 54-day patrol in support of District 13. Coast Guard Helicopters patrolled for over 875 hours, while C-27J's flew nearly 800 hours of surveillance patrols.

USCG Fisheries Resource Hours

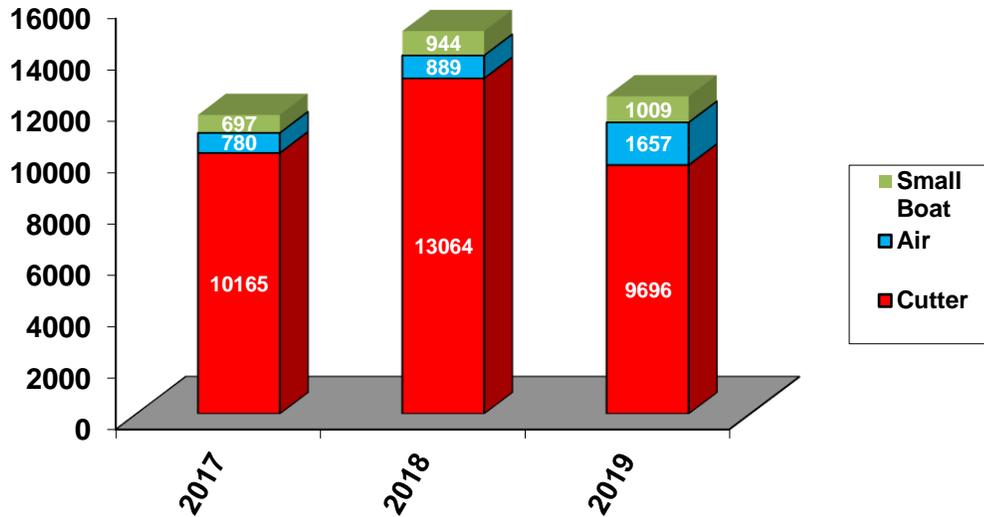


Figure 1. Resource hours dedicated to the Living Marine Resources mission on the West Coast.

In addition to offshore fisheries patrols, USCG units enforced federal safety regulations and monitored tribal and state fisheries activity in Washington internal waters, as well as monitoring Columbia River Buoy 10 recreational salmon fisheries. Operations were also conducted in internal waters to monitor high volumes of vessel traffic associated with certain fisheries openers. The majority of these targeted efforts included joint patrols, embarking riders, or sharing of information with state and NOAA fisheries enforcement personnel.

Coast Guard units conducted 2,203 commercial and recreational fisheries boardings in Washington, Oregon, and California waters, covering federal, state, and tribal managed species. Approximately 25% of the boardings were on commercial fishing vessels, while the remainder were on recreational and charter vessels engaged in fishing.

The Coast Guard's most effective efforts are the result of working collaboratively with partners from NOAA OLE, Canada Department of Fisheries and Oceans (DFO), Treaty Tribes, and California, Oregon, and Washington state fisheries enforcement personnel.

Similar to the benefits gained from working with enforcement partners, an open flow of communications between the USCG and fishing industry stakeholders is also vitally important to successful mission execution. Industry reports of potential enforcement concerns are extremely valuable to enhancing the USCG's maritime domain awareness. Reports from stakeholders are most effective when they are as timely, as accurate, and as detailed as possible. Even if an immediate response is not possible, these reports often assist in obtaining more assets to target a particular area of concern.

Violation and Enforcement Summary

2019 by the Numbers

2,203 Fisheries Boardings

35 Boardings with Fisheries Violations

117 Commercial Boardings with Safety Violations

142 Recreational Boardings with Safety Violations

17 Commercial Fishing Voyages Terminated for Safety Violations

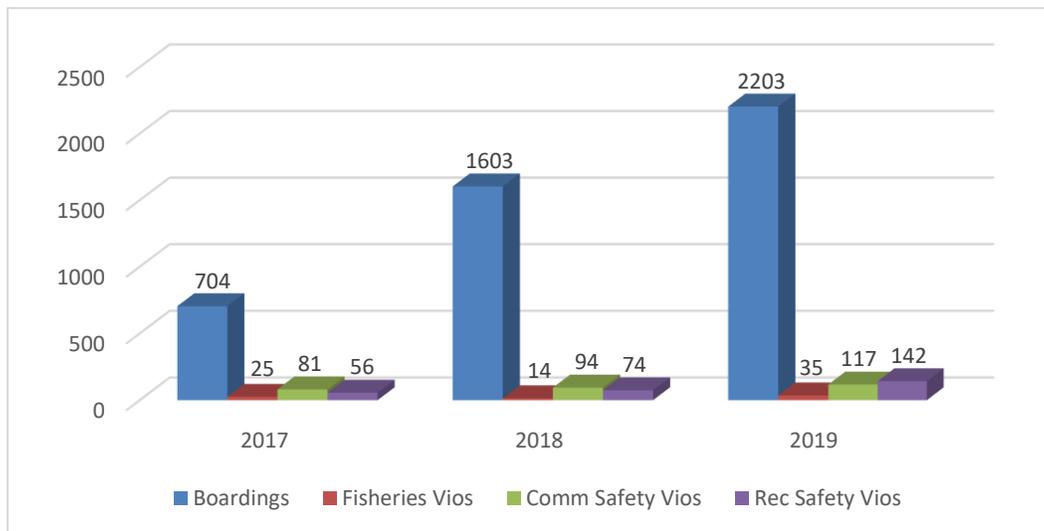


Figure 2. 2017-19 Coast Guard Boardings and Fisheries/Safety Violations

The violations involved documentation of non-compliance with federal fisheries regulations, which were forward to NOAA for adjudication, as well as suspected violations of state and tribal regulations that were forwarded to the appropriate agencies for disposition. Some specific examples of these fisheries violations include:

- Multiple boardings throughout the year identified vessels broadcasting incorrect VMS codes, using barbed hooks while fishing for salmon, and failing to carry HMS logbooks.
- In June, Station Yaquina Bay conducted a joint patrol aboard an Oregon State Police patrol boat off Newport, OR. The joint boarding team boarded multiple recreational vessels using barbed hooks. A total of 6 native Coho Salmon were seized and transferred to Oregon State Police. They also boarded a salmon troller returning to Yaquina Bay with a Halibut overage. Oregon State Police seized that catch as well.
- In June and July, the Coast Guard, NOAA OLE, and State enforcement agencies participated in Operation Flatfish Frenzy, a targeted operation focused on the Directed Commercial Halibut Derbies. No significant fisheries or safety violations were detected by the Coast Guard.
- In July, Station Neah Bay conducted a joint patrol aboard a WDFW patrol boat off the northern WA Coast with Air Station Port Angeles providing Air Support. Upon boarding a salmon troller, they observed over 30 lines being fished with illegal barbed hooks. The catch of 58 chinook and 2 coho, valued at nearly \$4K was seized by WDFW along with the illegal gear.

- Also in July, CGC HADDOCK boarded two charter vessels fishing near San Clemente Island and issued citations for targeting HMS without a permit.
- In August, CGC ACTIVE boarded a Makah salmon troller using with illegal gear (barbed hooks) and terminated the voyage for safety violations and referred the case to Makah Tribal Enforcement.
- In October, a coordinated effort by WDFW, Air Station Port Angeles, Station Seattle, and Port Gamble Tribal Enforcement resulted in the seizure of 596 lbs of Chum salmon caught during a closed period. WDFW filed criminal charges against the operator.

High Seas Illegal, Unregulated, Unreported (IUU) Fishing

USCG Illegal, Unregulated, Unreported (IUU) fisheries enforcement efforts are typically conducted out of District 17 (D17-Alaska) and District 14 (D14-Hawaii). Although direct involvement with specific IUU activities have historically been relatively low on the West Coast, as summarized below, D11 and D13 remain alert to potential issues involving portions of respective areas of responsibility or activity with the potential to impact fisheries or stakeholder representatives related to the PFMC.

NOAA and the USCG work closely with enforcement agencies from Canada, China, Japan, Korea, and the Russian Federation. The international community has come together to further emphasize the importance of maintaining sustainable fisheries by creating the Western and Central Pacific Fisheries Commission (WCPFC) the North Pacific Fisheries Commission (NPFCC), the North Pacific Anadromous Fish Commission (NPAFC) and the North Pacific Coast Guard Forum (NPCGF). The USCG's annual fisheries enforcement operation, known as Operation North Pacific Guard, was conducted from June to September 2019. Operation North Pacific Guard (NPG) is one portion of the United States at-sea enforcement contribution designed to inspect legitimate fishing fleets, fulfilling U.S. obligations to multilateral treaties and detecting and deterring (IUU) fishing activity.

USCG HC-130 maritime surveillance aircraft were staged out of Hawaii, Japan, and Alaska, to support CGC MELLON, which conducted an 80-day patrol of the North Pacific. The coordinated USCG enforcement efforts covered a significant portion of the High Threat Area. During the patrol, CGC MELLON conducted 45 foreign fishing vessel boardings, and identified 68 potential violations which were forwarded to the flag states for enforcement action. Additionally, CGC MELLON identified one IUU transshipment vessel not operating in accordance with Regional Fisheries Management Organization (RFMO) requirements, which resulted in an investigation by the flag state and ultimately, sanctions against four IUU transshipment vessels hired under the same contract.

An additional result of this patrol was CGC MELLON's observations of fishing vessels lacking Garbage Plans, Boarding Ladders, or broadcasting incorrect AIS data. The Enforcement Consultants provided a Supplemental Report at the November 2019 Council meeting, which was provided to the US delegation to several RFMOs to recommend additional of Conservation and Management Measures addressing those issues.

III. Marine Protected Resources

In addition to fisheries enforcement, the USCG has an active Marine Protected Resources protection program. Patrolling surface units and routinely provide information on ESA species, migratory birds, and marine mammal sightings and interactions, as well as working closely with agency partners and other stakeholders through stranding networks, National Marine Sanctuaries, and Oregon Marine Reserves.

The Coast Guard responded to 25 requests for assistance with stranded or entangled whales off the west coast last year. The primary role of the Coast Guard in these cases is relocating the affected animal and tracking it until NOAA and Marine Mammal Stranding Network assets arrive on scene, which typically involved both aircraft and surface assets.

Additional efforts associated with marine protected species last year included:

- In April, Coast Guard participated in a cross-border Southern Resident Killer Whale enforcement meeting in Bellingham with representatives from Canada DFO, NOAA OLE, and WDFW.
- In June, the Coast Guard executed Operation Salmon Surge, focused on protection of the ESA-threatened Lower Columbia River and Oregon Coast Evolutionary Significant Units of coho salmon. The Operation focused on the opening weekend of ocean salmon fisheries in Washington/Oregon. Stations Grays Harbor, Cape Disappointment, and Tillamook Bay executed 9 LMR patrols and 26 boardings with no fisheries violations.
- In June and July, the Coast Guard conducted Operation Be Whale Wise, a focused effort with NOAA OLE and WDFW to educate boaters on vessel navigation requirements for operating IVO endangered Southern Resident Killer Whales.
- In September, Station Bellingham received a report of a subject on a 30' commercial Gillnet vessel allegedly firing rounds from a shotgun near Bellingham, WA and launched a boat to investigate. They located and boarded the vessel, where the operator admitted to shooting at marine mammals and was also cited for Boating Under the Influence, possession of narcotics, and illegal possession of a firearm. The case was transferred to NOAA OLE.
- In October, CGC CUTTYHUNK boarded a Hagfish boat in the Olympic Coast National Marine Sanctuary. The vessel was cited for failure to provide an approved boarding ladder and illegal discharge of sewage into the Sanctuary.
- In December, Station Yaquina Bay and Oregon State Police (OSP) boarded a 19 foot Commercial Fishing Vessel operating erratically and intentionally striking a buoy in an effort to disturb a sea lion resting on the buoy. Additionally, the boarding team discovered a 32-gallon garbage can full of red rock crab on the vessel, which was closed at the time. The boarding team and OSP issued citations for multiple safety violations, negligent operations, MMPA violation, and fishing during closed season.

IV. Commercial Fishing Vessel Safety

One of the USCG's primary objectives during the PFMC process is to identify ways to improve the safety of all fishing activity, whether it is related to commercial or recreational trips; whether the fisheries are administered by the federal government, the states, or the tribes; and whether the activity takes place in the ocean or within navigable internal waters. In addition to USCG representation on the PFMC, multiple USCG personnel attend Council meetings in order to engage with stakeholders to answer questions, especially with regard to safety. USCG representatives are also available at similar venues throughout the year to collect information, provide advice, and pursue opportunities to enhance safety among the maritime community.

Commercial Fishing Vessel Lives Lost

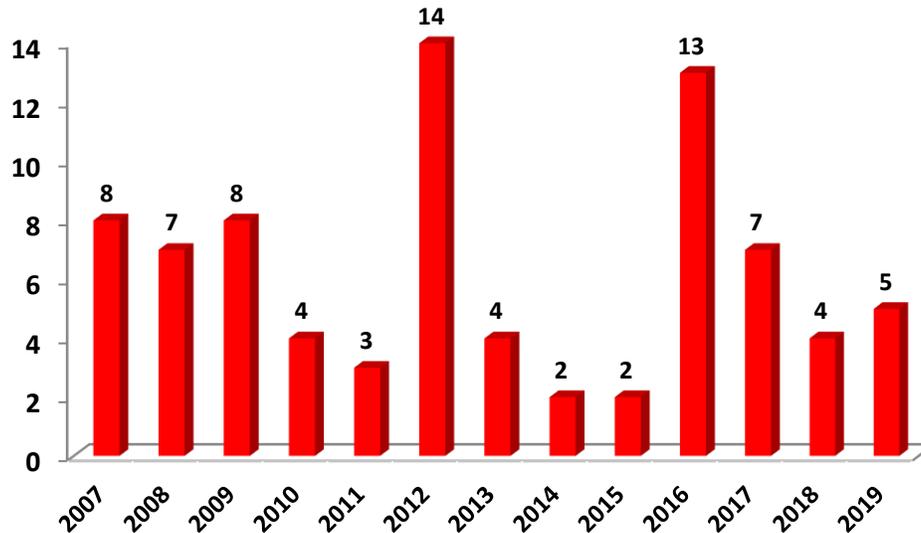


Figure 3. Lives lost from West Coast commercial fishing vessels since 2007.

Five lives were lost in West Coast commercial fisheries during 2019. The number of lives lost is lower than the average from the preceding ten-year period (6 lives lost per year). The USCG remains diligent in efforts to determine contributing factors to past losses, and steps are being taken to mitigate and reduce potential future losses. Details are below:

- In January, a 42' Dungeness crab vessel entering Yaquina Bay in bad weather and at night capsized off the North Jetty and broke up. All persons onboard (POB) were recovered deceased.
- In June, a 34' wooden salmon troller with two people onboard became disabled 5 nautical miles west of Moss Landing, CA. The operator went into the bilge to investigate and suffered a fatal head injury beneath the shaft.
- In November, a 54' steel groundfish vessel with four people onboard (3 crew, 1 observer) capsized and sank 30 nautical miles north of Bodega Bay, CA. All three people went into the water and the emergency position indicating radio beacon activated. Two crewmember and the observer were rescued after 1.5 hours in the water. After exhaustive search efforts, one crewmember remains missing, and the search was suspended. The vessel was a total loss.

In addition to the losses of life listed above there are more than a hundred reportable marine casualties each year on commercial fishing vessels. The vast majority involve a loss of propulsion or steering, and are mostly remedied by a tow to safety from a Coast Guard Motor Lifeboat. Below are a sample of some of the more significant safety incidents in 2019.

- In January, a 71' steel swordfish vessel with five people onboard, west of Catalina Island, had a crewmember suffer a stab wound to his right leg. The crewmember was evacuated from the vessel by Baywatch and taken to the hospital.

- Also in January, a 71' steel multi-rig vessel with three people onboard lost their reduction gear making the approach to Morro Bay Harbor and ran aground on the north jetty. The vessel was towed by Station Morro Bay.
- Also in January, a 45' steel squid light vessel with one person onboard caught fire 6 nautical miles west of Channel Island Harbor. The master was picked up by nearby vessel. The fire was caused by a damaged mast that impacted the vertical dry exhaust line, releasing hot exhaust gases that smoldered the wood paneling around the base of the mast. The vessel burnt itself out with 900 gallons of diesel onboard and was a total loss.
- In March, a 32' fiberglass pot/trap vessel with two people onboard capsized due to weather in the vicinity of Santa Cruz Island. The two people onboard made it to shore, but suffered a broken arm and lacerations.
- In May, an 86' fishing vessel 20 nautical miles west of Yaquina Bay, OR reported that their captain was experiencing cardiac arrest. A Coast Guard helicopter was sortied and hoisted the individual and transported him to the hospital, where he recovered.
- Also in May, the Coast Guard medically evacuated an injured crewmembers from two different Pacific Whiting processors for abdominal pain and an injured hand.
- Also in May, a 38' salmon troller with one person onboard, lost steering and ran aground on the Columbia River Bar. A Coast Guard helicopter hoisted the only person onboard to safety.
- In June, a 40' wood hook-and-line vessel with three people onboard breached the hull and began taking-on-water after hitting a submerged object. The three people onboard were rescued by a helicopter from Air Station San Diego with no injuries. The Coast Guard towed the vessel safely to San Diego.
- Also in June, a 32' salmon troller ran aground on the Quillayute River jetty. A Coast Guard lifeboat safely towed the vessel into LaPush, WA.
- In August, a 38' tuna vessel with two people onboard ran aground on the west side of Baker Bay near Ilwaco, WA. Both people were rescued by a passing skiff. Several weeks later, a 42' tuna vessel with two people onboard ran aground in the same area. A nearby tug provided assistance while a Coast Guard boat stood by.
- Also in August, a 51' tuna vessel experienced an engine room fire 3 nautical miles west of Willapa Bay, WA. The crew extinguished the fire and the vessel was towed into Westport by a Coast Guard lifeboat.
- In September, a 58' steel groundfish vessel with three people onboard, 13 nautical miles southwest of Crescent City had a crewmember catch his finger in the turbocharger compressor, which cut off the tip of his finger. The Coast Guard arranged for emergency medical services to meet the vessel.
- Also in September, a 54' fishing vessel with two people onboard allided with the North Jetty in Coos Bay, OR and subsequently sank. Both persons were rescued by a nearby fishing vessel.
- In November, a 42' wood multi-rig vessel with one person onboard and a dog began taking on water 16 nautical miles west of La Jolla. The operator was able to evacuate the vessel into his dinghy with his dog before the vessel sank.
- In December, a 40' crabber with four people onboard ran aground in Charleston, OR, and capsized shortly after departing the fuel pier. All four people onboard were rescued from the capsized hull by a good Samaritan.

These incidents make clear that hazards in the fishing industry are not isolated to a particular fishery, gear type, geographic area, or time of year. The USCG is constantly working to identify trends and take preventive actions in fisheries where incidents occur more frequently, as well as taking steps to attempt to improve the overall safety of the industry.

2019 boarding statistics indicate approximately 21% of commercial fishing vessels boarded had some type of discrepancy involving safety gear carriage requirements or other federal safety regulations (continuing a downward trend from 29% in 2017 and 26% in 2018). The rate of vessels with fishing vessel safety discrepancies when boarded subsequent to search and rescue cases, per standard USCG protocol, was 14% (down from 31% in 2018). Approximately 3% of all commercial fishing vessels boarded had their voyages terminated at sea or were issued a Captain of the Port Order during a post-SAR boarding in port for existence of especially hazardous conditions (roughly the same as in 2018). Especially hazardous conditions, which are defined in Section 46 of the Code of Federal Regulations, can include conditions such as the lack of adequate immersion suits, lack of adequate firefighting equipment, and other conditions having the possibility of presenting an immediate threat to a vessel and its crew. The USCG very carefully considers all circumstances related to the potential termination of a vessel's voyage and issuance of a Captain of the Port Order. The final decision will only be made by the cognizant District Commander or a senior officer to whom the authority has been delegated. Following the termination of a vessel's voyage and issuance of a Captain of the Port Order, the vessel's operator must correct the discrepancies noted and receive permission from the USCG Captain of the Port prior to getting underway again.

In addition to verifying the status of safety gear during at-sea boardings, USCG units also place a significant emphasis on ensuring compliance with Rule 5 of the International Rules of the Road, which requires all vessels to maintain an appropriate bridge watch or lookout. Not maintaining a bridge watch has been identified as a contributing factor to several vessel accidents at sea.

USCG fishing vessel safety personnel also work closely with the West Coast Groundfish Observer Program to identify safety concerns on vessels carrying observers. USCG personnel are involved in drill conductor classes and other outreach opportunities to promote at-sea safety, as has been the case for over a decade. USCG fisheries enforcement and commercial fishing vessel safety staff have also worked with NOAA to develop a standard protocol for observers to report to enforcement personnel regarding vessel safety or other concerns at sea. The USCG has a close working relationship with NOAA OLE, which shares information regarding observer debriefings after vessel deployments resulting in observations of suspected safety or MARPOL violations requiring potential follow up by the USCG.

Further details, as well as updates on the Coast Guard and Maritime Transportation Act rulemaking and other important commercial fishing vessel safety information are available at: www.fishsafewest.info.

V. Recreational Fishing Safety

Recreational boaters fishing in ocean waters off the West Coast face similar dangers as their commercial vessel counterparts, which are inherent when operating within the coastal environment. The incidents described below involve private pleasure vessels, as well as charter vessels required to be inspected by the USCG and licensed by the states. Similar to efforts being made to improve the safety of commercial fisheries, every Coast Guard District has a Recreational Boating Safety program focused on enhancing the safety of recreational boaters, including those engaged in fishing.

Fatalities associated with recreational fishing off the Washington and Oregon and reported to the Coast Guard, include:

- In May, a pleasure craft targeting halibut capsized just west of Deception Pass with two people onboard. The survivor was recovered by a Good Samaritan after being in the water for more than eight hours. The victim was located by a Coast Guard helicopter, was hoisted and transported to shore where he was pronounced deceased.
- In May, a man fell and struck his head on the deck of his boat, while targeting halibut west of Camano Island. A WDFW patrol boat transported the man to nearby EMS, where he was pronounced deceased.
- In June, an 18' pleasure craft targeting halibut was reported overdue from Sekiu, WA. Extensive surface and air searches by US and Canadian assets revealed no indications of the vessel or operator. Two days after the search was suspended, the owner's body washed ashore near Neah Bay, WA.
- In July, an 18' pleasure craft targeting salmon with two people onboard capsized on the Willapa Bay Bar in WA. One person swam safely to shore, while the other was recovered by the local fire department unresponsive.
- In July, a 20' Bayliner Trophy with three people onboard allided with a net pen in Port Angeles, WA while returning from an afternoon of salmon fishing. Two people were seriously injured and one person was killed. Alcohol was believed to be a factor in the incident.
- In November, a 16' pleasure craft targeting groundfish with one person onboard was reported overdue from Chetco River, OR. A Coast Guard helicopter located the vessel with no one onboard. Subsequent air and surface searches yielded negative results.

Examples of other incidents involving recreational fishing vessels include:

- In February, a man and his girlfriend went fishing for groundfish from a personal watercraft on the Netarts Bay Bar. Both were knocked off the PWC by a large breaking wave and were recovered by the Coast Guard after being pulled offshore by the current.
- In May, the Coast Guard received a mayday call from a man who had fallen off the stern of his boat while fishing for halibut near Stonewall Bank. The boat was on autopilot and continued to sail away from the man in the water. Prior to arrival of Coast Guard assets, a nearby Good Samaritan responded to the Coast Guard radio call and rescued the man, while another nearby vessel stopped his boat.
- Also in May, the Coast Guard received a report of a 55 year old female suffering a seizure onboard a 20' pleasure craft targeting halibut near Tillamook Head, OR. A Coast Guard lifeboat transferred her to EMS ashore.
- In June, a charter vessel targeting halibut was taking on water 20 nautical miles west of Depoe Bay, OR. The Coast Guard responded with two motor lifeboats, a nearby cutter, and a helicopter

from the Air Facility in Newport, OR. The flooding was secured and the vessel was escorted to port.

- In July, a 20' pleasure craft targeting salmon capsized on the Umpqua River Bar with six people onboard. A Coast Guard motor lifeboat rescued four people, while nearby Good Samaritan's rescued the other two.
- In August, a 24' pleasure craft targeting salmon with five people onboard reported being beset by weather outside the Siuslaw River Bar. The Coast Guard launched 2 lifeboats and a helicopter to escort the vessel to the calmer Yaquina Bay Bar, where they safely crossed and moored.
- Also in August, a 30' pleasure craft targeting salmon, ran aground in the surf zone near Willapa Bay, WA. A Coast Guard ground party reported that it was not safe to conduct a surface rescue, so a Coast Guard helicopter was called in to hoist the man and his dog.
- Also in August, a 20' pleasure craft targeting salmon ran aground on a sand bar in the Columbia River near Chinook, WA. One of the people onboard sustained head and neck injuries and was airlifted by a Coast Guard helicopter.
- In September, a 30' pleasure craft targeting salmon, struck a submerged object and subsequently grounded on the Willapa Bay Bar. A Coast Guard helicopter hoisted the person to safety.

These incidents, as well as past incidents involving vessel losses, and losses of life in recreational fisheries, are clear indications that vigilance is equally as important to charter and recreational boaters as it is to commercial fishermen. Coast Guard units work closely with fisheries enforcement and first responders to place a particular emphasis on being present to monitor activity associated with fisheries openers and other timeframes anticipated to result in significant offshore vessel participation. Unlike commercial fisheries, the Coast Guard isn't the lead agency charged with investigating casualties on recreational boats. Because the root cause of incidents is often unknown or unreported to the Coast Guard, it is much more difficult to determine trends or patterns in recreational vessel incidents when compared to commercial fishing vessel casualties.