

U.S. Department of  
Homeland Security

United States  
Coast Guard



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16214  
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Mr. Edwin Ebisui, Chair  
Western Pacific Regional Fishery Management Council  
1164 Bishop Street, Suite 1400  
Honolulu, HI 96813

Dear Mr. Ebisui:

I am pleased to report to you and the rest of the Council the following summary of U.S. Coast Guard fisheries law enforcement activities in the Western and Central Pacific Region for the period of October 1, 2014 to February 28, 2015.

From October 6<sup>th</sup> to 10<sup>th</sup> CGC Galveston Island patrolled the U.S. EEZ of the Main Hawaiian Islands, no foreign vessel incursions were detected.

From October 20<sup>th</sup> to November 7<sup>th</sup> a Coast Guard law enforcement detachment (LEDET) deployed on board a U.S. Navy asset in support of the Oceania Maritime Security Initiative. The Navy asset patrolled the U.S. EEZ of the Main Hawaiian Islands, Johnston Atoll, and Guam and the foreign EEZs of the Federated States of Micronesia and the Republic of the Marshall Islands. The LEDET completed 11 international boardings. These boardings were high seas boardings of foreign flagged fishing vessels conducted under the Western and Central Pacific Fisheries Commission (WCPFC) High Seas Boarding and Inspection scheme or bi-lateral assisted boardings within the respective EEZs of the Republic of the Marshall Islands and the Federated States of Micronesia. A minor violation was noted in the Federated States of Micronesia's EEZ.

From October 25<sup>th</sup> to November 22<sup>nd</sup> CGC WALNUT deployed on a multi-mission patrol. During this deployment CGC WALNUT patrolled the U.S. EEZ of the Main Hawaiian Islands and American Samoa. CGC WALNUT completed five domestic fisheries boardings on the American Samoa based longline fleet, identifying missing hull numbers, incomplete drills, and two EPIRBs not properly maintained. CGC WALNUT also completed five international boardings of foreign flagged fishing vessels on the high seas, conducted under the WCPFC High Seas Boarding and Inspection scheme. These boardings identified a vessel missing turtle mitigation devices. Enforcement actions on the high seas have a derivative deterrent effect in the U.S. EEZ and help compel foreign fishers to respect the U.S. EEZ boundaries.

From October 25<sup>th</sup> to November 22<sup>nd</sup> CGC SEQUOIA deployed on a multi-mission patrol. During this deployment, CGC SEQUOIA patrolled the EEZ of Guam and the Northern Mariana Islands. CGC SEQUOIA completed nine international boardings. These boardings were high seas boardings of foreign flagged fishing vessels conducted under the WCPFC High Seas Boarding and Inspection scheme or bi-lateral assisted boardings within the EEZ of Palau. No violations were observed. During this deployment CGC SEQUOIA conducted a joint patrol with the Taiwan Coast Guard and the CGC ASSATEAGUE, this professional exchange of best practices supports Taiwan's efforts to enforce their distant water tuna fleet.

From November 21<sup>st</sup>-22<sup>nd</sup> CGC WASHINGTON patrolled the U.S. EEZ of Guam, no foreign vessel incursions were detected.

From December 6<sup>th</sup> to 16<sup>th</sup> CGC RUSH patrolled the U.S. EEZ of the Main Hawaiian Islands. CGC RUSH completed two domestic boardings of the Honolulu based longline fleet. No violations were observed.

From December 15<sup>th</sup> to 16<sup>th</sup> CGC POLAR STAR patrolled the EEZ of Howland and Baker Islands during their transit to Antarctica, no foreign vessel incursions were detected.

From January 15<sup>th</sup> to February 5<sup>th</sup> a Coast Guard LEDET deployed on board a U.S. Navy asset in support of the Oceania Maritime Security Initiative. The Navy asset patrolled the U.S. EEZs of Guam, Johnston Atoll, and the Main Hawaiian Islands and the foreign EEZs of the Federated States of Micronesia, Nauru, and the Republic of the Marshall Islands. The LEDET completed eight boardings, assisting the embarked Nauru shiprider with boardings of four fishing vessels located inside the Nauru EEZ under the Nauru/U.S. shiprider agreement, one of these vessels was a U.S. flagged purse seine vessel. No violations of Nauru or U.S. law were observed. The LEDET completed two domestic boardings on the U.S. distant water tuna fleet in the Republic of Marshall Islands EEZ, no violations were observed. The LEDET also completed one boarding under the authority of the WCPFC High Seas Boarding and Inspection scheme, with no violations observed and one domestic boarding of the Honolulu based longline fleet, noting a violation for missing gear markings.

From February 4<sup>th</sup> to 14<sup>th</sup> CGC ASSATEAGUE patrolled the U.S. EEZs of Guam and the Commonwealth of the Northern Marianas Islands, no foreign vessel incursions were detected.

From February 22<sup>nd</sup> to 27<sup>th</sup> CGC KISKA patrolled the U.S. EEZ of the Main Hawaiian Islands. CGC KISKA completed five boardings on the Honolulu based longline fleet, noting safety violations on one of the vessels.

Between October and March, District Fourteen C-130 aircraft flew multiple patrols of the U.S. EEZ of the Hawaiian Islands, one patrol of the American Samoa EEZ, one patrol of Wake Island EEZ, and one patrol of Johnston Atoll EEZ. No foreign vessel incursions were detected.

The District 14 enforcement staff participated in several fisheries enforcement-related meetings during this reporting period. These meetings included NOAA Large Whale Entanglement Response Training, the Permanent Advisory Council to the WCPFC in Honolulu, the WCPFC 11 meeting in Samoa, the South Pacific Regional Fisheries Management Organization delegation preparatory meetings, and NOAA New Council Member Training in Washington, DC. The District 14 Staff along with NOAA staff provided training on large whale entanglement response to U.S. Coast Guard Station Kauai in preparation for the humpback whale calving season.

The District 14 Commercial Fishing Vessel Safety Inspectors completed 192 dockside examinations in 2014. 112 were completed in Honolulu, 68 in American Samoa, 10 in Guam, and two in Saipan. Participation in the Dockside Exam Program ensures these vessels have the required safety equipment and are meeting pollution standards; this protects their crews and the environment. A vessel that follows the dockside examination requirements at sea may significantly shorten the amount of time a Coast Guard boarding team is onboard inspecting safety equipment, expediting the at sea boarding process.

Sincerely,



R. E. Howes  
Commander, U. S. Coast Guard  
Chief, Enforcement Branch