

United States Department of Homeland Security
United States Coast Guard

Summary of Minutes

The 28th meeting of the Commercial Fishing Industry Vessel Safety Advisory Committee (CFIVSAC) was held at the Wyndham Riverfront Hotel in New Orleans, LA on 27-30 May 2008. Representing the U.S. Coast Guard were CDR Eric Christensen, Mr. Mike Rosecrans and ENS Peter Bizzaro meeting coordinators. The Committee Chair was Mr. Gerald Dzugan.

The Office of Vessel Activities (CG-543) and the Fishing Vessel Activities Division (CG-5433) supports the CFIVSAC.

The following Committee members were present:

Chairman Gerald Dzugan, Mr. Leland Stanford, Mr. Dewayne Hollin, Mr. John Womack, Ms. Beverly Noll, Mrs. Kathy Ruhle, Mr. Rob Matthews, Jr., Mrs. Leslie Hughes, Mr. Thomas Dameron, Mr. Jake Jacobson, Mr. Alan Davis, Mr. James Martin, Sr., Mr. John O'Leary and Mr. Brian Bratager.

May 28, 2008

Commencement

CDR Eric Christensen called the meeting to order and welcomed Committee members and attendees. CDR Christensen is there representing both the Office of Vessel Activities, formerly headed by ADM Mike Karr, as well as ADM. Watson who could not attend the meeting. CDR Christensen welcomed the two new Committee members, Mr. Brian Bratager and Mr. John O'Leary. CDR Christensen highlighted proceedings on the Marine Safety Council articles on Commercial Fishing Vessel Safety authored by Mr. Jack Kemerer. CDR Christensen also formally thanked Mr. Jimmie Martin for his hospitality the previous evening.

Administrative Matters and Introductions:

Mr. Rosecrans, Executive Secretary of the Committee, highlighted the agenda and purpose of the meetings, reviewed other administrative matters, and led a roundtable introduction of the Committee and members of the public.

Public Introductions

Chairman Dzugan invited members of the public in attendance to introduce themselves.

- . Bill Evert – MSG Morgan City CFVS
- . Kevin P. Gilheany – Maritime Compliance Int., LLC
- . Rich Beattie – GMDSS Task Force
- . Tamra Neer – D5NR CFVE Aux Coordinator
- . Lyn Thomas – USCG Aux Div. Chief Vessel Activities

Commercial Fishing Industry Vessel Safety Advisory Committee (CFIVSAC)
28th Meeting New Orleans, LA, 27-30 May 2008

- Lenny Kappel – USCG Aux. Branch Chief
- Brian Curtis – NTSB
- Liam LaRue – NTSB
- Larry Yarbrough – D7 CFVS Coordinator
- Jennifer Lincoln, PhD – NIOSH Alaska Pacific Regional Office
- Steve Hughes – NRC/Seattle
- Ken Lawrenson – D17 CFVS Coordinator
- Ted Harrington – D1 CFVS Coordinator
- Jack Kemerer – USCG HQ CG-5433 CFVS
- Barry Everhart – Sector NC CFVS Examiner
- Vince Gamma – USCG HQ CG-5214
- Capt. Jimmie Ruhle – President of Commercial Fishermen of America.
- Peter Bizzaro – USCG HQ CH-5433
- Donna Giroir – Apostleship of the Sea

Persons in addition to the Committee attending the meeting are listed on sign-in sheets provided.

Oaths

CDR Christensen administered the oath to new members Mr. John O’Leary and Mr. Brian Bratager.

Remarks by Chair Gerald Dzugan

Chairman Dzugan thanked the Coast Guard for publishing the new fishing vessel safety brochure and for setting up the meeting. He wished Ken Vasquez a speedy recovery. Chairman Dzugan urged the Committee to follow Roberts Rules of Order, not to use abstentions to avoid tough decisions, and to use motions to further the Committee’s work.

Review and Approval of Minutes from 2007 meeting

Mr. Rosecrans reminded the group of the new expedited minutes review process and that the 2007 meeting minutes along with those from the last teleconference were sent to the Committee electronically. He requested that any further comments be sent to him. Because of the new electronic minutes review process, a formal motion was not necessary. Chair Dzugan provided a copy with several editorial changes to the meeting minutes. The minutes were approved by the Committee with those noted changes.

Status Updates

Mr. Rosecrans reminded the Committee that Task Statements 07-02 and 07-03 are still open from the previous meeting so there are no new task statements. He reiterated that the Committee should make motions. Mr. Rosecrans noted that the majority of 2007

meeting was spent on the Notice of Proposed Rule Making (NPRM) recommendations. They will hold the Coast Guard accountable for the recommendations made at the 2007 meeting however; this year they will use an Advance Notice of Proposed Rule Making (ANPRM). There were no questions from the Committee on the previous task recommendations or actions.

Old Business

Chairman Dzugan reviewed the Risk Management Committee Formulation Plan and Role. Mr. Rosecrans also expressed need to insert editorial items in Task Statement 07-02; Mission and Guiding Principles. Change in paragraph 3 Risk Management; change in #1 recording secretary.

Motion

Mr. Leland Stanford moved that the Committee accept the document as stated. **It was seconded by Ms. Leslie Hughes. The motion passed by the full Committee.**

Review Communications Sub Committee 07-03. Change drop “fisherman’s digest” and add marketing plan. The Communications Subcommittee will discuss the marketing plan issue further at a later time. Add annex added to 07-03. Chairman Dzugan reminded the Committee that they agreed during the audio conference in March to address long term goals as a Committee instead of as a Subcommittee and to set benchmarks and milestones for five (5) years for 07-03.

Mr. Stanford suggested that the Subcommittees come up with benchmarks, milestones, and feedback on long term goals. Chairman Dzugan agreed that the Subcommittees should work through the issue and report back to the group. Mr. Stanford also praised the new format for recommendations and wants to make sure that the Coast Guard implements recommendations and actions taken.

GMDSS

Mr. Larry Yarbrough attended the Radio Technical Commission for Maritime Service meeting and was asked to review the information from the fishing vessel perspective. He decided it was necessary to get Global Maritime Distress and Safety System (GMDSS) input from and partner with the CFIVSAC to develop reasonable, cost effective distress communications recommendations for input into the ANPRM.

Mr. Richard Beattie from the GMDSS Task Force thanked the Committee for allowing him to share a PowerPoint presentation regarding GMDSS Task Force input for the ANPRM. *(The PowerPoint is included in the meeting minutes package.)* He began by informing the committee that the Coast Guard has announced an Advance Notice of Proposed Rulemaking for Commercial Fishing Industry Vessels. Input from the Committee is requested by July 29, 2008.

GMDSS requires equipment that will enable ships to meet the following functional requirements: transmitting ship-to-shore alerts; receiving shore-to-ship distress alerts; transmitting and receiving ship-to-ship distress alerts; transmitting and receiving search and rescue coordinating communications; transmitting and receiving on-scene communications; transmitting and receiving locating signals; transmitting and receiving maritime safety information; transmitting and receiving ship-to-ship communications; and transmitting and receiving general radio communications from shore based facilities. The International Maritime Organization (IMO) has adopted recommended safety radio equipment standards for CFVs of several size categories, drawing on the various sub systems of GMDSS. GMDSS standards for VHF, MF, and HF radio communications require the use of Digital Selective Calling (DSC). DSC radios use a GPS input and a unique VSL ID (MMSI) to enhance alerting with automatic identification and inclusion of an exact position from the navigation receiver.

One of the fundamental GMDSS requirements is the reception of maritime safety information (MSI) that includes weather forecasts, warnings and safety alerts of vessels needing assistance. The task force recommends that the Coast Guard develop reliable means of alerting CFVs to assist others. The current use of cellular and satellite phones do not provide collateral distress alerts of vessels in the area. The GMDSS Task Force further recommends that the Coast Guard and NMFS negotiate a common vessel monitoring system (VMS) and safety requirement.

GMDSS rules require Radar Search and Rescue Transponders (SART) or Automatic Identification Systems (AIS) SART or VHF portable waterproof radios in survival crafts. By having the same minimal radio equipment, all ships, including Commercial Fishing Vessels (CFVs), are placed on an equal playing field.

The GMDSS Task Force also recommended that CFV safety regulations include standards for: emergency or reserve power requirements; type acceptance standards for equipment; maintenance and testing requirements for equipment; license and training requirement for operators; and watch standing requirements.

The Task Force estimated that a CFV's needs would differ depending on the size of the vessel and the distance it would be traveling from shore. However, all should have a radio with DSC capabilities and a portable waterproof, not splash proof, VHF for use with the survival craft. They have estimated that the cost to the fisherman would be minimal because there is a requirement to upgrade to Digital Selective Calling (DSC) radios or Global Positioning System (GPS) EPIRBs upon equipment replacement, or after 10 years.

Committee discussion followed regarding associated costs involved in getting a MMSI number; training requirements; worldwide false alerts; and electronic reconfiguration for smaller vessels. Mr. Beattie reiterated that there is no cost associated in getting an MMSI number. He also indicated that there will be a meeting on August 5th to discuss the issue of false alerts. Mr. Beattie also acknowledged that it is slightly unfair for an operator to

go from one ship to another and to face new electronic equipment and that that issue is being addressed. There is a sliding scale depending on the size of the vessels.

Mr. Yarbrough directed the Committee to the Boat US web site for more information on why and how to obtain a MMSI number. Mrs. Hughes acknowledged that electronics on a vessels in the 300-500 gross tons have difficulty finding space for all the GMDSS equipment. Mr Yarbrough acknowledged that the regulations proposed can only work if they are reasonable. Mr. Yarbrough wants to work together with the Committee to get their recommendations on what is reasonable for commercial vessels. It takes knowledge from everyone to make cost effective and do-able recommendations.

Mr. Beattie commented that there are graduated equipment requirements as you get further out to sea. The systems are out there. Response for alert will be the same. Ms. Hughes informed the Committee that the coverage is not there in Alaska and that the number of affected vessels is significant.

Mr. Rosecrans expressed that commercial fisherman need systems more than anyone. He expressed his gratitude to GMDSS for sharing the information. Mr. Yarbrough agreed to take a leadership role at the Coast Guard for this issue. Questions should be submitted to the docket.

Chairman Dzugan suggested that there is room for the Committee to reduce the training to be more specific to fishing vessels 5-10 ton. He also suggested that since batteries are changed every five (5) years, that might also be a good time for EPIRB equipment upgrades. Mr. Beattie indicated that the Task Force would welcome that time frame.

Discussion continued surrounding testing requirements and the appropriateness of IMO requirements for domestic commercial fishing vessels. The Communications Subcommittee was tasked with following up on the issue of radio communications.

Motion

Mr. Alan Davis moved that CFIVSAC Committee take the following actions:

1. To task the Communications Subcommittee to work with the GMDSS Task Force.
2. Coast Guard to create an Alert Flier to help make fishermen aware of these issues.
3. Request that the Communications Subcommittee draft a guideline for FVS Examiners to include verifying the function of the emergency alert buttons on VHF and side band radios.

The motion was seconded and discussion followed. **The motion was seconded by Mr. Leland Stanford and passed by the full Committee.**

Motion

Mr. Tom Dameron made a motion for the USCG to:

1. Require phase-in requirements for VHF, MF, and HF radios equipped with Digital Select Calling with GPS input and registration for vessels outside the boundary line.
2. At the same time, that the Coast Guard phase out the allowance for cell phones and satellite phones satisfying the requirements for the offshore communications.
3. Require waterproof VHF or SART or AIS.

The motion was tabled and forwarded to Communications Subcommittee for further discussion.

Reports from District Coordinators & Auxiliary Representatives

D1, Mr. Ted Harrington – Overview from November meeting and debrief. He pointed out that this is the first time in at least 230 years with no fisherman deaths in the winter. Mr. Harrington provided a PowerPoint presentation on moving safety forward. (*The PowerPoint is included in the meeting minutes package.*) In District One, attitude and commitment are the centerpieces of fishing vessel safety. Successful organizational/industry change requires changes to technical, political, and cultural systems — change to only one will create problems. Cultural change is crucial to the success of organizational change, you can restructure, re-engineer, delay, downsize, and redesign, but until you tackle the people and cultural elements of your targeted group, the drive for effectiveness will be incomplete. It is not enough for management/leadership to claim that they are committed to safety; they must visibly demonstrate this commitment through overt actions. District One encourages its examiners to “make something right” when they leave the boat.

Activities Overview - Of their 633 total dockside exams, 30% failed and 70% passed.

F/V Activities – Graph illustrated the number of boardings by sector. All of the violations that were submitted were minor. An internal tracking of the returned cases revealed a high percentage of cases where the boarding officer was wrong.

F/V Casualty Profile – While the graph illustrated all types of casualties, Mr. Harrington focused on the termination numbers. D1 had 25 terminations between November 2007 and May 2008. He felt the number was high because of re-delegation of duties. He also believes that 40% of those incidents should not have been terminated.

Future Activities - D1 will focus on the following areas in the future:

- Set up of hydrostatic releases (F/V LADY LUCK)
- Pilot study in Chatham MA found 92 F/Vs deficient out of 230 examined. 40% problem rate.
- Insert lessons learned at NERFTC BO curriculum. LADY LUCK video shown with attention to hydro release.
- Mantra is to make something right during a boarding not find things wrong.
- Reverse engineer death events to determine how the event’s outcome (F/V SAV A BUCK) could have changed and why it didn’t.

Discussion followed the presentation regarding who has the authority to make decisions to return to dock and what forms of communication work best.

D5, Barry Everhart – Mr. Everhart is filling in for Bob Barrett and reported that boardings have decreased in past years. The North Carolina fishing vessel market is going downhill quickly and most vessels are tied to the dock because of the rising cost of fuel. The shrimp fleet has been hardest hit by escalating fuel costs. Many shrimpers are now fishing scallops. Mr. Everhart also reported that if there is no decal on the boat, the observer will not board. North Carolina has 15 auxillerists. 87feet is the largest boat in his area and the boats are very old. He suggested that GDMSS requirements might be a problem for the fishermen in his district.

Questions from the Committee followed regarding casualty rates, decals, and best forms of communication. Mr. Everhart did not have exact numbers of casualties but indicated that the numbers were high. Fishing vessels are given decals when drill training is completed however, there is no requirement for a drill instructor to be on board when drill training is performed – it's based on the honor system. In Mr. Everhart's opinion, the best forms of communication are the Fish Safe web site; word of mouth; local town meetings; and the laminates (laminated flyers/cards).

D7, Larry Yarborough – Mr. Larry Yarborough showed a PowerPoint presentation. (*The PowerPoint is included in the meeting minutes package.*) District Seven has 53 CFVS examiners with a CFV population of 12,228. Of that group, 7,595 fish outside of the boundary line, 812 had a CFVS exam and 573 have a valid decal.

In 2004, Mr. Yarbrough realized that casualties were 13 times more likely to occur on a vessel over 55 feet. As a result of their findings, the examiners began to focus their efforts on vessels over 55 feet and began emphasizing drills training and general vessel PMS. Mr. Yarbrough gave statistics illustrating the casualty rates between 2004 and 2007. Those four years of data indicate that District Seven is moving in the right direction.

When asked the question as to the causes of these losses, Mr. Yarborough said that better casualty investigations will give better information on causes. He mentioned that this fleet is hard to access for training, exams and information since it is so dispersed over the region. Going forward, District Seven will continue to focus on high risk CFVs over 55 feet, maximum use of dockside voluntary exams, maximum use of at sea boardings of high risk CFVs for safety checks, and the aggressive use of the 4100 set aside program.

D17, Ken Lawrenson – Mr. Lawrenson informed the Committee that the District 13 & District 14 coordinators were unable to attend the meeting due to previous conflicts. He indicated that they were still having resource problems. US citizens' in control of their vessels remains a problem, as does the "paper captains." Getting out to tropical areas was also still an issue. District 13 continues to push dockside exam program and support training and drill conductor classes. The Portland Coast Guard is also putting on free

classes. Mr. Lawrenson also indicated that the Alternate Compliance Safety Agreement is a major issue for Districts 13 and 17.

District 17 is partnering with Alaska state troopers and others. The bulk of time is spent with ACSA program which is an agreement to bring 60 processing vessels not previously enforced with load line requirements into compliance. This allows them to continue work with exemption to some.

There were two high profile casualties, the ALASKA RANGER sinking the PACIFIC GLACIER fine. The Coast Guard is investigating the ALASKA RANGER incident. There are many problems to tackle. While there was a failure of the system, there were also understated successes. There were many more survivors than fatalities. Other issues including U.S. vessel being under foreign control to regulatory issues to intra-Coast Guard communication issues. These issues and others will be discussed later in the agenda.

The Pacific Glacier vessel sustained a fire but there were no fatalities. This was a success from the standpoint that the surrounding vessels, many of which were enrolled in the ACSA, were able to come to their aid and there were many acts of heroism.

Monies in District 17 were spent supporting field operations and managing high risk fisheries through pulse operations and safety compliance checks. Crab fishing and the Discovery Channel program, *Deadliest Catch*, reveal issues like ocean dumping. They are in talks with the Discovery Channel to limit exposure of noncompliance. The success of the pulse operations is proven because, over time the institution of checking stability loads versus pot loads has resulted in saving lives since they started in 2000.

There is an initiative to further the Bristol Bay dock side exam program. Man overboard incidents are not prevented by dock side exams. They are now focusing on specific man overboard topics and identifying hazards. Tailoring pulse ops to use data from NIOSH to focus on mitigating those problems, even if it is just a discussion. There has been continued success with the compliance option is driving lots of dock side exams resulting in 90% boarding violations coming into compliance.

Discussions followed the presentation regarding what communication works best and the definition of small versus large vessels. Mr. Lawrenson felt that the laminates were the most valuable tool but for smaller vessels, face-to-face communication works best. Small vessels are classified as 40 to 50 feet operating inside the boundary line and 60 to 70 feet seagoing using multiple day trips in open water.

Lyn Thomas, USCG Auxiliary Division Chief Vessel Activities – Ms. Thomas referenced the last *Proceedings* magazine. Historically, the auxiliary Committee completes 30% of examinations. In 2008, they have completed 500, covering all areas. The auxiliary lives in the community and has provided more than 2,000 hours in outreach and education. They've demonstrated and offered free examinations.

Chairman Dzugan thanked the Coordinators for their input and asked Mr. Martin and Ms. Noll for a report on their areas (because their Coordinators were not present). Mr. Martin gave a brief synopsis of his area and mentioned a boat that should not have been cited but was. Chairman Dzugan acknowledged that the incident should not have taken place and that there is room for improvement on all sides. Ms. Noll runs into the same problem with new boarding teams that aren't up to par. There are good courtesy exams and good boardings north of San Francisco but not south. The 4100s forms (or reports) are often done incorrectly. When an error occurs she calls the examiner directly and has them call the boarding team to correct the error.

D2, Dewayne Hollin – In Texas, the buyback program on licenses is picking up steam. There is an increase in out-of-service vessels, and they are experiencing the same economic crisis as other gulf areas. Fuel prices are sending vessels into Mexico to buy cheaper fuel. They are continuing to offer training opportunities. Sea Grant is continuing its programs with equipment and has been able to get safety equipment on vessels installed at no cost.

Public Comments

The Committee Chair opened the floor for public comment and the following was offered:

Captain Jimmie Ruhle- Commercial Fishermen of America, a commercial fisherman, and spouse of Committee member, Mrs. Ruhle. The level of uncertainty around fuel issues is a huge concern. The Committees should take those issues into consideration when making recommendations. The northeast scallop industry has rejuvenated the North Carolina fishery. Galveston, TX is a truly depleted fleet. The money available for maintenance is depleted and the Committee must come up with some form of subsidy for the industry.

They are experiencing a more consistent approach to dockside exams however there are still issues with at-sea boardings. Capt. Ruhle also warned the Committee that immersion suit bags are extremely combustible and give off a toxic gas. He also informed the Committee of coloring books that were put together for kids to discuss safety. The books turned out to be a great idea of a new way of thinking about safety training.

Chairman Dzugan agreed that the fuel issue is affecting everything that the Committee does including selecting meeting locations. He also acknowledged that Coast Guard personnel turnover rate is a constant issue in terms of training.

Immersion Suits

Chairman Dzugan requested that a change be made to the schedule to discuss immersion suits.

For years trainers have realized that persons who were over 240 pounds or under 125 pounds could not fit properly into a 'universal' immersion suit. A smaller individual's

feet and hands could not reach the suit's extremities. On the higher end of the scale, the larger individuals could not completely zip the suit. There is a need to have a suit that fits more appropriately. Chairman encouraged the discussion to center around the fact that the universal size does not fit every one. The Committee should look at label and wording changes so that people know ahead of time if they can or cannot fit in an immersion suit. Ms. Noll added that in her last training class, there were problems with people fitting into the 'jumbo' labeled suits. She felt it is critical that the Committee address this issue. A timed demonstration followed where a member of the public, approximately 230 pounds, and 6 feet tall, attempted to don a universal suit. The suit was a very tight fit especially around the face and it was very snug in front. Chairman Dzugan suggested the Coast Guard work to get suit size label changed to provide more realistic size standards. Additionally, there should be more emphasis on education and preparedness in trying to get fisherman to try suits on in non-emergency situations.

Motion

Ms. Beverly Noll moved that the USCG re-evaluates listing the Universal Size from 110-330 lbs. Discussion followed regarding labeling and suit testing. **The motion was seconded by Mrs. Leslie Hughes and passed by the full Committee.**

The Communications Subcommittee will work with the Coast Guard to provide a safety alert that the immersion suits may not fit everyone.

Updates

Mr. Rosecrans provided updates on the following issues:

- **HR2830** – The Coast Guard Authorization Act of 2008 is unchanged from last year. It has been approved at the House level however the Senate version is different. The conference Committee will get together to work out the differences; however we will not know for a while. The House version provisioned for grants for fishing vessel safety training. Even if passed, implementation of the statute is time consuming. Mr. Harrington felt that since there was overwhelming House support, it could go through the Senate unchanged. Mr. Rosecrans also clarified that the Coast Guard does support the House measure as it relates to fishing vessel safety but does not support some other issues of maritime safety in HR 2830.
- **ANPRM** – (Advanced Notice of Proposal Rule Making) problems arose with regulatory analysis and they could not show societal benefits of the proposed rules.. The Committee has the opportunity to weigh in and submit comments through the Committee or individually. They will refine the process of ANPRM. This one is much more advanced than previous ones. It is specific with statistics and data and provides direction. It is also aimed at fishermen and at fishing organizations. The comment period closes at the end of July however comments will probably be accepted later.
- **NORA** – (National Occupational Research Agenda) Dr. Jennifer Lincoln and others are working on the document. They would like input from experts on the validity of the questions posed. The document is to be used both internally in NIOSH and externally. Issues are less likely to be funded if they are not on this agenda. She hopes that the current document is not off base but also wants to get feedback for items that

have been missed. These are research questions and Dr. Lincoln wants to know what kind of data the Committee would like and what questions still need to be answered. Mr. Rosecrans requested comments from either the Committee or as individuals.

- **NIOSH /USCG MOA** – the corporate agreement is done it agrees to share or combine resources and expertise.
- **NMFS Letter** –The Chairman gave a status on the letter to the National Marine Fisheries Service Council, regarding their updates on National Standard # 10, which deals with fishing vessel safety and the fishery management plans. The purpose of the Committee’s letter to NMFS was to urge the fisheries management councils to engage other organizations (including this Committee) and work together to develop with better solutions to develop a process for how safety is enhanced under fishery management plans. As a result of the letter, a meeting with high level personnel occurred, however the results have not been communicated as yet.
- **Fisheries List** – Mr. Rosecrans provided an update on the Fisheries List. He indicated that the MISLE (Marine Information Systems for Law Enforcement) list is not all inclusive and he needs help on what needs to go on the list and what to do with the list, now that it exists. Chairman Dzugan provided clarification for the Committee. While Mr. Rosecrans will be the contact for adding the list of fisheries, the Committee is asked to sort out by gear types to come up with better target risks and interventions for fisheries.
- **Database of Contacts** – Mr. Rosecrans felt the need to come up with a way to provide information to people and industries. ENS Bizzaro has been developing a database that currently has 540 organizations, suppliers, etc. This allows for a more targeted approach to getting important information to people. The database is currently referred to as the “Commercial Fishing Contacts List.”

Mr. Rosecrans requested comments from the public. Dr. Lincoln liked that the Communications Subcommittee is asking “what is the best way to get info out to fishermen?” She also felt the need to talk to fishermen, not just the Committee. She feels the Committee needs to find out what are the current issues; what are the emerging issues; and how to communicate with fishermen. Communications Subcommittee Chair Stanford agreed with her comments but clarified that part of the Communications Subcommittee mission statement is to get feedback from the Committee.

ALASKA RANGER Casualty Presentation

Dr. Lincoln gave a PowerPoint presentation that offered feedback on the ALASKA RANGER sinking. (*The PowerPoint is included in the meeting minutes package.*) She chose to focus the presentation on why 42 people survived. NIOSH administered a standardized questionnaire to gather information. The research indicated that finding out when training was received proved problematic. The ships officers and one processor were among the fatalities. Her research further proved that training is significant to getting into a life raft. No victim had formal marine training within the last five years.

One trained individual assisted six other non trained individuals who did not make it to a life raft by keeping them awake and together. His training helped the six other individuals survive the event. Fortunately the rest of the crew was also highly trained. The crew was in the water approximately one and half hours before the helicopters arrived and the last individuals were recovered three hours later. Bodies of the victims were discovered after sunrise. The research also proved that strobe lights are critical for survival because the helicopter pilots flew directly to the strobe lights. It was also noted that this crew had six trained Drill Conductors on board.

Many crew members complained about water getting into the neck of their immersion suits. While Dr. Lincoln's research has been very informative, she admitted that they should have found out if trained individuals were with untrained individuals in the water, the core body temperature of the survivors, height, and weight for the survivors, and the age and condition of the suits.

Three people perished due to their time in the water. It was determined that those individuals stayed with the boat longer. It is also possible that their immersion suits did not have strobe lights or they were not working. The night was dark and snowing and there were 20 foot seas.

From survivor testimony, she found out that some individuals got directly into the life raft; some swam to the rafts. The rescue boats used a life sling to get them from the raft to the rescue boats. At approximately 4:56 AM the crew went into the water. At 7:30 AM the first pick up occurred and at 8:14 AM the second life raft was picked up. One gentleman perished because he fell out of the basket partly due to hypothermia. It was revealed that the crew did put on their suits before getting into the water. There were no reported problems once the individuals got into the rafts even in 20 foot seas. More assistance was not provided from other vessels because the Alaska Ranger was in transit and not on the fishing grounds. Because autopsies were not performed, the exact cause of death could not be determined.

Mr. Liam LaRue of NTSB added that he spent time in Dutch Harbor, Seattle, and Anchorage talking to survivors, Coast Guard personnel and Fishing Company of Alaska officials. There is more work to do and a meeting is scheduled next week regarding the propulsion system of the vessel which has been identified as an issue. He hopes to have a report complete within a year. Once his investigation is complete, he will be able to give Dr. Lincoln information about who was together and the survivor's core body temperature information. Mr. LaRue informed the Committee that there was documentation of suit damage however it was consistent with witness testimony about difficulty getting into the raft. The immersion suits had been inspected in January and several had been replaced.

Mr. Brian Curtis of NTSB clarified for the Committee why the NTSB got involved. The criteria to launch an investigation for an inspected vessel includes six or more fatalities, initial damage of ½ million dollars in damage to the vessel, or 100 gross ton vessel.

Additionally, a major pollution event will also cause an investigation. An investigation will also be launched if it is a high profile case or its there is a high fatality rate.

Lessons Learned from the ALASKA RANGER and PACIFIC GLACIER

Mr. Allen Davis reported that there was a tremendous fire aboard the PACIFIC GLACIER vessel that ultimately required a 12 hour fire fight. Approximately 400 SCBA cylinders were used in fighting the fire. Fortunately, there were four vessels in the area with SCBA refill capabilities. The vessel suffered approximately \$15 to \$20 million in damage and the entire housing area and the bridge were destroyed. Fortunately, there were no lives lost. At least 90 non-essential personnel were evacuated to other vessels in the area. More than 12 vessels responded to the scene immediately. Investigation revealed that this fire occurred because rags with cooking oil were placed in a commercial dryer.

Mr. Davis reiterated that training is paramount. Those using commercial dryers should be trained on their operation. Any new requirements should include at least two sets of fire gear and lots of spare SCBA bottles. Vessels that can support it should also be able to refill SCBA cylinders.

Mr. Davis reiterated Dr. Lincoln's point that 42 people survived the ALASKA RANGER sinking. In his opinion, the high survival rate is directly linked to the Alternate Compliance and Safety Agreement (ACSA) and the training that has been put into place because of it. He praised Coast Guard, not only the pilots and the rescue swimmers, but also those who developed the ACSA and who performed the drills and training in advance of the incident.

There were good lessons learned from the casualties in the Alaska Ranger incident. Those lessons are: that there cannot be too much training; and that there is a need to revisit the adult immersion suit sizing; that "in the water" training is necessary (he showed training video that illustrated that people often panic when they first hit the water); and company policies on behavior and substance abuse that are followed and enforced.

They are now selecting 15 to 20 individuals who are not part of the licensed crew to take the STCW training also in case the captain, the mate or engineers are not able to get to a raft. There is a renewed interest in in-water training of processing personnel. Training will be held again on June 13th. Mrs. Leslie Hughes' organization is making a recommendation that each immersion suit be air pressure tested every three years.

Mr. Rosecrans suggested, and the Committee agreed, that because of the schedule the Alternate Compliance and Safety Agreement discussion be tabled.

ANPRM Issues

Chairman Dzugan commented on how the industry is looking for the Committee to give feedback and input on the ANPRM. He reminded the Committee that this is an

Advanced Notice of Proposed Rulemaking, which is more general than a Notice of Proposed Rulemaking.

1. Maintenance and inspections – Committee discussion regarding this issue included the following topics: self-inspections, including crew training, Coast Guard requirements, and documentation requirements. There were several comments and questions about frequency, best times for self inspections (such as during monthly drills or pre-trip). There was additional discussion about checklists, including who would create the items on the checklists, making the list items flexible for different sized vessels, who was responsible for sign-off, and where checklists would be stored. Mr. Jacobsen felt a verified checklist was good protection for the vessel. There were also comments about possible enforcement issues and actions, including penalties.

Public Comments: Capt. Ruhle could envision problems with requiring self inspections before every trip because there are times when vessels go out more than once a day. He expressed concern that the crew doesn't know enough how to do a self-inspection. He suggested that someone needs to be responsible for completing the checklist (such as the Captain/Master). Capt. Ruhle was also leery about this being a mandatory requirement.

Motion

Mr. Jake Jacobson moved the following:

1. Require a checklist, have the Coast Guard create a self-inspection checklist that can be adapted to individual vessels.
2. Self-inspections should be done prior to the first departure for a season and monthly thereafter, and the F/V Examiner should review at time of inspection.
3. Self-inspections should be retained for a period of one year.
4. Master is responsible for assuring the self-inspection has been done. Discussion followed.

The motion was second by Mr. Alan Davis and passed though it was opposed by Mr. Jimmy Martin.

Chairman Dzugan, Ms. Noll, and Mr. Davis expressed concern that the references in the ANPRM states these proposals are aimed at “vessels that operate beyond the boundary line, with more than 16 people on board, or that are fish tender vessel in the Aleutian Trade.” It was noted that without an “or” in place of the first comma, the regulation might be interpreted as only for vessels beyond the boundary line with more than 16 people instead of OR 16 people, and thus would not mirror the divisions in the original safety act of 1988. Mr. Rosecrans assured the committee that the intent was to mirror the groups it applied to in the original act.

2. Immersion suits – Chairman Dzugan explained that the new change requires immersion suits at any time of the year not currently required. Dr. Lincoln offered a graphic to show fatalities on the West Coast. There were questions regarding whether the requirement is year round and what is the definition of seasonally cold. Suggestion was made to use NVIC 7-91 http://www.uscg.mil/hq/g-m/nvic/7_91/n7-91.htm as the definition of cold water markers; another suggestion was to set a

specific latitude/longitude point as the definition for seasonally cold waters; another suggestion was to use the 59 degree F water temperature as the guide. Additional discussion included whether suits should just be kept on vessels all the time; the economic impact on fisheries; and the fact that other safety items, such as life rafts, are not required. Committee members recommended to move forward with Ms. Noll's motion (see Motion 5 below), but agreed that the Coast Guard should review and select a definition for seasonally cold waters and the use of immersion suits.

Public Comment: Dr. Lincoln recommended that the Committee look at the cause of the casualties, rather than defining a specific water temperature. She indicated that there are casualties caused by drowning even in warm water, just because people were not wearing immersion suits (meaning, water temperature was not the factor).

Motion

Ms. Beverly Noll moved the following: Require immersion suits in waters that can be seasonally cold following the recommendation of the applicable NVIC 7-91. **The motion was seconded by Mr. Jake Jacobsen and passed. It was opposed by Mr. Jimmy Martin and Mr. Dewayne Hollin.**

3. **Training** – Chairman Dzugan clarified that this section rectifies issues on the original rule. Ms. Hughes is not in favor of including CPR in the rule because the American Red Cross Review is every two years.

Motion

A motion was made by Mrs. Leslie Hughes:

1. That if a vessel is operating beyond the boundary line, has more than 16 people onboard, or is a fish-tender in the Aleutian Trade, the Coast Guard should require survival training.
2. In addition, the Coast Guard should require designation of a vessel safety officer, an onboard drill conductor, and
3. Require Drill Conductor Refresher Training every five years and CPR training every two years to align with American Red Cross and the American Heart Association requirements.

The motion was seconded by Mr. Rob Matthews and passed by the full Committee.

Due to the lateness of the hour, the Committee agreed to finish the discussion the following day and to at 8:15 AM.

Thursday, May 29, 2008

Reconvene

Chairman Dzugan reconvened the meeting and asked the public for opening statements.

- Capt. Ruhle – he has been involved for ten years and the expertise that everyone brings to the table is somewhat limited. Those with big vessel experience can't know small vessels and vice versa. The Committee would be more productive if it were broken down to under 200 ton and over 200 ton vessels. In his opinion, training and drills are completely different for big and small boats. There should also be a liaison between the two sub-groups. The Coast Guard should look at standards for both, then it would be easier to come up with the regulations. Captain Ruhle also commended Mr. Rosecrans for doing a very good job of leading the Committee.

NIOSH Fishing Vessel Safety Report Update

Dr. Lincoln gave a presentation titled, "Risk Factors & Prevention Strategies for Commercial Fishing Fatalities by Region." (*The PowerPoint is included in the meeting minutes package.*)

Dr. Lincoln made the following additional comments during her presentation. She reiterated that she works for NIOSH, not OSHA. The National Institute for Occupational Safety and Health is a research organization that focuses on safety and leadership. In her research, there is a recurring theme that interventions need to be tailored by industries. The presentation included data for three areas (Alaska, West Coast, and New England); NIOSH will have data and analysis for all regions by October 2009. They created a Commercial Fishing Incident database to keep track of the risk and survival factors for each event. Determining workforce estimates was important so that risk factors could be compared between fisheries. Most fatalities were due to an abandoned vessel for the combined regions.

The current fixes to protect people from dying in a vessel emergency are life rafts, immersion suits and dockside exams. So she examined life raft use, immersion suit use and use of dockside exams for incidents involving fatalities. Dr. Lincoln found that those who abandoned ship did not die in the life raft; 88% of those who perished were not wearing an immersion suit or PFD (it is not immediately clear if one was available); and 59% never had decals, which indicates an area for improvement. Dr. Lincoln reiterated that training saves lives.

Dr. Lincoln decided to focus on preventing those events instead of reacting to them. Prevention needs to be looked at in terms of the areas for intervention and tailored for different fisheries and different hazards (fire vs. vessel loss).

Alaska – Between 2000-2007, the leading cause of fatalities was due to the loss of a vessel. However, in certain years during this time period, falls overboard were the leading cause of death. By fisheries, there was a big change in fatality rate for shell fishing industries because of a focused safety effort on stability and pot loading. In the ground fish and salmon fleet, the fatality rates did not change. The contributing factor to ground fish vessel loss is weather. The contributing factors to Alaska ground fish falls overboard were being alone and being under the influence of alcohol. In her future research she will divide the ground fisheries into two groups, over and under 200 tons, so

that alcohol use can be better targeted as a risk (as the larger vessels have more stringent rules and enforcement regarding alcohol). Salmon vessels on average lost one person per vessel sinking compared to ground fishing's three. The next steps for Alaska are to continue to support the ACSA program and continued hands on marine safety training.

West Coast – Most of the fatalities there were due to vessel loss with the shell fishing industry at a much higher rate than the other fisheries. West Coast crab fishermen have a higher fatality rate than Alaska crab fishermen. There is an average three deaths per vessel loss. The contributing factors to crab vessel loss for the West Coast is due to weather rather than “loading” problems as in Alaska. All incidents occurred when ships were in sea conditions that exceeded their operational limits. The next steps for the West Coast are to speak to fishermen, to focus on safe crabbing, and to add safety training.

New England – The lobster fleet in New England has a huge falls overboard problem that needs immediate attention. 62% of the fatalities were due to a fall overboard. They fall overboard because they are pulled by their gear or they slip or trip and the majority are alone. Vessels sink more in the scallop fleet so there is a need to focus on survival equipment and training. The groundfish fleet has more instances of on board fatal injuries. The next steps for New England are to calculate the rates and engage the specific fleets on what can be done to prevent these fatalities.

NIOSH has not collected and analyzed information in the Gulf of Mexico or the remainder of Atlantic Coast yet. However, Census of Fatal Occupational Injuries (CFOI) shows that Florida and Texas are the states with the most fatalities in those areas.

As far as rescue and preventing people from dying in an event, the mantra is still training, dockside exams, survival equipment, and knowledge of gear. As far as prevention goes, the way to come up with interventions is to talk to fishermen. She reiterated that there has been no change in fatal falls overboard since 1990 and we must do something to change that.

Discussion followed her presentation surround safety training and stability training as causes for vessel loss. Chairman Dzugan commented that he appreciated Dr. Lincoln's efforts and the efforts of NIOSH. Although he believes in the program, he feels that it is very difficult to prove the value of the dockside exam program. Dr. Lincoln explained that just because the vessels didn't participate in the program doesn't mean that they couldn't have passed the exam. Dr. Lincoln and Mr. Alan Davis agreed that the issue is that the exams are not mandatory. Mr. O'Leary suggested that to promote safety all boats under 30 foot be required to have a decal. He also suggested that shore side exams are better than at sea boardings because the smaller boats are not targeted as much.

Captain Ruhle challenged that the dates she used distort the information because in 2004 the decal requirements changed. According to Capt. Ruhle, almost all fisheries are now falling under the decal requirement so the numbers will be different. He also feels that weather and stability often run hand in hand. Generally, weather, like icing will affect the stability of a vessel. In the West Coast crab fishery there needs to be a differentiation

between heavy weather when there is no wind and when there is. Overall the presentation was great.

ANPRM Discussion Continued

The ANPRM discussion was continued at this time. Chairman Dzugan recommended that the Committee tackle the issues in the following groups: survival equipment, stability and stability reassessment.

- 4. Safety Equipment** - Mr. Rosecrans clarified the issues regarding safety using numbering from the ANPRM issues summary sheet that was handed out at the meeting. 4b is meant to be a reminder to register new EPIRBs. There was committee consensus that 406 EPIRBs should be registered every two years; 4c having life rafts launchable by one person is a result of a recommendation from the Galaxy fire. There was consensus that liferafts bigger than 6 to 8 persons needed more than one person to help launch; 4d embarkation stations similar to those on inspected vessels; 4e applies to larger vessels only. **Excess or Outdated Equipment** - sets Coast Guard national policy. Ms. Noll felt that it was important to identify more than just flares. The committee suggested that EPIRBs, life rafts, and immersion suits be included.

The problem with small boat alarms will be addressed in the NPRM. Discussion followed surrounding all of these issues. Mr. Martin felt high water alarms should be required to be wired in a closed not open system so that a cut wire will not disable the alarm. Mr. Ruhle felt there would be a problem if required in some water tight spaces such as in a fish hold or in a Refrigerated Sea Water (RSW) system. There was extensive conversation on high water alarms and their feasibility for all vessels.

Based on the comments from the Committee Mr. Rosecrans suggested a written document to memorialize the comments. Chairman Dzugan volunteered to compile the letter to submit to the docket. The Committee agreed that item 4d (embarkation stations, lighting, and boarding ladders) needs a distinction for boat size. They agreed that over 80 feet is reasonable for emergency lights and boarding ladders. The Committee also felt that the Coast Guard should consider a power source regulation for emergency lighting and consider the vessel's size. Mr Dameron suggested that 80 feet should be used as a break point for emergency lighting and boarding ladder and there was consensus. Mr. Jacobsen reminded us that freeboard should also be considered, not just length, which also saw consensus. It was suggested that the Coast Guard also consider a minimum life for batteries of emergency lighting. It was suggested that the emergency equipment be located in one central location. Chairman Dzugan was hesitant to advise the Coast Guard to put all emergency equipment in one location in case the hazard is in that one area. Chairman Dzugan reiterated that the Committee feels strongly that that there be a requirement that NOAA registration take place every other year for 406 EPRIBs and other equipment transferred with the boat after a sale.

Motion

Mr. Tom Dameron moved that:

1. The Coast Guard makes a regulation that immersion suits be serviced at an approved certified inspection facility. The inspections should be required at two year intervals within six years of the date of manufacture and annually thereafter.
2. The Coast Guard should also develop a universal tagging system so that the inspection date and facility are readily identifiable.

Mr. John O’Leary seconded the motion. The motion passed however; it was opposed by Ms. Beverly Noll and Mr. Jake Jacobsen.

5. **Documentation** – NPRM to require documentation of drills. All agreed that safety is enhanced because of the record of what’s been done. Chairman Dzugan felt that this requirement is another way to make the master and owner more responsible. Several committee members took issue with the fact that the paperwork would be burdensome and implementation would be difficult because vessel owners are often unavailable.

Motion

Mr. Jake Jacobsen moved that all training and inspection required by the regulations be properly documented. Ms. Hughes supports this documentation requirement for the Coast Guard to clearly understand its requirements but pointed out that stability training and assessment should be removed since none is now required. **The motion was seconded by Mr. John Womack and passed unanimously.**

6. **Stability and watertight integrity; and**
7. **Stability training** – Mr. Rosecrans suggested that discussion on number seven and eight be framed around looking at casualty statistics. Separating stability and watertight integrity is hard to do because one affects the other. The point of the suggested measure is to develop stability and watertight integrity standards for vessels 50 to 79 feet in length, which will involve mostly intact stability standards that have been developed internationally for other vessels of that size.

Discussion on this issue involved size standards and how it relates to the physics and scalability of the vessel; the costs for doing a stability analysis (between \$5K-10K); and potential problems with older boats that don’t have the blueprints needed to do the stability analysis. Mr. Womack suggested that Coast Guard needs to look at impaired stability standards requirements for 1) new vessels and 2) any vessels that under go major modifications, and 3) whether existing vessels should go back to get stability analysis in order to establish a baseline for stability.

Motion

Mr. John O’Leary moved that the Coast Guard makes fishing vessels that are designed with watertight bulkheads to keep them watertight. **Ms. Noll seconded the motion.** Discussion followed. Mr. Martin clarified that the rule was written for boats built after 1991. **Chairman Dzugan asked that the motion be held** until later in the agenda when this topic would be discussed in more detail.

The Committee then decided to deal with stability standards for new vessels and existing vessels as separate issues, and agreed that ANPRM #7 wording was fine as it relates to new vessels only. Most new vessels are already meeting stability requirements; since there aren't any standards, currently; naval architects are already designing vessels that meet stability requirements. Additionally, the burden is on the boat manufacturer to supply the stability survey on delivery of new boat.

Mr. Martin suggested that the new stability rules should be retroactively applied to existing vessels. All agreed that vessels should come into compliance when the regulations are written. The Committee discussed terminology and definitions for "substantially altered vessels" and "major modification" of existing vessels. Mr. Rosecrans recommended that the Committee wait until the NPRM is published and then deal with proposing definitions.

Committee also discussed documentation and testing frequency. Suggestions included reassessing stability every five years, or implementing a weight change accounting program to trigger an assessment, or requiring assessment for any vessel over 50 feet that undergoes a major modification. Triggers would include unaccounted weight change over time; dead weight assessment; known vs. unknown weight changes. An alternative to requiring stability tests every five years is a documentation program that illustrates (via photos) that no changes were made and therefore no stability assessment is necessary. There was discussion on the value of documenting stability when the vessel is in port, as well as who would be responsible for attesting to stability. A comment was made about liability issue of captain/master attesting to stability when they aren't as knowledgeable about stability as a naval architect. Recommendation was made to use a "voyage plan" as documentation, which would include some checklist items (such as "stability - ok") and would serve as an official record that master signs off on attesting that vessel is ready for voyage.

Committee then discussed stability training. Mr. Rosecrans envisioned that stability training would be required for the master and owner, that it not be very complicated, and that there be three tiers of training 1) Stability 101; 2) specifics for regions and gear used; 3) specifics for vessels. Committee discussion topics included stability letter and contents; whether naval architect could provide training when they give the owner the letter; length of training; how to combine training with drills and instruction; and other options for training.

Chairman Dzugan summarized training concerns as ensuring that training content and delivery is appropriate for small vessels; providing awareness training for small vessels, and providing more expansive training in conjunction with naval architects who already have books and materials.

Although it was not on the ANPRM, Mr. Stanford suggested that when conditions are rough, fisherman should be required put on inflatable life vests or Personal Flotation Devices (PFDs). Chairman Dzugan suggested that this topic go to the Risk Management

Subcommittee for guidance. Mr. Rosecrans reminded everyone the issue has been looked at before but decided not to make it a requirement because it is unenforceable.

Chairman Dzugan and the Committee encouraged the Coast Guard to hold public meetings when they do their proposed rulemaking to show good faith so that the industry doesn't feel blindsided.

Long Term Goals Task 07-03 Rev. 1

1. Chairman Dzugan suggested the need to set benchmarks and milestones to define the success of the Committee. All Committee members agreed that five years was a reasonable time frame.
2. Chairman Dzugan felt that the Committee was unable to measure the phrase "and embraced by fishermen". All members agreed to delete the wording. It was generally agreed by the Committee that 25,000 positive responses in five years would be the goal. It was suggested that the Committee use the current database to define "reach" in item 3g and that the Committee should utilize local publications to publish information to fishermen.
3. The Committee will measure effectiveness in the following areas:
 - a. Training Availability - identify Coast Guard training sources within six months and the regions that they serve. The Committee also felt it necessary to define trackable as Coast Guard approved safety training and drills.
 - b. Number of fishermen trained - 50% in five years using 2007 as a baseline for drill conductors.
 - c. Compliance rate of vessels - use the next six months to identify a trend and base a goal on that information.
 - d. Serious Injury Rates - identify severe and traumatic injury data sources within twelve months.
 - e. Fatality rates - 25% decline by 2013.
 - f. Voluntary dockside exams - 100% compliance for those requesting exams within five years, started and finished successfully.
 - g. Committee Reach – reach 540 fishermen with safety guidance materials.
 - h. Dockside Decals - Increase percentage of dockside exam decals in proportion to the size of the active fleet to 50% increase in five years.
 - i. 8.1.2 – Risk Management Subcommittee will suggest one intervention per year.
 - j. 8.1.5 – Risk Management Subcommittee will identify 10 high risk, unsafe practices within one year.
 - k. 8.2.1 – Risk Management Committee will provide feedback within one year.
 - l. 8.2.4 – Communications Subcommittee will develop ideas for best practices to prevent falls overboard.

The Committee broke for the subcommittee meetings and adjourned for the day.

Friday, May 30, 2008

Chairman Dzugan called the meeting back to order and stated a revised agenda. Dr. Jeff Levine will give his presentation followed by the Travel Claims information and then the meeting of the Subcommittees.

Shrimp Safety & Health Project

Dr. Jeff Levine (Southwest Center for Agricultural Health University of Texas Health Center at Tyler) showed a PowerPoint presentation titled “Innovative Approaches to Worker Health Protection Among Shrimp Fishermen of the Gulf Coast”. (*The PowerPoint is included in the meeting minute’s package.*) Dr. Levine pointed out those key collaborators in this effort included individuals from the Coast Guard Marine Safety Unit in the D8 region. The SW Center became interested because D8 is a very high risk area. Successful work done previously by the SW Center and others in D17 caused them to look into how training might be delivered to a subset of fishermen, particularly looking at cultural issues and language barriers. A survey revealed that 95% of the shrimp fishermen in this district were Vietnamese. They also conducted a focus group to determine what factors interfered with the receptivity to available training and the possible solutions to increase participation in training. Their goal was not to reinvent the wheel but to adapt the training to this population. Based on survey results, they developed a training to supplement the normal drills training. The new training format included class instruction in Vietnamese; hands-on exercises aboard USCG vessels; and modules that included navigation/ communication, fire/ring toss, abandon ship/ flooding, and conflagration.

Although they are still compiling the data, there were some interesting observations. Training was identified as an important recruitment tool. It was also important to build trust among the Vietnamese fishermen. There is an excess of uncontrolled hypertension in this group.

NIOSH’s long-term objectives are to characterize selective workplace factors and lifestyle behaviors that may contribute to morbidity and mortality among the Gulf Coast shrimp fishermen. NIOSH also plans to utilize a community-based approach to planning, implementing, and evaluating prevention and education measures directed at priority workplace factors and lifestyle behaviors as identified by stakeholders.

Beginning next year, NIOSH will use assessment tools including a survey of work and related behavioral factors; noise level monitoring and audiometry; spirometry (and blood pressure); and focus groups to prioritize and select intervention strategies.

Discussion followed the presentation regarding the attitude of fatalism, the evaluation of the education aspects of the program, and the transportability of this method of training to other fishing communities.

Subcommittee Reports

Communications Subcommittee

Subcommittee members: Chair Mr. Stanford, Mrs. Ruhle, Mr. Hollin, Ms. Noll, Mr. Martin, Mr. Jacobsen, and Mr. O'Leary.

The Committee addressed the following issues:

- **Task 07-01: Develop Marketing Plan to address the communication products that need to be delivered AND capture feedback** - Products of communication should be designed to contain a method to obtain feedback after delivery. Product types include: Paper and Electronic Pamphlets, Brochures, Laminates, Newsletters, Stickers, Magnets, Promotional Pens (gadgets), Scripted Radio Transmissions, Advertisements, PSA, USCG Inspection Forms (dockside examiners). Products should be delivered via Mail, Web, Radio (VHF), Radio (Commercial), TV, Satellite, CATV, Hand Outs, Inspections and Verbal Interaction, NOAA, NIMFS. Newspapers, Magazines, Industry Associations, and USCG Database. The Marketing Plan consists of the following steps: identify the message; identify the recipients; identify the goal and owner; identify feedback needs; identify the budget; select the product; select a delivery method; select the feedback route; and measure the feedback.

Motion

Mr. Leland Stanford moved that the Communications Subcommittee request the U.S. Coast Guard obtain local leadership contact information in key fishing communities to be added to the Fish Stakeholders database. Data may include local government leaders, informal leaders, and any connected entities in a fishing community where the local economy is affected by commercial fishing. **The motion was seconded by Mr. Jimmy Martin and passed by the full Committee.**

The Communications Subcommittee was tasked with developing materials and working with the GMDSS on regulatory issues on the preliminary rulemaking. Regulations are minimum acceptable standards and generally lag behind technology. The Subcommittee has the opportunity to adjust the standards to keep up with the advancing technologies. Subcommittee discussion centered on emergency communications equipment and proposed regulations that would bring fishing vessels into the larger global system.

Motion

Mr. Jake Jacobsen moved the following relating to input to the GMDSS Task Force:

1. For all distress alerting communications equipment, it is mandatory that emergency (battery) power be employed to provide operations following generator failures.
2. All new VMS fittings should include GMDSS distress alerting functionality (or equal); full two way data communications, and MSI capabilities (or similar services).
3. All new EPIRBs fitted should include an integral GPS receiver to permit automatic inclusion of position in the distress alert

4. GMDSS rules require additional radio equipment in lifeboats or life rafts including a Search and Rescue Transponder (SART) or a recently approved alternative, the Automatic Identification System (AIS) SART, and VHF portable radios for on scene communications. The Task Force believes that larger fishing vessels should carry at least minimal survival craft electronics.
5. All CFVs should have at least one waterproof VHF-FM handheld radio fitted plus one extra battery, but not required to be loaded into life rafts.
6. For vessels required to fit MF/HF SSB equipment, there must be a capability to receive weather appropriate to the area of operation. This could include weather fax receivers and/or Navtex receivers.
7. All CFVs fitted with a fixed mount VHF-DSC should have the transceiver properly registered with MMSI issuing authorities and GPS position input.
8. All CFVs operation beyond 100 NM should fit a MF/HF SSB transceiver with DSC capabilities, licensed by the FCC, and connected to a GPS receiver for position input.
9. These equipment changes should be required at either equipment replacement or no later than 10 years from the date of the Regulations.
10. Size of the vessel should be considered in determining equipment requirements.

Discussion surrounded cost of batteries and application to larger vessels. Mr. Rosecrans clarified that the GMDSS Task Force is asking for Committee input to tailor their recommendations to the Coast Guard. Their deadline is July 29, 2008. It should be made clear that it is incomplete due to the time frame issue.

Captain Ruhle took issue with the definition of small vessel and with requiring the VHF radio in the life raft. Deaths do not occur once you get into the life raft. Many of the smaller boats do not have any radio equipment at all. If this becomes a requirement, it would be cost prohibitive for those vessels. He was also concerned with the requirements for equipment to receive a weather report. CFA cannot support these regulations without more clarification on the definition of a small vessel.

Ms. Noll reminded everyone that the Committee is not making the rule but giving Mr. Beattie information and support to take back to the GMDSS.

The motion was second by Mr. Leland Stanford and passed although it was opposed by Ms. Ruhle.

Risk Management Subcommittee

Subcommittee members: Chair Mr. Davis, Mrs. Hughes, Mr. Womack, Mr. Dameron, Mr. Matthews, Mr. Bratager, and Chairman Dzugan.

Chair Mr. Davis of the Risk Management Subcommittee handed out version 4 of the Risk Assessment checklist. No further changes were made to the document and it is ready to

be moved to the Communications Subcommittee. The following areas of Subcommittee interest were discussed:

- **Deck Safety** - The committee is looking for further information from the Committee including tips and comments regarding best practices for deck safety. Ultimately they would like to give something to the Communications Subcommittee for circulation.
- **Man Overboard Prevention and Recovery** –the Risk Management Subcommittee will add basic steps of prevention and recovery then include personal floatation and man overboard alarms. The Subcommittee has been “encouraged” by the Coast Guard to have rescue swimmers on board commercial vessels to prevent inexperienced individuals from attempting to assist a man overboard.
- **Watch Standing** – the Subcommittee has gathered information from various sources though it is not compiled. They will continue to work on the guidelines.
- **Navigation rules** – the Subcommittee will come up with simplified information to provide basic understanding and best practices.
- **Stability** – the Subcommittee discussed how to make stability risks simple, visual, and easy to understand. Mr. John Womack created something for the seining industry. Upon further discussion, they decided to create something tailored for the salmon seining operations and one for other seining operations. The subcommittee has developed the top eight gear types that might have stability issues:
 1. Scallop fishing
 2. Ocean clam dredging
 3. Dungeness crab (bar crossing)
 4. NE ground fishing
 5. Mackerel and herring
 6. Shrimping
 7. Bearing sea crab
 8. Pot cod
- **New Tasks** – Risk Management #7 – develop tailored interventions for high risk fisheries to reduce injuries and fatality rates by half.

Motion

Mr. Alan Davis moved that the Committee recommends that the USCG Fishing Vessel Safety Examiners in each district conduct a risk assessment of objective and subjective risks for select fisheries within their district using the model created by the Risk Assessment Committee examine the losses that have occurred, and prioritize a list of improvements needed on various vessels.

Each district should then sit down with their various gear types or fisheries and determine if a voluntary or ACSA arrangement is appropriate and can be reached. The goal being for the Coast Guard to provide support through training, inspection, marine survey, dry-

docking, and haul out review, etc. **The motion was seconded by Mr. John Womack and passed unanimously.**

Captain Ruhle requested clarification for man overboard incidents based on vessel size. Mr. Rosecrans explained that unless there is a fatality, it's often not reported. Captain Ruhle's main point is that stability risk factors should be based on vessel size and gear type.

Tasks #8 – develop a top 10 list of fisheries management practices that contribute to unsafe practices in the commercial fishing industry. Inquires have been sent out and the Subcommittee is working on it.

The Committee came up with a list of long range goals yesterday that will be e-mailed to the Committee.

Tabled Motions

The committee decided to revisit the motions that were tabled earlier in the meeting.

Motion

Mr. Alan Davis made the following motion: Recommend that the USCG include in the notice of proposed rule making a requirement that fishing vessels that are designed to have watertight bulkheads be required to maintain them as watertight unless a new stability survey is performed. **The motion was seconded by Ms. Kathy Ruhle. Discussion followed and the motion passed unanimously.**

Motion

Mr. Alan Davis moved the following: Recommend the USCG include in the NPRM that the captain of a vessel instruct crew members to wear a flotation device at any time on deck outside of the vessel rails or when the gear is in operation. (hauling, shooting, setting, gear is in motion, etc). **The motion was seconded by Ms. Beverly Noll.** In the discussion that followed, Mr. Stanford clarified that his original motion was to require captains to instruct the crew to wear PFDs when the seas were rough. Committee members agreed that it is unenforceable especially since bad weather is a judgment call. **The motion failed 3 to 10.**

Elections

CDR Christensen thanked the Committee for its participation and working late nights. He opened the floor for nominations for Chairman and Vice Chairman. Mr. Matthews moved to have Mr. Dzugan continue as Chair. **Ms. Hughes seconded the motion and it was passed unanimously.** Mr. Stanford moved that Mr. Davis continue as Vice Chair. **Mr. Martin seconded the motion and it was passed unanimously.**

Plus Deltas

Commercial Fishing Industry Vessel Safety Advisory Committee (CFIVSAC)
28th Meeting New Orleans, LA, 27-30 May 2008

Mr. Rosecrans asked the Committee for their thoughts about the meeting. Mr. O’Leary felt proud to be selected to the Committee. Mr. Hollin felt that the group is very professional and that it was great working with everyone. Mr. Bratager thanked the Committee for welcoming him.

Mr. Kemerer asked the Committee to think about what speakers they would like for the next meeting.

Positives	Needs Improvement
Three day time period	Not enough local fishermen presence
Flexibility of the agenda	Location should be closer to port
Advanced paperwork and email preparation	No timelines for public testimony
Good working relationship of Committee	No printer
Social night prior to the meeting	Fewer F/V coordinators than last year
Identification of immediate goals	
Good location	
Meeting rooms at hotel location	
District coordinator presence	
Openness for disagreements	
Good work of Subcommittees and chairs	
Active Coast Guard staff and expertise	

Conclusion and Adjournment

CDR Christensen commented that he was overwhelmed by the Committee’s work effort and encouraged by what he saw. The only improvement that he thought could be made would be to have a printer on hand. Mr. Rosecrans thanked the Committee for their work and thanked Ken Vasquez and Peter Bizzaro for their help and passion in putting the meeting together.

Public Comments

- Captain Ruhle – Fishermen are aware of safety and they find it important. The Committee should make regulations after issues are socially acceptable. Capt. Ruhle agreed that the three day timeline for the meeting is much better. He does not believe that fishermen will attend the meeting unless it is the right subject for fishermen because they have lost faith in the council system. The Coast Guard role in the council system is prohibitive to fishermen participation because of their role in enforcement. He has no suggestions at this time for how to change that perception. In his opinion Mike Rosecrans is doing a good job. He is very interested in safety but cautions that the Committee should also be concerned about economics. Capt. Ruhle feels the best place for the next meeting is the Pacific Northwest, just before the expo. He will be unable to attend a meeting if it is held September 22 through mid October or April 22 through May.

The Committee discussed locations for the next meeting. Southern California, the South Atlantic, Florida Keys, Hawaii, and Alaska were all offered as options.

Motion

Mr. Alan Davis moved that Committee recommends to the Coast Guard that they assure that the Coast Guard Representation on the various Fisheries Management Councils be tasked with representing the safety of commercial fishermen as well as the various other interests the Coast Guard may have. **The motion was seconded by Mr. John Womack and passed unanimously.**

There was a Committee consensus to recommend that the Coast Guard assure the inclusion of man overboard prevention guidelines in 46 CFR 28.265 and other materials the Coast Guard promulgates to guide Drill Conductors as appropriate.

The Committee Meeting adjourned at 4:26 pm on 30 May 2008.

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