

Alaska Marine Safety Education Association

A community-based
information & training network

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MARINE SAFETY UPDATE

Marine Safety Instructor Trainer Classes Held

AMSEA recently completed a series of Marine Safety Instructor-Trainer (MSIT) classes in the Pacific Northwest. In mid-March, eleven fisheries observer trainers from all over the U.S. met in Seattle to complete AMSEA's MSIT course. On the final day, this group got together to establish national training standards for fishery observer trainers. It was a great group with students from Hawaii, Texas, California and Massachusetts. AMSEA thanks the Alaska Fisheries Science Center for hosting the training, Cheryl Brown for national coordination, Puget Sound U.S. Coast Guard Marine Safety Office and Paula Cullenberg and Kit Van Meter for co-instruction.

In early April, another MSIT class was completed at the Alaska Vocational Technical Center (AVTEC) in Seward. Participants included Alaska State Parks staff, U.S. Coast Guard personnel, individuals from the Virginia Institute of Marine Science, AVTEC trainers, and U.S. Coast Guard Auxiliary trainers from Missouri. It was a varied, enthusiastic group who will go on to provide marine safety training to a wide variety of people.

Looking to the future, an MSIT class will be held in Sitka, September 24-30. A class is tentatively scheduled for Kodiak during the first week in August.

AMSEA's MSIT class is now accepted by the U. S. Coast Guard as meeting STCW Train the Trainer requirements.



*MSIT students in Seward form a human raft while wearing immersion suits.
(Photo: Richard Potts)*

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Marine Safety Training Available

DRILL INSTRUCTION COURSES IN ALASKA

Bristol Bay area — BBEDC, (800) 478-4370
 Homer — Ocean Safety Services, (907) 235-7908
 Kodiak — Joycrafts, (907) 486-6293
 Naknek — Debby Robertson, University of Alaska, (907) 246-4292
 Prince of Wales Island — Pete Willburn, (907) 828-3924
 Seward — AVTEC, (800) 478-5389
 Sitka & other communities — AMSEA, (907) 747-3287

OUT-OF-ALASKA DRILL INSTRUCTION

Bellingham & Seattle, WA — Fremont Maritime Services, (206) 522-5377 or Washington Sea Grant, (206) 543-1224
 California — Coastwise Marine Safety, (707) 464-2934
 Florida — Florida Marine Career Institute, Frank Myers, (727) 937-5924
 New Jersey — Thompson Maritime, (908) 899-7990
 Oregon — Clatsop Community College, (503) 325-0910 or, in Newport, Ginny Goblirsch (503) 265-3463
 Rhode Island — Vessel Safety Corp., Paul Helland, (401) 641-6598
 Texas — Israel Linarte, (956) 943-7935
 Westport, WA — Washington Sea Grant, (360) 875-9331



Marine Safety Instructor Trainer students in Seward fix a leak in the U.S. Coast Guard damage control simulator. (Photo: Richard Potts)

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Contributions to this publication and letters to the editor are most welcome. Please submit them to:

Editor

Marine Safety Update

P.O. Box 2592

Sitka, AK 99835

or fax (907) 747-3259

or e-mail amsea@alaska.com

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AMSEA Teacher Workshops Scheduled

- Applied Learning Summer Academy in Seward, June 18–22, 2001. This five-day class includes pool and cold-water practice of cold-water survival skills, a survival overnight, and time on the new full bridge simulator at AVTEC. Cost is \$60, not including academic credit. Some scholarships available.
- Applied Learning Summer Academy in Seward June 25–27, 2001. This three-day add-on to the five-day class expands upon the earlier training. Designed to qualify teachers with a marine background for acceptance by the U.S. Coast Guard as instructors of the Drill Instructor class. Cost is \$30, not including academic credit.
- Hatfield Marine Center in Newport, Oregon, August 13–16, 2001. No cost, unless academic credit is desired (\$50). Some scholarship money available for travel.
- Aleutians East School District, Sand Point, tentatively scheduled August 20-24. No cost, except for academic credit (\$50).

Marine Safety and Survival Programs Flourish in Alaska Schools

Bill Berkahn organized marine safety classes for over 1,100 kids on the Kenai Peninsula. Scott Feldman and Terry Rude assisted.

U.S. Coast Guard Petty Officer John Holzinger volunteered to help with the Sitka 3rd and 5th grade Migrant Education Programs. John was recently recognized by the Coast Guard for his outstanding volunteer service.

Scott Feldman educated 42 Russian community school kids on Kenai Peninsula using the Coast Guard's damage control trainer. Scott also taught 52 students in Sterling, and with Bill Berkahn, taught over 500 children in Kasilof and Johnson Lake about PFDs.

Paula Cullenberg and Kyle Hogrefe from the Observer Trainer Center in Anchorage trained 60 students from Dimond High school in cold water survival skills.

Eric Walters and Byron Black of the USCG trained 320 Anchorage Boy Scouts and 523 additional Scouts at the Boy Scout Freezare in the Seven Steps to Survival. Larry Aiken taught

boating safety to 15 students in Atkasuk.

On May 16-18, 120 Homer seventh graders learned about cold water, boating and navigation. At Soldotna High, Sohail Marey trained 80 14- and 15-year-olds in water safety and PFD use. Jill Showman at Voznesenka school near Homer led 67 students, in grades five through twelve, and nine staff members through marine safety training.

Jerry Byrne recently taught 67 kindergarten through sixth graders about PFDs and hypothermia. He also instructed 21 high school students in boating safety and a group of middle school students about cold-water survival. In Juneau, Leslie Lyman taught 58 sixth graders cold-water survival with the help of a Coast Guard cutter crew.

AMSEA has a list of marine safety teacher activities for grades K-12 posted on our website. Check them out at www.amsea.org

Safety Training for Fishermen Hits the Road on West Coast

Charlie Bond and Allan Molho recently completed a West Coast road trip during which they trained 70 fishermen in the ports of Eureka, Newport, Crescent City and Charleston. Charlie and Allan were assisted by Beverly Nols, Ginny Goblirsch, Ken Lawrenson, Mike Jackson and Paige Read. It was a great collaborative event with participation from the Coast Guard, private trainers, Sea Grant agents and safety equipment manufacturers and representatives.

The training consisted of a series of safety drills on any commercial fishing vessel in the harbor that was interested. They toured the harbors, offering emergency drills using a smoke generator and training gear including immersion suits, an EPIRB and life rafts, giving crews opportunities to practice with real equipment.

In addition, Ken Lawrenson of the Portland U.S. Coast Guard set up a damage control simulator trailer in the harbor parking lots so that crews could practice dewatering techniques.

Thanks to all who helped make this realistic, hands-on training a reality! Special thanks to Charlie and Allan who are making this an annual road show!

Wise Words for Boating Season

It's Spring! It seems everyone is out working, recreating and subsisting on the water. When thinking about and preparing for the boating season, the following quotation is worth some thought:

"When you call up the Coast Guard, or the Air National Guard, or whomever, you are asking them to risk their lives to save yours. You are also asking them to spend a lot of money in the process. The rescuers neither ask for nor get much in return (those who make a career out of criticizing the Coast Guard all too often forget that), and they value their lives as much as we value ours.

"It is the duty of those who go to sea to avoid getting into situations that require the aid of rescue services – heed the season, equip your vessel properly, keep a sharp eye for weather changes, shake down a new vessel conscientiously, don't expect your ship to do something she can't, pump for your life if you're sinking, maneuver your vessel if you're not, think ahead. Anything less and you will be asking more of others than you ask of yourself."

- Peter H. Spectre, "North Atlantic Shakedown: The Abandonment of the *John F. Leavitt*," *Woodenboat*, Number 33, March/April 1980, p.28.

Thanks to Richard Hiscock of ERE Associates, Ltd., Orleans, MA for reminding us of this passage.

Free Alaska Boater's Handbook Available

The Alaska State Office of Boating Safety has developed the *Alaska Boaters Handbook* with state-specific information on safety and requirements for recreational vessels. This book is available free by contacting their office in Anchorage at (907) 269-8705. In addition, a series of regional supplements are being produced in cooperation with the University of Alaska Marine Advisory Program (MAP). This series covers trip planning, preparation, local hazards, weather, environmental ethics, communications, operating tips, getting help and contacts.

The supplement on Prince William Sound is already available. Promised in time for the summer 2001 boating season is a supplement on Kachemak Bay/Lower Cook Inlet. These supplements are available from the Alaska Safe Boating Office or from MAP in Anchorage at (907) 274-9691.

Whales & Boats: A Dangerous Mix

Whale and boat collision incidents have increased in the last few years. As the number of boaters has grown, so have the number of whale encounters.

Some of the most dramatic survival stories in modern times concern the sinking of small vessels by whales in the mid-Pacific Ocean. In 1972, the *S/V Lucette* was sunk by killer whales, and the Robertson family spent 37 days adrift in a dinghy. In 1973, the Bailey's vessel was sunk by a sperm whale. They spent 117 days at sea adrift in their life raft. In 1989, the Butlers encountered what they believe were pilot whales. The animals sank their vessel and they spent 66 days adrift in a life raft.

Whale encounters with ships have long been part of history. *Moby Dick* is based on the 1820 ramming of the whaler *Essex* (For a riveting account of the sinking of the *Essex* and survival of the crew, read Nathaniel Philbrick's new book *In the Heart of the Sea*.) More recently, in 1997 two Juneau men were thrown out of their 16-foot boat when a humpback whale flipped it over. In 1999, a Metlakatla trio were injured when their boat collided with a humpback whale. In one of the stranger incidents in anyone's memory, the *S/V Merlin* sank while at anchor in a bay south of Sitka. It appears that a humpback whale rammed the vessel. No one was onboard at the time of the sinking but when the vessel was raised, baleen was found clinging to a large hole.

In a survey of 40 active boaters in Southeast Alaska, 55% had been very close to whales

while underway. A surprising 18% said they have hit whales while underway.

The waters of Alaska are seeing increased use for recreation, tourism and subsistence. At the same time, the population of whales is increasing as it recovers from an all-time low. Whales are also rapidly learning from interaction

with humans. For example, sperm whales have learned to feed off commercial fishing halibut, lingcod and blackcod gear. Increased whale/boat interactions are inevitable.

Recommended guidelines for boating near whales and other marine mammals:

1. Remain at least 100 yards from marine mammals.
2. Time spent observing individual(s) should be limited to ½ hour.
3. Whales should not be encircled or trapped between boats or boats and shore.
4. When approached

by a whale, put the engine in neutral and allow the whale to pass. Boat movement should be from the rear of the whale.

The pursuit of marine mammals is prohibited by law. Navigate slowly in the proximity of marine mammals, giving them time to react to your approach.

Marine mammal viewing is a benefit of boating in Alaska. However, remember they are wildlife, reacting under a different set of rules than humans. In some encounters, boats suffer more damage than whales. It is thus in a boater's best self-interest to give whales a wide berth and invest in a good pair of binoculars!

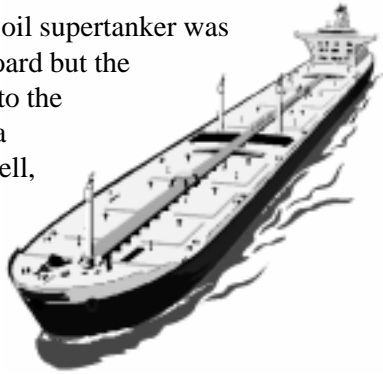


Simulator Enhances Navigation Training

The 1,000-foot oil supertanker was steered hard to starboard but the ship still slammed into the dock at Valdez with a sickening thud. Of well, let's try it again.

The Alaska Vocational Technical Center (AVTEC) in Seward, Alaska has acquired a new, state of the art Full Mission Bridge Simulator. With the simulator, students practice ship navigation and operation in a variety of virtual settings. Approved by the U.S. Coast Guard for its training applications, the simulator is one of the most modern and impressive navigation training tools in the world. It includes four fully equipped wheelhouses with computer-generated images of Alaska ports and passages.

Students practice with 20 typical vessels in more than 15 different geographic and weather environments. They encounter up to 30 different types of vessels in all types of sea states. The only other full



mission bridge simulators on the West Coast of the U.S. are in California. There are no other Alaska-specific units.

Thanks to the simulator, Alaska mariners can now undertake a number of STCW certified courses. The simulator can be leased for research projects and company training. A partial listing of courses available through AVTEC's maritime department, which may include work with the simulator, includes:

- GMDSS
- Basic Safety Training
- Bridge Resource Management
- ARPA
- Celestial Navigation
- Radar Observer
- Merchant Mariner Document
- Lifeboatman
- Able Seaman
- Master/Mate
- OUPV and 100-Ton Master

A number of fishing methods and safety and survival classes are also available. For more information about AVTEC's maritime programs call (907) 224-4174 or visit their website at www.AVTEC.alaska.edu



AVTEC students refine their navigation skills with a new, state of the art Full Mission Bridge Simulator.

Cell Phones:

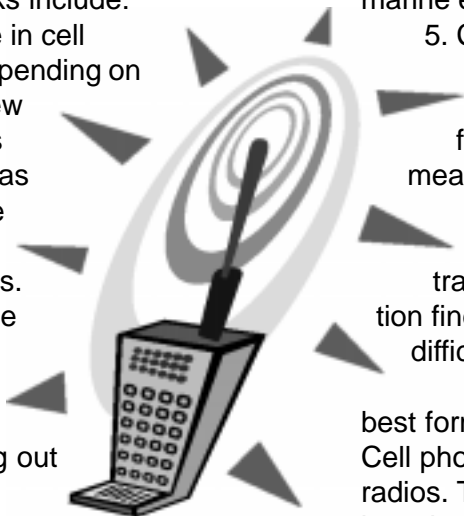
Unreliable Marine for Communication

The U. S. Coast Guard can be summoned by pressing *CG (or *24) on a cell phone. However, there are significant disadvantages to relying on a phone to call for help in an emergency. These drawbacks include:

1. A caller must be in cell phone range, which, depending on terrain, may just be a few miles. Many of Alaska's coastal waters, as well as waters elsewhere in the country, are not within cell phone service areas.

2. Not all cell phone companies provide the *CG service! Check with the service provider *before* heading out to sea.

3. *CG cell phone calls are answerable by no one except the U.S. Coast Guard. Even if



another boat is just around the corner in the next bay, its crew cannot hear a cell phone distress call.

4. Most cell phones are sensitive to a marine environment and do not work when wet.

5. Cell phone connections are not always certain. In some heavily populated areas of the country, three out of every five *CG calls are interrupted. This means several call-backs may be required to relay complete distress information.

6. Radios give a signal easily tracked by search and rescue radio direction finders. Cell phone signals are more difficult to track.

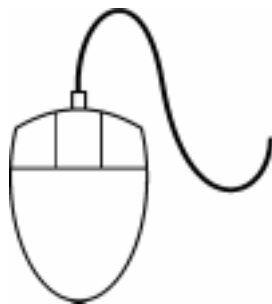
A marine VHF or SSB radio is still the best form of communication in emergencies. Cell phones are NOT a replacement for marine radios. There is no substitute for a MAYDAY broadcast using radios in terms of an efficient response.

Websites Worth Visiting

www.lifesaving.com

www.uscg.mil/stcw
— The U.S. Coast Guard's newly revamped website regarding STCW

www.uscg.mil/hq/g-m/cfvs/index.htm —
The U.S. Coast Guard's commercial fishing vessel safety page



Hypothermia/Survival Conference Planned

The Alaska Community Health & EMS, Southeast Region EMS and AMSEA are coordinating a hypothermia/survival conference in Sitka next spring. A review and possible revision of the Alaska hypothermia guidelines will take place on April 10-11, 2002. The conference will follow on April 12 and 13.

Tentatively scheduled speakers and participants include Dr. Martin Nemiroff, Dr. William Mills, Dr. Peyton and the U.K.'s Prof. John Leach. This will be a great opportunity for AMSEA instructors and EMS personnel to update their knowledge of several aspects of marine safety and survival. Watch for further Information!



CO Poisoning Affects Boaters

The U.S. Coast Guard has ordered all 85 U.S. houseboat manufacturers to develop plans to eliminate carbon monoxide (CO) build-up from exhaust lines around the rear decks of their boats. Every year, boaters die from the insidious effects of the tasteless, odorless gas that is a by-product of combustion.

Human lungs have an affinity for CO 2,500 times greater than for oxygen. CO can rapidly accumulate in the bloodstream.

The "station wagon" effect is especially dangerous in boats. This effect occurs when exhaust from the rear of a vessel rolls back up and into living spaces, due to the partial vacuum created behind the boat as the vessel speeds through the water. However, even at anchor or dock, wind can blow exhaust fumes into a boat's cabin.

CO also can build up from combustion devices inside living spaces, such as diesel and propane stoves. It is important to follow manufacturer guidelines for installation and use of these devices. Leaks in engine exhaust systems can also lead to problems.

It is an excellent idea to periodically monitor CO levels on any vessel with a readily available test kit. Also, boaters should watch for signs of CO poisoning. Headache, nausea and general malaise are sometimes attributed to seasickness when in fact they may signal CO poisoning.

Boating Safety Instructor Courses Slated

AMSEA has contracted with the Alaska Office of Boating Safety to conduct 18 Boating Safety Instructor classes. Starting in the Fall of 2001, courses will be held throughout the state, with special emphasis on communities with high boating fatality rates.

AMSEA instructors, U.S. Coast Guard Auxiliary members, educators and anyone who teach boating safety are encouraged to contact AMSEA to get on the list for this course!

Zodiac Rafts Recalled

Zodiac has recalled defective life rafts. The recall affects rafts made after September 1, 2000. All but 15 have been located. The serial numbers of the unlocated recalled rafts are:

SY6 Coaster Valise- XDC AAX70; XDC AAZ30; XDC AAZ56; XDC AAZ59; XDC AAZ63; XDC AAZ71; XDC AAZ73

SY 6 Coaster Canister- XDC AAU28; XDC AAS76; XDC AAS81; XDC AAS87; XDC AAS89; XDC AAS28; XDC AAT17; XDC AAT19

Bayley Immersion Suit Bladders Fail

During the past 3 years, fishing vessel safety exams in Southeastern Alaska have revealed over 100 Bayley immersion suits with delaminating bladders. The company has acknowledged the problem, released a field advisory and recommended a fix to all of its West Coast service centers.

Suits with this defect should be delivered to a Bayley's service center for repair. The problem should also be reported to a Marine Safety Office along with the year of manufacture, serial number and lot number of the suit.

This imperfection is most prevalent in Bayley's suits manufactured in the early 1990's. However, newer suits may also have this problem. It could be that the adhesives used in bladders take a number of years to fail, and 1990s suits are just now exhibiting the fault.

Kaino Ceases Operation

The manufacturer of the Kaino Rescue Ring, a U. S. Coast Guard-approved buoyant apparatus required on some fishing vessels, has closed its doors with the passing of company founder John Kaino, Sr.



THANKS!

The following people and organizations help keep AMSEA's marine safety training programs afloat!

Recent Service & Equipment Donations

- Del & Sylvia at Southeast Ocean Safety, Ketchikan — classroom & training equipment use
- F/V Kupreanof, Sitka — use of vessel for Mt. Edgecume High School drills class
- David Thomson, Alaska Dept of Health & Social Services — rescue ring devices
- LFS, Inc., Bellingham, WA — immersion suit
- Halkey-Roberts, St. Petersburg, FL — auto-inflation devices
- Cheryl & John Hedden, Sitka, AK — classroom table

2001 Sustaining Membership

- National Institute for Occupational Safety and Health, Anchorage

2001 Supporting Memberships

- Educational Traning Company, Sitka
- Dan Russel, Seattle
- Southeast Alaska Regional Health Consortium, Sitka
- Petersburg Vessel Owners Association
- U. S. Forest Service, Tonagss National Forest, Sitka
- F/V Coral Lee, Sitka
- F/V St. Lazaria, Sitka
- F/V Gretchen S, Anchorage
- Shilshoe Bay Yacht Club, Seattle
- SEAPRO, Ketchikan
- F/V Eyak, Port Alexander
- La Caccia, Anchorage
- Daryl Royce, Anchorage

2001 Donor Memberships

- S/V Arcos, Sitka
- F/V Rachel Anne, Ketchikan
- Brian Flory, Juneau
- Bruce Dylesky, New Mexico

Also thanks to the scores of individual members, and the many others who teach and contribute to marine safety education!

- Individual Membership: \$20.00
- Donor Membership: \$50.00
- Supporting Membership: \$100.00
- Sustaining Membership: \$500.00
- Newsletter subscription to the U.S.\$10.00
- Newsletter subscription outside the U.S.\$20.00

- Method of payment:
- Check or money order, payable in U.S. funds, enclosed (Please make check payable to AMSEA)
 - VISA or MasterCard

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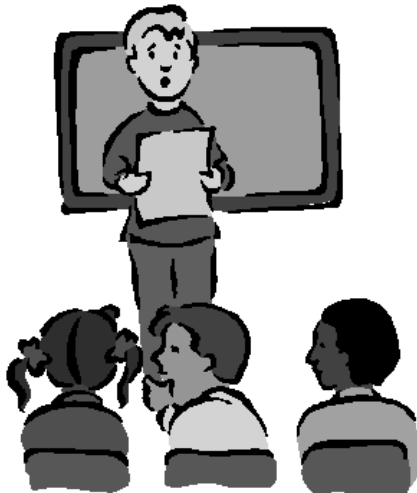
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Thank you! for becoming a part of the

ALASKA MARINE SAFETY EDUCATION ASSOCIATION

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Migrant Education Programs Can Offer Marine Safety & Survival



Every school district in Alaska (except one) has a federally-funded Migrant Education Coordinator who offers programs for migrant children. The Migrant Education Program has funded marine safety training in a number of school districts in Alaska.

A unique feature of this program is that parents, as well as school districts, determine the needs of migrant families in each district. AMSEA instructors in a number of school districts have assisted with training through this program.

Children who meet the following criteria are eligible for the Migrant Education Program:

1. Children must be enrolled in a school district. Home-schooled children are considered part of the district they reside in.
2. Students must leave the school district for the purposes of commercial or subsistence fishing, agriculture or logging.
3. Students must leave the district for at least seven nights. Size

of the districts vary widely. In the village of Kake, you leave the district as soon as you leave the dock. However, in Sitka or Barrow, you may need to travel many miles to be out of the district.

It is up to the parents of children who qualify as migrants to work with their Migrant Education Coordinator and school district, as well as local AMSEA instructors, to initiate a marine safety program in their schools.



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