

Alaska Marine Safety
Education Association

*A community-based cold water &
boating safety training network*

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AMSEA

MARINE SAFETY UPDATE

Instructors for New Boating Course Sought

AMSEA, in cooperation with the State Office of Boating Safety, has completed an Alaska-relevant, hands-on boating safety curriculum entitled *Alaska Water Wise*. The eight-hour course is approved by the National Association of State Boating Law Administrators (NASBLA) and is often valid for a reduction in insurance rates. NASBLA-approved courses have reciprocity in other states.

The basic course includes segments on preparing for a safe boat trip, emergency signals, boating operations, boating emergencies, cold-water survival skills, navigation/rules of the road, and legal requirements. The curriculum is expandable so that other non-NASBLA-approved topics specific to Alaska can be included. The curriculum includes a course outline, Power Point™ presentations, skills sheets, and a 50-question test.

In 2002, AMSEA will offer one-day or three-day *Alaska Water Wise* instructor courses in Alaska. Four instructor-training courses will take place in Southeastern Alaska, the Anchorage/Fairbanks area, Bethel, and Kotzebue. In addition, the six-day AMSEA Marine Safety Instructor Training courses will include an optional seventh day for those who want to add the *Alaska Water Wise* course to their personal training arsenal.

Current AMSEA instructors are encouraged to use the *Alaska Water Wise* curriculum. They and other experienced boating safety instructors are eligible to take a one-day *Alaska Water Wise* instructor class that will introduce the curriculum and the policies of the Alaska State Boating Office that administers this program. Those with no instructor training may take the three-day *Alaska Water Wise* instructor course. Anyone interested in teaching this course is requested to contact AMSEA.

Free Survival Workshops Offered at Symposium

AMSEA will sponsor a series of free marine safety and survival workshops as part of the April 2002 Southeast Region EMS symposium in Sitka. These practical workshops for commercial and non-commercial boaters will take place April 11. Topics include updated survival equipment care and use, weather forecasting, immersion suit donning and harbor swim, damage control simulator, cruise ship and small boat conflicts, and others. Dr. Martin Nemiroff will speak that evening on the latest hypothermia information.

To learn more about these free workshops, contact AMSEA. For information about fees for other parts of the symposium or to register, contact SEREMS at (907) 747-8005.

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Marine Safety Training Available

DRILL INSTRUCTION COURSES IN ALASKA

Bristol Bay area — BBEDC, (800) 478-4370

Cordova — **Feb. 4 & 5**. Also mini safety workshops during Ice Festival, **Feb. 2 & 3**

Dutch Harbor — **Jan 8 & 9** and again **Jan. 10 & 11**, pool session **Jan 12**

Homer — Ocean Safety Services, (907) 235-7908

Kodiak — Joycrafts, (907) 486-6293

Naknek — Debby Robertson, University of Alaska, (907) 246-4292

Petersburg — **Feb. 6 through 9**

Prince of Wales Island — Pete Willburn, (907) 828-3924

Seward — AVTEC, (800) 478-5389

Courses are also planned for Ketchikan, Juneau, Homer, Kodiak and Sitka. Contact AMSEA, (907) 747-3287 or amsea@alaska.com, for information about any course mentioned here, or to set up one in your area.

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 Update

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

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Marine Safety Update

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Seward to Host Marine Safety Instructor Training Course

AMSEA's next scheduled Marine Safety Instructor Training (MSIT) course will take place at the AVTEC Facility in Seward **April 1-7, 2002**. In conjunction with the MSIT class, AMSEA will also offer an STCW Train-the-Trainer endorsement for those training professional mariners, as well as a one-day *Alaska Water Wise* instructor course for those working with recreational boaters. For more information, contact AMSEA at (907) 747-3287 or amsea@alaska.com.

Need for Safer Practices on Deck Cited

People often think that vessel loss is the reason fishing in Alaska is a dangerous activity. However, only 64% of fishing industry fatalities are connected with vessel loss, and this rate has been decreasing impressively for eight years. A study recently released by the National Institute of Occupational Safety & Health (NIOSH) field office in Alaska reveals that deck safety (slippery surfaces, unsafe machinery, loose objects) contributed to 36% of deaths, and the number of these fatalities remained constant during the study's eight-year period.

The study found that falling overboard accounted for 60% of fatalities not associated with vessel loss, or 22% of all fishing deaths. Usually overboard events are caused by entanglement or rough weather. However, 21% are unobserved and the cause unknown.

Although crabbing only accounts for 13% of Alaska fishing employment, it generates 44% of overboard fatalities. Entanglement caused 80% of crabbing fatalities. It is unknown how many people fall overboard and survive. NIOSH noted buddy systems, line-throwing devices, man overboard alarms, and recovery devices, combined with regular emergency drills, as ways to reduce these fatalities. The fact that none of the crab fishery fatalities was wearing a personal flotation device suggests the importance of their use. A recent survey of crab boats in Alaska revealed that 88% of skippers require crew to wear PFDs while working on top of crab pots, but only 13% require PFDs to be worn at other times.

Falls are the most common fishing vessel accident, accounting for 26% of all injuries. Many of these injuries could be prevented by keeping decks clean of oil and slime, using non-slip paint and

grating, adequate lighting, installing guards around hatches as well as handholds on steps and ladders, and using safety harnesses when working in high risk jobs onboard.

Injuries associated with machinery accounted for 20% of injuries and four deaths. Most were due to being struck or pulled by lines, winches, and crab pot launchers. Suggested preventative measures include maintaining alertness, close coordination by sight and sound between the hydraulic operator and crew, emergency shut-off switches near work stations, and

the wearing of close-fitting clothing. In addition, crab pot launchers should be well lighted, painted a highly visible color, and launching areas well-marked.

The equipment that catches fish also catches

fishermen, and accounts for 20% of injuries. NIOSH cites being struck by crab pots as the single most common cause of equipment-related injury. Procedures for moving crab pots more safely should reduce injuries and fatalities. These include marking cranes so operators can see when the crane is aligned with the launcher to minimize motion of pots over deck.

It also is suggested that crabbers avoid turning their backs to pots, unleash one pot at a time, and wear personal protective equipment such as helmets, goggles, and reinforced gloves. In addition, hydraulic operators need to have a good view of all crew and working areas.

Factors that contributed to deck injuries and fatalities, but not addressed by the study, include knowledge, experience, and fatigue. However, NIOSH's review of deck injuries and deaths makes it obvious that better equipment design and safety practices could have prevented most casualties.

FATALITIES BY FISHERY 1991 TO 1998			
Fishery	Vessel loss fatalities	Deck fatalities	Total fatalities
Shellfish	53	23	76
Salmon	16	12	28
Groundfish	12	5	17
Halibut	11	1	12
Herring	6	3	9
Processing/tender	3	0	3
Other/unknown	6	15	21
Totals	107	59	166

Who Wears a PFD in Alaska?

The PFD Wear Rate Study is a project undertaken jointly by State of Alaska Office of Boating Safety; State of Alaska Department of Health & Social Services, Division of Public Health, Section of Community Health and EMS; and the U.S. Coast Guard. The study began in 2001 and plans are underway to continue the survey in 2002. In 2001, 1,892 vessels were observed in seven locations. Here's what was discovered:

27% of boaters wear a PFD.

13% of operators and 52% of passengers wear PFDs.

39% of PFD wearers are women, 23% are men.

PFD wearers by age:

0-5	6-17	18-64	Over 65
86%	69%	21%	22%

PFD wearers by vessel size:

Under 16 feet	16 – 25 feet	Over 25 feet
46%	23%	5%

PFD wearers by sites monitored:

Big Lake	53%	Douglas	45%
Homer	23%	Juneau	15%
Matsu	37%	Ninilchik	18%
Soldotna	20%		

PFD wearers by vessel type:

Cabin cruisers	14%	Canoe/kayak	80%
Day sailer	75%	Inflatable/raft	46%
Rowboat/dinghy	23%	PWC	81%
Runabout/skiff	24%		

Variations on HELP Alter its Effectiveness

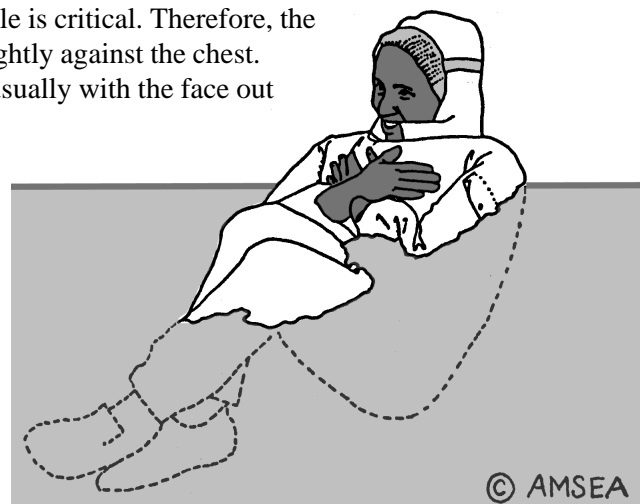
In their publications, a number of organizations picture the Heat Escape Lessening Position (HELP) executed in a less than optimal way. The goal of the position is to reduce heat loss from high heat loss areas, especially the armpits and sides. Therefore, *the arms should be held close to the sides.*

Often drawings of the HELP show persons grabbing their knees, which are pulled up against the chest. This has two disadvantages. First, it positions the arms up, away from the sides and opens the armpits and sides, exposing them to cold water. Also, many people in the water roll over onto their faces when holding the knees because their center of gravity is too far forward. Submerging the face in cold water is not a good survival technique!

Keeping the face out of the water as much as possible is critical. Therefore, the arms are better positioned with crossed forearms held tightly against the chest. This allows a person to float in a more stable position, usually with the face out of the water.

As far as the position of the legs is concerned, the classic HELP is a calm water position. In even the smallest waves or slightest current, a person is unable to float upright with legs raised. To help maintain stability in rougher water, lower the legs and have them act as a keel. To lessen heat loss, keep legs and thighs pressed together. Crossing the ankles helps.

Remember, when done correctly the HELP position can extend survival time by 30% for those wearing a Personal Flotation Device!



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New PFDs Comfortable and Practical

By Rick McElrath, AMSEA Equipment Manager and Trainer

Alaska gives us many reasons to get outdoors year-round. Some of us hunt and fish recreationally, some for subsistence. Some are commercial fishermen. One common threat that we generally share is risk of accidental immersion in cold water. Whether you find yourself traveling on a frozen river or lake on a snow-machine or four-wheeler, using a skiff to get to your favorite hunting area, or on the open ocean aboard a commercial vessel, there are comfortable, user-friendly PFDs you can wear.

The best PFD is *always* the one you wear. If you haven't found a U.S. Coast Guard-approved PFD that you will consistently wear, there are alternatives in non-

approved styles that offer options that some find less bulky and very user-friendly. However, if you choose to wear a non-approved PFD understand that it will not meet USCG carriage requirements and USCG-approved PFDs also must be carried to meet legal requirements.

Walk along any dock in Alaska or the Pacific Northwest, and you'll see seasoned commercial and recreational boaters wearing one form or another of the Stormy Seas®-type jacket. Generally it is a light



jacket, lined with polypropylene fleece and complete with a fleece-lined hood. What makes this type of jacket valuable to the boater is an inflatable bladder sewn inside the liner, a manual CO₂ inflator and an oral inflator. One healthy tug on the Velcroed™ chest pocket and the CO₂ inflator activates, inflating the vest and keeping you afloat. You also can orally inflate the bladder as a precaution while on the water, and deflate it later. Although it does not offer the hypothermia protection of a Type III float coat, it does have some inherent insulation value based on the jacket design.

Recently we have seen automated inflation devices on some inflatable PFDs. Immersion for at

least one second activates the CO₂ inflator and inflates the PFD. These are found in the newly USCG-approved SOSpenders® and the Mustang® Air Force, a Type V substitute for Type I, II, or III. Both are good examples of easy-to-wear, comfortable flotation devices.

Also new on the market are some non-USCG-approved flotation coveralls that provide excellent flotation and hypothermia protection if worn correctly. An example of this type is the Imperial® Northstar. Although these coveralls are not yet USCG-approved, they do incorporate flotation and hypothermia protection into durable construction.

With the wide variety of USCG-approved and unapproved PFDs available from numerous distributors and retailers, there is no reason for you or those you love to be unprotected when on or near the water. Market competition keeps prices affordable, with styles and sizes available to meet your needs. There is no reason for you or those you care about to go near the water without protection.

Harvey's® Stops Making Immersion Suits

Harvey's® of Kent, Washington, long-time manufacturer of immersion suits, stopped producing immersion suits about ten months ago. However, they are still in the dive suit market. Harvey's® recommends that if any factory repair or maintenance is needed for their suits, owners contact Imperial International® in Seattle at (206) 783-5512.

Fishing Vessel Safety Tips Sought for Publication

AMSEA wants to pay you for safety tips! In the next year, AMSEA will publish a booklet of commercial fishing safety practices and tips solicited from those in the industry.

Tips used will earn \$50, plus credit in the publication. Awards will be based on originality and usefulness. Tips may include ideas of what to do in various emergencies, emergency prevention, or safety precautions.

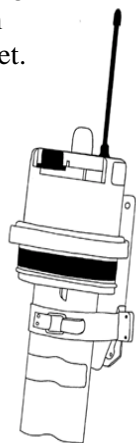
AMSEA is particularly interested in safety ideas specific to a fishery. So give us your ideas! AMSEA will let the rest of the fleet know and send you a check to boot!

Tying EPIRB Lanyard to Vessel is Dangerous Practice

Every 406 EPIRB has a lanyard attached to allow a user to tie it to his person or life raft, preventing it from drifting away. The lanyard is sometimes not readily apparent, but it is there if one looks for it. It is usually tightly wrapped around the EPIRB and under a clear plastic cover. Unfortunately, there have been too many boats found with the EPIRB's lanyard tied to the EPIRB bracket or the vessel itself.

When the EPIRB lanyard is tied to the EPIRB bracket, or to any other fixed component of a vessel, it prevents the self-deploying hydrostatic release mechanism from releasing the EPIRB from the bracket. This means that the EPIRB will go down with a sinking boat. Its life-saving satellite radio signal will not be received by potential rescuers since the signals do not transmit under water.

Check that no one has tied down your emergency radio signal. Remember that Category 1, 406 EPIRBs are designed to float free. Let them!



Book Helpful to Fishing Families Planned



Several fishing families plan to write a book helpful to others who commercial fish with their children.

They are looking for input from people who have fished with children and have ideas that can enrich the lives of children growing up on fishing vessels.

The authors plan to address the following and much more:

- Vessel modifications to accommodate children.
- Books and other resources helpful in preparing for children onboard.
- Recommendations for taking children fishing for the first time.
- Recommendations and critiques of PFDs for children.
- Handling children who resist wearing a PFD onboard.
- Prevention ideas for safety of children onboard.
- Rules, including modification of recommendations for adults, for the safety of children on deck.

To gather information for the publication, a survey is posted on AMSEA's website at www.amsea.org. To contribute ideas and experience to this project just click on the green "Fishing Families Questionnaire" button on our homepage. You do not have to answer all the questions and you can add comments on topics not covered. Information from any Alaska or West Coast fishing families is appreciated. Credit will be given for unique ideas or anecdotes, if you desire, and photos you provide also may be included.

Comments or questions may be addressed to Denise Klingler at F/V Puffin, 909 Halibut Point Road #35, Sitka, AK 99835, or puffins1@juno.com. Comments or questions also may be sent to AMSEA to be forwarded to Denise.

Winter: Time to Examine Safety Gear

By Steven Campbell, AMSEA Training Coordinator

Take advantage of winter! It's a great time to check those items on the boat that we never get around to in the spring.

Flares — Check expiration dates and make sure they won't expire during the season.

Non-SOLAS flares — Check for moisture. If cardboard tubes are damp, discard. Check for condensation under the plastic caps. Make sure strikers aren't wet or damp.

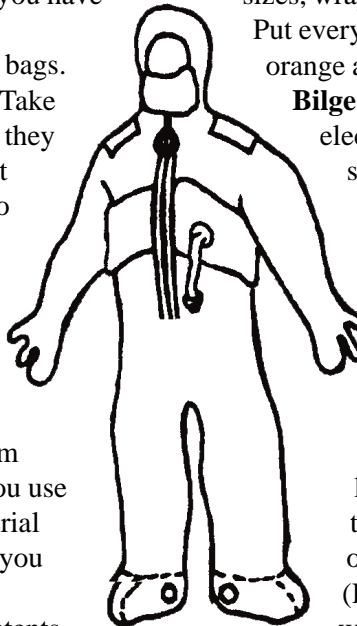
Flare gun — Make sure there is no corrosion, the trigger and hammer work freely, and the cartridges have not expired.

VHF radio — Check the fuse and make sure it's the proper size for the radio. Do you have a spare fuse? Check connections for corrosion and tightness.

Anchor line and fittings — Check for wear spots and connections between chain and line. Do you have safety wire on all connections? Is the anchor the right size for your vessel? Last season did you have enough chain and line?

Immersion suits — Pull them out of bags. Check zippers and overall condition. Take them to the pool and try them on. Do they still fit? Make sure you have the right size for each crew member — one too small or large could cause serious problems. Try them in the water. Are they still watertight? Rinse in fresh water and dry inside and out. Check lights and batteries. Replace dated batteries. Check whistles and attachment lines. When dry, hang them up or lay them out until just before you use your boat again. This allows the material to rebound to its natural state, giving you maximum insulating value.

Abandon ship bag — Check the contents. Is everything in good shape? Replace items as needed: flashlight batteries, food, water, flares, etc. Make sure everything is dry and serviceable.



Liferaft — Check the repacking date. It's easier to get a raft repacked now than it is in May.

EPIRB — Check registration expiration, battery expiration, and hydrostatic release expiration dates. Replace as needed.

PFDs — Check all, approved or not. Check buckles, zippers and straps and make sure all function properly. Check for mold, rips, holes, dirt, and UV fading. Check inflatables by inflating and letting them sit at least one hour before checking the pressure. Check each inflation system, make sure the cartridge is the right size, and make sure the inflation hose is firmly attached and functions properly.

Damage control kit — If you have one, check the contents and make sure everything is serviceable with no rusted clamps, etc. If you don't have one, make one. Start by checking through-hull fittings and make a plug to fit each one. Collect hose clamps of various sizes, wrapping materials, plugging materials, etc. Put everything in a five-gallon bucket painted orange and labeled "damage control."

Bilge pumps — Check all fittings, hoses and electrical connections. Clean out intake screens. Make sure you have the largest bilge pump you can afford for the space it services. Have a backup system, manual or electrical, on a different battery system.

Fire extinguishers — Check the condition of the cylinders and brackets. Are pressure gages in the green? Have extinguishers inspected by someone that knows what to look for and can sign off the inspection date. Do you have enough on board to comply with regulations? (Requirements are minimal — you may want more.)

This is by no means a complete list of what you can check. But, hopefully it will get you started. Have a safe and prosperous new year!

AMSEA Instructor Network News

Park Rangers Go to School

Last fall Alaska State Parks tapped some of their seasonal rangers to teach boating safety in the schools during the off-season. AMSEA instructors and rangers **Joe McCullough, Terry Rude, Bill Berkahn, Jacqui Erion** and **Eric Clarke** taught cold-water safety and survival to more than 2,000 kids on the Kenai Peninsula.

Jeff Johnson, head of the State Office of Boating Safety, deemed the pilot project a great success and is looking for other inspired rangers to expand the program into other areas of the state.

Migrant Ed Trains Sitka Kids

Sitka's Migrant Education Program has a longtime commitment to cold-water survival for kids. Every year about 300 third, fifth and seventh graders receive training in cold-water survival skills and other outdoor survival skills.

Every two years, school curriculum devotes about a month to survival. This includes a week of Migrant Ed-sponsored classroom time and culminating sessions in the pool, harbor or outdoor skills stations. Thus, kids who stay in the district get great learning reinforcement. This year, for the first time in a long while, ninth graders also participated in training.

Migrant Ed programs in Alaska provide education for commercial fishing and subsistence families. Contact your school to find out more about what Migrant Ed can do for kids in your community.

Trio Improvises at Fish Expo

Charlie Bond, Ken Lawrenson and **Kari Guddal** put together, in very short order, effective training on survival equipment use at Fish Expo in Seattle. When a last minute cancellation created a space in the program, the team of veteran AMSEA instructors gathered up survival equipment from their booths and those of other exhibitors and put on a demonstration with EPIRBs, liferafts and immersion suits for an audience of over 100 fishermen and others. These three are commendably on their toes!

Kids: Learning by Teaching

What's the best way to get kids to really learn something? Have them teach it. That is how **Sue Hargis**, USCG Boating Safety Coordinator, promotes the Peer Educators project.

The idea is to teach high school juniors and seniors cold-water safety and survival, give them some basic teaching tips and let them teach what they learned to elementary school kids. She says the approach is flexible and can be used pretty much anywhere. **Joe McCullough** made it part of the State Parks project in the Kenai schools and says the program is quickly becoming his "favorite thing." Getting the first batch of high school kids to the training was his biggest challenge.

Once the kids saw that teaching is fun and rewarding, word of mouth did the trick to spread the word. Joe has set up a competition between his classes of peer educators to encourage them to do a lot with what they learned.

AMSEA Refines Staff E-mail System

You may now e-mail each AMSEA staff person directly, if you choose. (At least those of us with a computer, anyway.) Or, you can continue to use amsea@alaska.com, and your message will be forwarded to the right person.

Marian Allen, Schools Program Coordinator:
marianamsea@alaska.com

Steven Campbell, Training Coordinator:
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Jerry Dzigan, Director:
jerryamsea@alaska.com

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Shawn Newell, Assistant Director:
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More AMSEA Instructor Network News

AMSEA Instructors Tackle Widespread Projects

Larry Snyder and **Sue Jorgensen** encouraged over 90 kids and adults to put on PFDs, immersion suits and try out life in a liferaft at Sea Fair in Juneau. **Kathy O’Gara** and **Mike Morris**, SEARHC, continue to work their training “beat” in Southeast Alaska teaching kids in villages the importance of wearing PFDs, how to prevent hypothermia, how to create and use personal survival kits, etc.

AMSEA staffer **Marian Allen** went international, offering training on cold-water survival skills in London followed by a hands-on workshop for a statewide meeting of Native health corporation Injury Prevention Specialists in Anchorage. **Steve Ellwood** covered the Seven Steps to Survival and hypothermia with 70 seventh and eighth graders in Salcha.

Dug Jensen taught homeschooled kids in Sitka about PFDs and drowning prevention. He also educated U.S. Coast Guardsmen winter survival skills high atop the snowfields of Baranof Island. **Don Weber**, Anchorage, is kept busy training camp personnel and field crews in the Matanuska-Susitna area. He is especially proud of the Girl Scout counselors who put what they learned to use, saving a downed pilot in a lake near Wasilla. **Lisa Stanyk**, of Homer, trained 70 fifth through twelfth grade students from Voznesenka School in cold-water survival skills.

AMSEA thanks everyone who has submitted reports of the training you do! If you are actively training, please send a report to AMSEA. It’s easy! Use the form at www.amsea.org, or call in or e-mail the date, number and approximate age of students, length of course, and a short summary of what you covered for each course taught.

Jones to Staff AMSEA’s New Anchorage Office



Michael Jones introducing children to a liferaft

In response to a growing need for training support far north of AMSEA’s Sitka office, AMSEA recently hired Michael Jones, former AMSEA Schools Program Coordinator, as Boating Safety Training Coordinator to be headquartered in Anchorage. Michael is a longtime Alaskan who has lived and worked in almost every region of the state. He is an experienced schoolteacher and AMSEA instructor who has spent a lot of time in boats on Alaska’s rivers and coasts.

In his new position, Michael will strengthen connections and provide support to AMSEA’s instructor network, non-commercial boating user groups, commercial fishermen, schools and others with cold-water safety and survival training needs. Michael will facilitate others’ training endeavors. He also will teach noncommercial boaters (adults and kids) and commercial fishermen. In addition, he will assist the National Institute of Occupational Safety and Health’s (NIOSH) Anchorage field office with commercial fishing vessel safety research projects.

This is AMSEA’s first full-time staff position outside of Sitka. It is made possible by funding through the State Office of Boating Safety and the U.S. Coast Guard, and by office support provided by the NIOSH field office in Anchorage.

Contact AMSEA’s new office in Anchorage: Michael Jones, AMSEA/NIOSH - DSR, 4230 University Drive, Grace Hall, Suite 310, Anchorage, AK 99508, 907-271-1403. E-mail and fax will be available soon!



Supporters Aided AMSEA's Many 2001 Accomplishments

With the help of members and other supporters, 2001 was a very busy year for AMSEA. A few of the year's accomplishments include:

1. The K-12th grade *Surviving Outdoor Adventures* curriculum was completed. Alaska Sea Grant is publishing this hands-on, standards-based survival program for school children. Books should hit the streets by Spring 2002!
2. AMSEA instructors and schoolteachers trained thousands of children in boating and outdoor safety.
3. In four Marine Safety Instructor-Training classes, held in Seattle, Sitka and Seward, 48 new AMSEA instructors were trained. People trained represented regional fisheries observer programs and Coast Guard fishing vessel examiners from around the U.S., Alaska Department of Parks and Recreation personnel, injury prevention specialists, teachers from marine technical institutes, academies and colleges, and many others.
4. *Alaska Water Wise*, a noncommercial boating safety curriculum for Alaskans was completed. This eight to 16-hour course is hands-on and written especially for Alaska's environments. It is approved by the National Association of State Boating Law Administrators.
5. Workshops in the *Surviving Outdoor Adventures* curriculum were held in Sand Point, Seward, Anchorage, Galena, Kotzebue and Sitka for 36 schoolteachers and health professionals.
6. Over 300 commercial fishermen were trained to be Drill Instructors.
7. Completing a marine survival program became a graduation requirement for all seniors at the state of Alaska's Mount Edgecumbe High School.

Members to Further Many Exciting AMSEA Projects in 2002

In 2002, AMSEA has even more exciting marine safety activities planned. Just a few are:

1. An AMSEA Marine Safety Instructor Training course will take place in Maine, establishing a network of instructors in the Northeast.
2. A video on how to conduct monthly drills on commercial boats will be produced.
3. A marine survival workshop series is planned in conjunction with SEREMS at the spring EMS symposium in Sitka.
4. A booklet of fishing safety tips will be published with input from commercial fishermen.
5. Four Instructor courses for the *Alaska Water Wise* noncommercial boating safety course will be held in Alaska and establish a new network of boating safety instructors.
6. The AMSEA Instructor Training Manual will be updated and revised.

You can help AMSEA accomplish all this and more by contributing ideas and suggestions as well as by becoming a member! AMSEA's administrative costs are *very* low at only 10% of expenditures. Most of your donations go directly into marine safety training and education programs. Be a part of this network that educates thousands of mariners every year with updated, cold-environment safety training!

Diving Symposium Proceedings Available

Alaska Sea Grant has just published the proceedings of the 21st Annual Scientific Diving Symposium. The 104-page book focuses on research and education in cold water using scuba and nitrox diving. Topics include safety, research, technology and techniques in chemistry, archeology, biology etc. Order a copy by calling (888) 789-0090 or visit their on-line bookstore at www.uaf.edu/seagrant/pubs_videos/pubs.html.



THANKS!

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

Sustaining Membership

National Institute for Occupational Safety and Health, Anchorage

La Caccia, Anchorage
Scott Feldmann, Sterling
Andre Nault, Pacific Environmental & Safety, San Diego

Supporting Memberships

Daryl Royce, Anchorage
Educational Training Company, Sitka
Dan Russell, 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
Shilshole Bay Yacht Club, Seattle
SEAPRO, Ketchikan
Trevor Pollard & Kris Hoffman, Port Alexander

Donor Memberships

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

Recent Service & Equipment Donations

Southeast Region EMS, Sitka — photocopy machine

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

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Service Phase-out to Begin

The international COSPAS/SARSAT program has approved a plan to phase out 121.5/243 MHz satellite distress alerting services. The phase-out is planned to give users time to transition to the 406 MHz system.

Russian satellites will have no 121.5/243 capacity as of 2006, and U.S. satellites will end 121.5/243 MHz alerting services in 2009. As a result, Class A, B and S EPIRBS will not be useful as emergency equipment after 2009. Although the maritime industry began making the transition to 406 MHz some time ago, the aviation industry is taking longer to change over.

Whale Protections Enacted

The National Marine Fisheries Service is now *requiring* the following actions to protect humpback whales:

- No approach within 100 yards.
- No placing a vessel in the path of an oncoming whale causing them to surface within 100 yards of your boat.
- Operate vessel at a slow, safe speed when near a humpback whale.

The entire regulation and guidelines are available at www.fakr.noaa.gov or by calling (907) 586-7235.

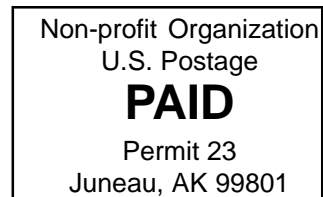
Foul Weather to Affect Fishery Openings

The U.S. Coast Guard has entered into an agreement with the State of Alaska allowing the Alaska Department of Fish and Game (ADF&G) to delay opening a scheduled fishery for up to 48 hours to allow storms to pass. The memorandum of agreement outlines procedures for the Coast Guard and ADF&G to evaluate forecasted weather conditions against the impact of the Coast Guard's ability to conduct search and rescue operations.

A trial of these procedures was held during last year's Bristol Bay red king crab fishery. A storm with 60 knot winds and 30 foot seas swept through and delayed the opening. The agreement was finalized just before this year's Oct. 15 opening of that same fishery.



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