

Alaska Marine Safety
Education Association

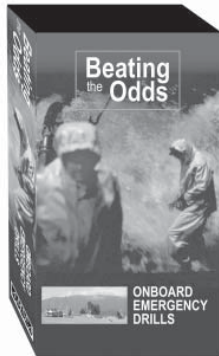
A community-based cold water &
boating safety training network

Volume 18, Number 3
Winter 2002-2003



MARINE SAFETY UPDATE

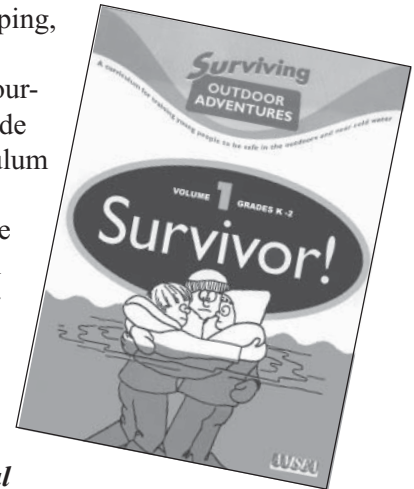
New Video, Curriculum & Brochure Available



Three great new products – a video, a curriculum useful for anyone who works with children, and a brochure – are available from AMSEA. **Beating the Odds: Emergency Onboard Drills** is a 32-minute video that demonstrates how to conduct safety orientations and emergency drills on commercial fishing vessels. It is appropriate for experienced fishing vessel drill conductors seeking to refresh their training, those inexperienced in conducting fishing vessel drills, and those in other maritime industries. Topics included are safety orientations, fire, man overboard, flooding and abandon ship drills. Cost, including shipping, is \$20 from AMSEA or Alaska Sea Grant.

Surviving Outdoor Adventures, AMSEA's new four-volume, comprehensive kindergarten through 12th grade curriculum is now available. This Alaska education standards-based curriculum includes hundreds of cold-water and outdoor safety activities for children.

Volumes with material suitable for grades three through 12 are available on outdoor safety on land, boating safety and cold-water survival. A special volume combines all topics for grades kindergarten through two. **Surviving Outdoor Adventures** is easy to use, and valuable for anyone working with children who spend time in the outdoors. Each volume purchased includes both paper and CD versions. Cost is \$20 per volume plus shipping. They are available from AMSEA or Alaska Sea Grant.



Seven Ways to Get Hurt (or Killed!) While Commercial Fishing in Alaska is a new, three-fold brochure outlining common fishing vessel deck hazards and ways to avoid or eliminate them. Information was gleaned from working fishermen.

This brochure is good as a pre-season review for experienced fishermen or orientation material for inexperienced crew.

Individual copies are free from AMSEA; cost for 100 is \$10.

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Marine Safety Training & Events On Tap

Join AMSEA staff & instructors at any of the locations & events listed below. Contact AMSEA at 907-747-3287 or amsea@alaska.com for information about courses or events listed, to register to attend, or to set up training elsewhere.

- Jan. 17 - 19, **Glenallen**: Alaska Water Wise Instructor course for those interested in teaching safety courses to recreational and subsistence boaters
- Jan. 24 - 26, **Seward**: Alaska Water Wise Instructor course
- Feb. 2 - 5, **Petersburg**: F/V Drill Instructor Course
- Feb. 2 - 4, **Anchorage**: Presentation on *Surviving Outdoor Adventures* curriculum at Native Educators' Conference
- Feb. 10, **Cordova**: F/V Drill Instructor Course
- Feb. 28 - Mar. 2, **Juneau**: Exhibit at Rotary Boat Show with F/V Drill Instructor Course to follow
- Mar. 6 - 9, **Juneau**: Exhibit and presentation on *Surviving Outdoor Adventures (SOA)* and other AMSEA publications at Alaska Library Association conference
- Mar. 20 - 22, **Kodiak**: Exhibit and workshop at ComFish 2003 with F/V Drill Instructor Course to follow
- Mar. 22, **Juneau**: Exhibit and workshop at USCG Safety Fair
- Mar. 25-26, **Kalskag**: Alaska Water Wise Instructor course in conjunction with Teachers' Workshop
- Mar. 30, **Seward**: Alaska Water Wise Instructor course
- Mar. 31 - Apr. 6, **Seward**: Marine Safety Instructor Training designed for those interested in teaching marine safety and survival to commercial fishermen, professional mariners, teachers, children, government agency personnel or others.
- Apr. dates TBA, **Craig**: F/V Drill Instructor Course
- Apr. dates TBA, **Metlakatla**: F/V Drill Instructor Course
- Apr. dates TBA, **Ketchikan**: F/V Drill Instructor Course
- Apr. 14 - 16, **Las Vegas**: Exhibit and presentation on *SOA* curriculum at International Boating & Water Safety Summit
- April 21 -23, **Nome**: F/V Drill Instructor Course
- Apr. 24, **Soldotna**: Exhibit and presentation on *SOA* curriculum at Home School Curriculum Fair
- Apr. 25 - 26, **Anchorage**: Exhibit and presentation on *SOA* curriculum at Home School Curriculum Fair
- May dates TBA, **Valdez, Anchorage & Mat-Su Borough**: F/V Drill Instructor Courses
- June 2 - 7, **Seward**: Teachers' Workshop & Drill Instructor Course

Marine Safety Update is published quarterly by the Alaska Marine Safety Education Association to provide information that furthers the safety of everyone who spends time on the water. Subscriptions are free with paid memberships in AMSEA, or can be purchased for \$10.00 per year (\$20.00 outside the U.S.). Sustaining, supporting and donor memberships receive recognition in this publication.

Funding for this publication is provided by the members of AMSEA. Memberships and all contributions to AMSEA are tax-deductible. Membership runs from January 1 through December 31. Dues received after October 1 are credited to the following year.

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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Outdated Flares Pose Disposal Challenge

Outdated flares continue to be a waste disposal problem. In Florida alone, five million flares need to be disposed of annually. Ninety percent of these flares are from recreational boaters.

Tossing outdated flares into the general waste stream is a bad idea for several reasons. First, they are full of environment-damaging chemicals. In addition, they pose a safety hazard and can cause fires or explosions in trashcans, landfills and incinerators. Shooting parachute flares into the water to dispose of them is also unacceptable. They can ricochet in unintended directions when fired at low angles, and they degrade the marine environment.

If a disposal fee were added to the price, it is estimated it would add \$42 to the price of flares. Other solutions being explored include portable flare incinerators. While none of the proposed solutions are ideal, current disposal practices are even less acceptable and many, if not most, outdated flares are currently disposed of improperly.

So, what to do with outdated flares? Flares in good condition can be stored onboard as extras. However, they should be put in a location less accessible than current flares and be labeled as outdated. Flares in poor condition should be made inert before disposing of them. Signals with cardboard tubes (largely non-SOLAS approved hand-held flares) can have the cardboard removed and the contents soaked in water or used oil for 24 hours. The U.S. Coast Guard 13th District has a "Retire them, Don't Fire Them" program with Orion Marine Products. Thus, in Oregon and Washington you can turn in outdated flares for a 10% discount on new flares. The flares can be turned into any U.S. Coast Guard station in that district. Some companies such as Orion and Datrex will accept old flares for disposal. However shipping flares to them is expensive. Flares must be shipped as flammable, hazardous materials. UPS will accept them only if "blue label" packaged. The U.S. Postal Service will not ship them at all.

The Coast Guard is currently seeking a grantee to develop a national program for disposal of outdated flares. Until a national system of flare disposal is developed, a good way to dispose of flares is to use them for training as long as safe training procedures are used and proper authorities are alerted as to the time and place of the training!



AMSEA Staff Exhibits Spirit of Safety in Alaska Day Parade

AMSEA staff wore PFDs, turned a van and a life raft into a safety exhibit on wheels, and carried a bright AMSEA banner in Sitka's annual Alaska Day parade on October 18, 2002. Pictured left to right:

Director Jerry "Ling Cod" Dzugan, Acting Schools Program Coordinator Mona Christian, young friend Sarah Rasmussen-Rehkopf standing in front of Manager Kristie Sherrodd, Training Coordinator Steven Campbell, Mary Chambers from AMSEA's Gear Department, University of Alaska Sea Grant's Susan Sugai, Rumun Doggett son of the Gear Department's Julie Butler Doggett, and former Assistant Director Shawn Newell.



AMSEA to Co-Host International Conference

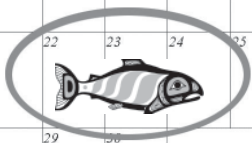
AMSEA, in cooperation with CDC/NIOSH Alaska Field Station, will host the 2nd International Fishing Industry Safety and Health (IFISH II) conference in Sitka, Alaska, September 22 to 24, 2003. Join colleagues from around the world to learn about the latest developments in commercial fishing safety and injury prevention research.

This event will bring together individuals from around the world to share research and program expertise in the problems facing commercial fishing. The first IFISH conference in Woods Hole, Massachusetts in 2000, was attended by approximately 125 people with an interest in fishing vessel safety. Attendees hailed from numerous organizations and from many parts of the world.

IFISH II will bring together a similar mix of people, sharing the latest information on fishing safety promotion, helping to build an international fishing safety coalition, and promoting action to prevent injury in the commercial fishing industry. It is of interest to anyone involved in safety promotion, occupational health, injury prevention, public safety, as well as to the fishing industry, other mariners and safety officers. A stimulating program will include keynote speakers and the presentation of scientific papers and posters, and workshops. Social, educational, and sightseeing programs are planned for participants and their companions. IFISH II provides an excellent learning opportunity for AMSEA instructors focusing on fishing vessel safety.

SEPTEMBER 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



IFISH II

The Second International Fishing Safety & Health Conference

convened by

THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND HEALTH
and
ALASKA MARINE SAFETY EDUCATION ASSOCIATION

***Mark
your
calendar!***

Sitka, Alaska

September 22-24, 2003

For more information about registering to attend:

Kristie Sherrodd, AMSEA
manager.amsea@alaska.com or 907-747-3287

For information about presenting a paper, poster or workshop:

Diana Hudson, NIOSH
DHudson@cdc.gov or 907-271-2388

**Abstracts Deadline:
April 14, 2003**

Visit the IFISH II conference web site at www.amsea.org/ifish/

Recipients of AMSEA Mini-Grants Announced

Four applicants have been awarded grants under AMSEA's first mini-grant program. These awards are made to AMSEA instructors and teachers whose work will enhance boating and water safety programs in high-risk areas of Alaska and among high-risk populations.

Grant recipients include: Maniilaq Association in the Northwest Arctic Borough, for purchase of PFDs to be distributed during their water safety education program; Southeast Alaska Regional Health Consortium for training in Southeast Alaska villages with children and teachers; Carol Scott of the Fairbanks School District for transportation expenses for winter and cold water survival training; Kodiak School District for the purchase of marine safety training equipment for high school programs.

AMSEA thanks all the 2002 applicants and looks forward to making another \$5,000 in awards available in Fall 2003. Contact AMSEA for more information on award criteria and how to apply.

National Safe Boating Council Grants Available

The National Safe Boating Council's Local Recreational Boating Safety Grant program aims to further their safe boating campaign to reduce accidents and enhance boating, through education, marketing and research. Grants are available for local projects that have national significance.

Grants are awarded to fund printing posters, educational displays or other promotional items with safe boating messages. For complete program goals, funding cycles, criteria etc., go to their website at www.safeboatingcouncil.org/localrbs.htm

Awards Given to Marine Safety Teachers

From September 1 until December 31, 2002 a reporting incentive was offered for AMSEA instructors who work with children. Awards were presented to eight teachers who submitted AMSEA course reporting forms. The five individuals who presented and reported marine safety and survival training to the greatest number of children were honored, as were the five who taught the most number of hours.

Karen Schramek of Petersburg took top honors in both categories with 262 students and 40 hours of instruction time. Other honorees were Ron Bowers for courses taught in Goodnews Bay, Maureen Knutsen from Naknek, Elsie Jimmie of Kwigillingok, Scott Feldman from Kenai, and Rick Peterson and Norm Kohler of Sitka.

These teachers were given their choice of any volume of the *Surviving Outdoor Adventures* curriculum, survival kits, AMSEA bandanas or signal mirrors.

USCG Local Notice to Mariners Offered for AK

Free subscriptions to the U.S. Coast Guard's *Local Notice to Mariners for Alaska* are available from:

QM3 Victor Phipps
(907) 463-2269 or vphipps@cgalaska.uscg.mil
or
QM2 David Keller
(907) 463-2272 or dkeller@cgalaska.uscg.mil

They require the following information:

1. Whether to send the *Notice* by mail or email
2. A name and postal address or
3. An email address and instructions to send it in Word or PDF format

Once signed up, mariners receive it automatically every week.

Fisheries Observers Polled on Safety Issues

In 2002, the Association for Professional Observers (APO) completed a survey of fisheries observers to examine a multitude of issues. One of the issues was safety. Interesting perspectives on the state of safety in the fishing industry surfaced.

First, a word on the observers surveyed. Fisheries observers number over 500 in the U.S. and work in at least 20 different fisheries. Their main duty is to help provide data to managers for sustainable fisheries. They are at risk for emergencies and injury like any other crewmember on board a vessel. An observer was lost on the job in 1990 (*F/V Aleutian Enterprise*), and others have experienced numerous narrow escapes, one as recently as the *F/V Galaxy* fire and vessel loss in Fall 2002.

Seventy-four observers responded to the survey, representing a high percentage of those contacted. The average age of the respondents was 30 and 56% were male. Although most worked for Alaska contractors, 34% had experience working in other observer programs. Approximately 1/3 had less than 180 days at sea, 1/3 had between 181 and 450 at sea days, and 1/3 had over 451 days at sea. Following are some of the findings of the survey regarding safety.

There are few required safety standards on most U.S. fishing vessels other than emergency equipment. Therefore, what makes a vessel safe or how to identify a safe vessel, are difficult to ascertain. However, one thing that Fisheries Observer programs recognize as a minimum "standard" for vessels is a U.S. Coast Guard voluntary dockside exam sticker. This exam program primarily focuses on survival equipment and not vessel integrity or stability issues, except in cases of gross deficiencies.

When observers were asked, however, how confident they were that a vessel was safe because it had a safety sticker, 50% of them said they had little or no confidence, 46% said that a sticker made them "fairly confident" and only 4% said they were "very confident." When asked "Have you ever been present on a vessel that has not felt safe even though it had a valid Coast Guard safety sticker?" 53% responded, "Yes."

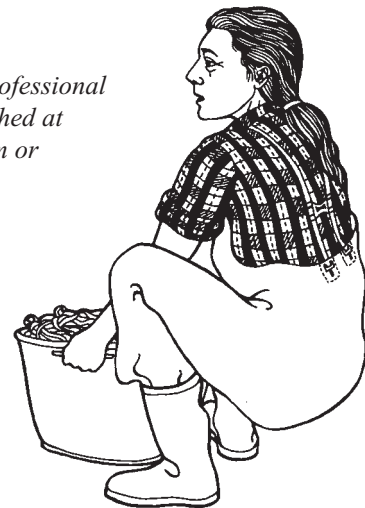
A sampling of conditions that observers identified as unsafe:

Vessel appeared poorly maintained	81%
No one on watch/crew sleeping	51%
Inexperienced crew	49%
Lost power regularly	24%
Hatch doors won't seal or are left open	22%
Discard chute left open regularly	17%
Alarms not working	12%
Drug/alcohol use by captain at sea	7%
Lost or depleted safety equipment not replaced	5%
Extreme fatigue, visibly effecting competency	5%

About 61% of observers said they received safety orientations on most (37%) or all (24%) of the vessels on which they had worked. Only one observer reported never having had a safety orientation. Over 79% of the observers felt that they were fairly confident to very confident that they would know what to do in an emergency on the vessel after the safety orientation.

When it came to safety drills on vessels, however, only 10% of observers said they had been conducted on all the vessels on which they had worked. An additional 22% said drills were done on most vessels, 53% said drills were done on some vessels and 15% reported that none of the vessels on which they had worked had ever done a an emergency drill.

The Association for Professional Observers can be reached at Apo_obs@hotmail.com or P.O. Box 30167, Seattle, WA 98103.



National Boating Fatality Rates Down in 2001

Based on fatality data provided by the states, the District of Columbia and the five U.S. Territories, it is estimated that 722 boating fatalities occurred in 2001, according to Bruce Schmidt, statistician with the Coast Guard Office of Boating Safety.

This reveals a continued reduction in boating-related deaths during the past four years, despite an increasing number of registered boats and boaters. In 1973, 1,754 recreational boating fatalities were reported with a registered boat population of just over six million boats. Almost thirty years later the U.S. has more than twice as many registered boats on the water (12.8 million) but over one thousand fewer boating fatalities.

It is noteworthy that accident data over the last ten years shows a strong downward trend in the number of boating deaths caused by drowning. This is despite the fact that criteria for what counts as a boating fatality have broadened. For example,

drowning related to swimming from a vessel is now included in recreational vessel accident reporting. In 2001, eighteen fatalities resulted from an individual leaving the vessel either to swim or to retrieve an object from the vessel. In prior years, these types of events were not captured and classified as reportable accidents.

The data suggests that outreach and awareness campaigns that encourage boaters to wear PFDs, and state laws requiring personal watercraft riders and youth on boats to wear PFDs, are having an impact in saving lives.

VESSEL SIZE AFFECTS PERFORMANCE

In these days of weak commercial fisheries and a shaky economy in general, some people are seeing that smaller is beautiful! Therefore, some owners are looking to downsize their vessels to cut operations and maintenance costs. However, it is important to keep in mind that a small vessel handles quite differently than a larger one. What a boat can “take” in terms of weather and seas, is significantly less in a smaller boat, all else being equal. A larger vessel can sit on several waves at once, moderating the effects of seas. Smaller boats have less freeboard, and more easily take waves onboard which decrease stability due to free surface effect. Water on deck also lowers freeboard even further. Larger vessels have more reserve buoyancy. They also are generally more forgiving in larger seas.

Some mariners have a false sense of security when they find themselves in rough weather similar to that which they handled easily in a larger vessel. Their outlook has not changed but their vessel has changed. When downsizing your vessel, also “downsize” the conditions in which you can operate. Give yourself an extra margin of error. Limit your loads. Take a more conservative approach to the weather. Remember that your operation is smaller and leaner and that you can’t keep up with the “big dogs” the way you used to!

Children Now Required to Wear Lifejackets Nationwide

Nationwide, the U.S. Coast Guard now requires all children under age 13 to wear approved lifejackets while aboard recreation vessels underway, except when the children are below decks or in an enclosed cabin.

The new rule was created to address the problem of children drowning while boating. Between 1995 and 2001, 210 children under the age of 13 died while boating, 121 of whom drowned. The Coast Guard contends that most of those deaths could have been prevented had life jackets been worn properly.

Penalties for boat operators violating the rule are similar to those for failing to have life jackets on board. A maximum fine of \$1,100 can be imposed for each violation.

More information is available on the Coast Guard Web site at www.uscgboating.org.

New Lithium Battery Transport Regulation Takes Effect

As of January 1, 2003, all lithium batteries, except for very small cells, are classified as hazardous goods for air transport. What this means for other modes of transportation is still unknown. Similar restrictions may also be imposed on other means of shipping.

This regulation applies to equipment such as EPIRBs, SARTS, and probably PFD lights, shipped with lithium battery power sources .

Details may be found in the 44th edition of the IATA (International Air Transport Association) Dangerous Goods Regulations at www.iata.org.

ACR EPIRB Antenna Alert Issued

ACR Electronics announced an alert - not a recall - regarding their older 406 EPIRB, model number 2754. Corrosion found in the base of the antenna was found in ACR RLB 27 and 28 EPIRBs in Hawaii. Ten antennas there were returned for replacement to ACR over a 12-month period. The problem in Hawaii may be due to rubber on the antenna cracked by intense sun which allows saltwater to seep in. It is alternately suspected that the owners may have carried the EPIRBs by their antennae when moving them on and off vessels. This also would cause the seal over the antenna to break.

ACR advises that all EPIRB owners:

1. Do not carry an EPIRB by the antenna.
2. Rinse EPIRBs periodically with fresh water if they are subject to saltwater spray.
3. Inspect antennae closely during monthly tests for cracks and damage.
4. Test EPIRBs monthly. Many EPIRBs were found with sticky switches. This is evidence that they were not being tested very often.

SOSpenders™ Recalled

In August of 2002, SOS Inc., manufacturer of SOSpenders™ brand life jackets, alerted the United States Coast Guard, distributors, and public that they were recalling approximately 7,200 automatic inflatable personal flotation devices (PFDs) to investigate a safety defect involving Hammar® MA1 Manual/Automatic inflators.

SOS Inc. manufactures vest-type PFDs equipped with two different kinds of automatic inflators. They emphasized that only PFDs using the Hammar® MA1 Manual/Automatic inflators are affected by the recall. As of August 2002, SOS Inc. had not received any reports of personal injuries or PFD malfunctions in the field.

The Coast Guard and SOS Inc. stress that it is important for consumers to stop using the PFDs immediately and return them to SOS Inc.

Assistance with identification of potentially defective units and information on what to do with them is available from two websites:

Coast Guard HQ's Lifesaving and Fire Safety Standards Division – www.uscg.mil/hq/g-m/mse4/mse4home.htm

SOSpenders Inc. – www.sospenders.com

Questions regarding this recall may be addressed to Daniel McCormick, USCG, at dmccormick@comdt.uscg.mil or 202-267-2713.

MARINE ACCIDENT REPORTS AVAILABLE ONLINE

www.nts.gov/publictn/2002/MAR0204.htm
Fire aboard the *Seastreak* New York, Sept. 28, 2001
NTSB report ID: MAR-02/04
NTIS Publication ID: PB2002-916404

www.nts.gov/publictn/2002/MAR0203.htm
Grounding of the small passenger vessel *Finest*,
Sandy Hook, New Jersey, Jan. 4, 2001
NTSB report ID: MAR-02/03
NTIS Publication ID: PB2002-916403

www.piersystem.com/external/index.cfm?CID=475
Information on the Marine Board & Hearing Schedule for the *Galaxy* investigation.



THANKS! The following people and organizations have *already* submitted their 2003 memberships!

2003 Sustaining Membership

Trident Seafoods Corp., Seattle, WA

2003 Supporting Memberships

Michael Morris, Sitka, AK
Petersburg Vessel Owners Assoc., Petersburg, AK
David & Maggie Herbert, Seward, AK
Mike Mayo, F/V Coral Lee, Sitka, AK
Andre Nault, Pacific Environmental & Safety,
Redondo Beach, CA
Jim Edson, F/V Kupreanof, Sitka, AK
Paul Helland, Kingston, RI

2003 Donor Memberships

Felicia McCauley, F/V Amber J, Juneau, AK
Susan Sugai, Fairbanks, AK

It's time to renew **your** AMSEA membership or join as a new member for 2003! Please use the form below. AMSEA memberships help keep AMSEA programs going and demonstrate to others that we have support from the public and industry.

Recent Service & Equipment Donations

Diversified Business Communications - Fish Expo booth space
McGraw Custom Construction - Concrete stair repair
Tim, Julie & Rumen Doggett - Concrete stair repair
Terry Lavallee - Hand truck repair

Also thanks to the scores of others who teach and contribute to marine safety education!

JOIN AMSEA!

- Individual Membership: \$20.00
- Donor Membership: \$50.00
- Supporting Membership: \$100.00
- Sustaining Membership: \$500.00

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

- Newsletter subscription to the U.S. \$10.00
- Newsletter subscription outside the U.S. \$20.00

Account number: _____

Please check here if this is a renewal

Expires: _____

Name: _____

Company/Organization/Vessel: _____

Address: _____

City, State & Zip Code: _____

Phone: _____ Fax: _____

E-mail: _____

Thank you! for becoming a part of the

ALASKA MARINE SAFETY EDUCATION ASSOCIATION

P.O. Box 2592 Sitka, Alaska 99835 Phone: (907) 747-3287 Fax: (907) 747-3259 www.amsea.org

AMSEA Marine Safety Instructor Training Held in Woods Hole, Massachusetts



Above, two Fisheries Observers learn to fix a leak using the USCG damage control trainer. National Marine Fisheries Service's Mike Tork looks gleefully on.



Left, Siosifa Fukofuka from the New Caledonia Fishery Observers Program demonstrates how to properly use a hand-held flare - with a "dummy" flare, of course - to the Woods Hole class in October 2002.



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