



The newsletter
for AMSEA's
community-based
cold water & boating
safety training network



Marine Safety UPDATE

AMSEA-Trained Instructors Encouraged To Apply For Mini-Grants For Projects In Alaska

For the seventh consecutive year AMSEA is offering mini-grants to help fund cold-water and boating safety training and education projects in Alaska.

These grants are intended to increase or enhance safety

training and education for high-risk groups such as commercial fishermen or children. The funds are available only to AMSEA-trained educators and instructors who are actively teaching or supporting boating or cold-water safety.

Grants are limited to a maximum of \$4,000 per project. Proposals for less than \$4,000 are encouraged to allow for a variety of projects. A team of AMSEA staff and board members will review all proposals. Indirect charges are not allowed on these mini-grants.

Mini-grants will be awarded for projects to be completed within 12 months unless other-

wise arranged. Grant applications must be received electronically at AMSEA's Sitka office no later than 5:00 PM, Monday, December 1, 2008. Proposals sent electronically are preferred to facilitate reviews. Awards will be announced January 9, 2009.

Grant guidelines and an application are available at www.amsea.org or by calling 907-747-3287.

AMSEA mini-grants are made available thanks to funding from the State of Alaska Department of Commerce, Community & Economic Development, Division of Community Advocacy.

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And MORE!

Right: schoolchildren from lake Otis Elementary School in Anchorage, Alaska practice swimming in immersion suits under the direction of AMSEA instructor Michael Jones (right, back to camera) during a 2008 AMSEA mini-grant funded safety class.

Photo provided to AMSEA.



Marine Safety Instructor Training To Be Held in Seward

The next session of AMSEA's U.S. Coast Guard approved, six and one-half day Marine Safety Instructor Training (MSIT) will be held at the Alaska Vocational Technical Center in Seward, Alaska from March 31 through April 6, 2008. Another session will be offered in September in Sitka.

This is AMSEA's premier train-the-trainer course. Almost 900 people have completed it since 1986. Although it is most well known for preparing instructors to teach commercial fishermen, others who teach boating or cold-water safety to professional mariners, teachers, children, government agency personnel or anyone will find this course useful. AMSEA's MSIT classes have attracted people from as far away as Europe and Asia.

To learn more, or to register visit www.amsea.org or contact AMSEA's Sitka office.

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. Sustaining, supporting and donor memberships receive recognition in this publication.

Memberships and all contributions to AMSEA are tax-deductible. Membership runs from January 1 through December 31. Membership dues received after October 1 are credited to the following year.

Contributions to this publication are welcome. Please submit them to:
 AMSEA Marine Safety Update
 2924 Halibut Point Road
 Sitka, AK 99835
 or fax 907-747-3259
 or via www.amsea.org

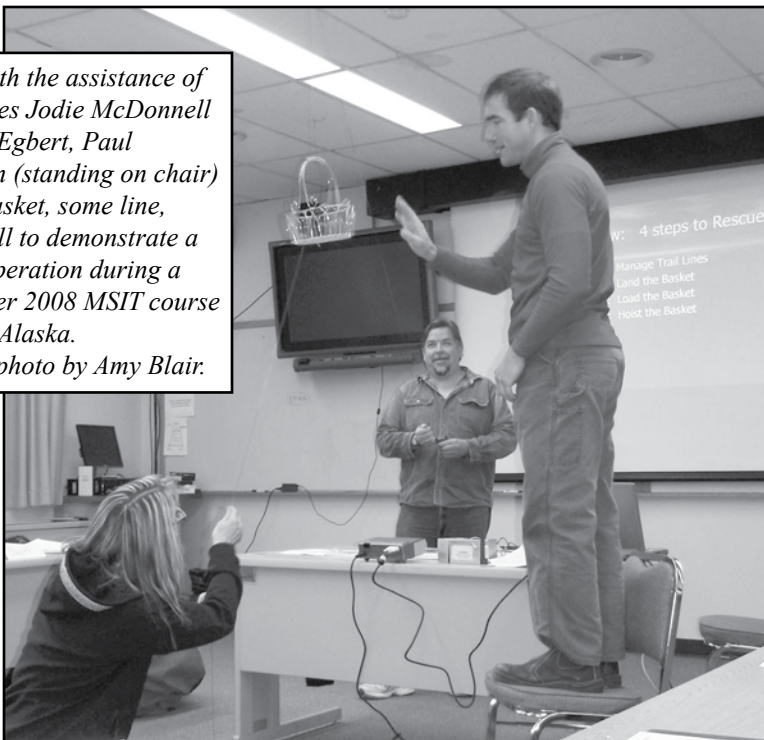
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Right: With the assistance of classmates Jodie McDonnell and Jim Egbert, Paul Anderson (standing on chair) uses a basket, some line, and a doll to demonstrate a rescue operation during a September 2008 MSIT course in Sitka, Alaska. AMSEA photo by Amy Blair.



Contact AMSEA at 907-747-3287 to inquire about training in your community and visit www.amsea.org for an always-up-to-date calendar of upcoming AMSEA training.

Deadline Nears For Comments On Proposed F/V Safety Regulations

Comments are due by December 15 on a proposed series of USCG regulations dealing with commercial fishing safety. Proposed changes would enhance maritime safety by adding new requirements for vessel stability and watertight integrity, stability training and assessments, vessel maintenance and self-examinations, immersion suits, crew preparedness, safety training, emergency preparation, safety and training personnel, safety equipment, and documentation. Miscellaneous conforming, clarifying, and other administrative changes are also contemplated.

To read the proposal, submit comments or view others' submitted comments, go to <http://www.regulations.gov>, click on "Search for Docket." Enter docket number USCG-2003-16158 in the Docket ID box. You may also submit your comments and material electronically, by fax at 202-493-2251, or by mail to the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. Please submit comments and material by only one means.

Questions on this proposed rule may be directed to Michael M. Rosecrans, Chief, Fishing Vessel Safety Division (CG 5433), U.S. Coast Guard, at 202-372-1245 or Michael.M.Rosecrans@uscg.mil.

Pacific Marine Expo welcomes members of

AMSEA and extends a free invitation to attend the show Nov. 20-22 in Seattle. Simply mention code 9566 when pre-registering to secure your free admission to the exhibit hall, a \$20 savings! To pre-register visit www.pacificmarineexpo.com or call 800-454-3005.

For over 40 years, Pacific Marine Expo has been the longest running show for the Northwest commercial marine industry. Take advantage of the best buying opportunity of the year, where long-term relationships are still built on friendship, trust and handshakes.

This year's show will include hundreds of exhibits, new products and several new and returning special events, including a daily happy hour. This show is THE place where you can get your business done and have a great time. Pre-registered visitors are automatically entered to win one of 50 \$100 Chevron gas cards or a weekend in Las Vegas when you pick up your badge at the show.

Visit www.pacificmarineexpo.com for show information, including online registration, event schedule, session descriptions and speakers, the complete exhibitor list, special events, parking information, travel information and more.

Advertisement

IFISH 4 On Tap

The Fourth International Fishing Industry Safety & Health (IFISH 4) conference will take place in Reykjavik, Iceland May 11-14, 2009. IFISH 4 will offer the latest information on successful research programs and industry successes in improving fishing safety and health. It also will help build an international coalition and promote action in the commercial fishing industry.

Anyone with interest in safety promotion, occupational health, injury prevention, search and rescue or occupational safety in regard to the commercial fishing industry should consider attending. The conference will include speakers and presentations of scientific papers and posters. Social, educational, and sightseeing programs are planned for participants and their companions.

To learn more visit the conference website at www.ifishconference.org.

USCG Issues Safety

Alert: There is a risk of exhaust system fires on vessels retrofitted with turbocharged engines. When such retrofitting is done, it is important that combustible ship structures be properly insulated or shielded from the higher temperatures associated with turbochargers. The owner or operator must also submit documentation for plan review to the USCG prior to such retrofitting.

PFDs For Commercial Fishermen: Testing New Models

by Devin Lucas

National Institute for Occupational Safety and Health, Alaska Pacific Regional Office

What comes to mind when you think about wearing a lifejacket (PFD)? For many fishermen, the image is less than positive. In the past, PFDs have been bulky, hot, constricting and uncomfortable, making them difficult if not impossible to work in. Are modern PFDs equally awkward and unappealing to commercial fishermen? A new study underway at NIOSH will have fishermen try out and evaluate the newest models of PFDs to answer that question.

Why Study PFDs?

One quarter of all commercial fishing deaths are due to falls overboard. NIOSH data show that 83 commercial fishermen died in Alaska since 1990 from falls overboard. None of the victims were wearing a PFD and, sadly, many were within minutes of being rescued when they lost their strength, sank and drowned.

Those deaths could have clearly been prevented if the victims had been wearing PFDs. Wearing a PFD on deck is the single most important thing a fisherman can do to prevent death after a fall overboard.

Some of the reasons that fishermen give for not wearing PFDs are that they are bulky,

heavy, hot, and generally uncomfortable. Fishermen have also expressed concerns that PFDs create an entanglement hazard.

Those arguments may have some merit. However, many new types and styles of PFDs have become available that appear to have overcome these complaints, but it is unknown how many commercial fishermen are aware of them or if they are in fact more comfortable and wearable than the older styles.

The NIOSH PFD Study

The NIOSH PFD study will consist of two phases. Phase 1 is a survey of fishermen designed to identify their perceptions of the risk of falling overboard, safety attitudes, beliefs about PFDs, and experiences with falls overboard. Four hundred fishermen in Southwest Alaska involved with four different gear types will take the survey: crabbers, long-liners, trawlers, and drift gill-netters.

In phase 2 of the study, 216 of the fishermen who completed the phase 1 survey will wear and evaluate a variety of modern PFDs to discover the features and qualities that they like and dislike. Fishermen will be asked to wear a PFD for one month

during their fishing season and to complete an evaluation form at two times during the month. The evaluation form will be filled out after the first day of wearing the PFD and then again after one month of wearing the PFD.

NIOSH is working with partners like USCG, NPFVOA, ADF&G, and AMSEA to promote and conduct the study. These partners will also help distribute and present the study findings to fishermen. The fieldwork for the study started in October 2008 with crabbers in Dutch Harbor. The phase 1 surveys were completed by crab fishermen and the PFDs are being worn and evaluated.

In January 2009, NIOSH researchers will be in Dutch Harbor again to have fishermen on trawlers start the study. In June 2009 researchers will be in Bristol Bay to involve the drift gill-net fleet and in Dutch Harbor with long-liners.

NIOSH worked with fishermen to identify the six models of PFDs to include in the evaluation. Some are inflatable, and some are foam. Some are integrated into popular rain gear like Grundens and Guy Cotten, while others are stand-alone models. All will be tested and rated by fishermen in real working condi-

Continued on next page

Net Recycling Underway At Port of Seattle

The first-ever West Coast regional trawl net recycling program began at Port of Seattle's Fishermen's terminal on April 1. The program offers free or low cost net and metal recycling to commercial fishing customer vessels moored at Fishermen's Terminal, the region's largest commercial fishing facility.

Participating vessels may deliver nets to Fishermen's Terminal for transport to Skagit River Steel and Recycling Company, in nearby Burlington. The project reduces solid waste by providing a free or inexpensive alternative to landfill disposal. It was funded by a Marine Debris Prevention grant from the National Fish and Wildlife Foundation.



Nets stripped of metal chain, cable, shackles and floats and delivered free of debris will be recycled free of charge. Fishermen's Terminal and Maritime Industrial Center commercial fishing customers can

participate by contacting the Port Office at 206-728-3395. Metal components leftover from the stripped nets will also be recycled onsite at no cost.

Inquiries regarding low cost recycling of unstripped nets should be directed to Skagit River Steel and Recycling Company at 360-757-6096.

Commercial gillnets are also accepted free of charge for recycling from customers at Fishermen's Terminal.

Recycling is not new to Fishermen's Terminal - customers also have access to on-site recycling of aluminum, cardboard, ferrous and non ferrous metal, glass, paper, gillnets, used oil, and oily bilge water. Fishermen's Terminal is owned and operated by the Port of Seattle. The Trawl Net Recycling Program a component of the Port's goal to become the cleanest, greenest, most energy-efficient port in the United States.

For more information call 206-728-3395, email ft@portseattle.org or visit www.portseattle.org.

PFDs . . . *Continued from page 4*

tions to find out which models work and which don't work in the fishing environment.

What Will The NIOSH PFD Study Accomplish?

This study will help improve safety in the fishing industry. Findings from the PFD evaluations will provide PFD manufacturers with valuable information about commercial fishermen's preferences and expectations.

Because fishermen will complete the PFD wearability

ratings during fishing operations, the results will have credibility when they are presented to other fishermen in the industry. The PFD evaluations will supply information to fishermen about which types of PFDs were the most comfortable to wear while working on different gear types.

To find out more about this study, contact Devin Lucas (dllucas@cdc.gov) or Jennifer Lincoln (jlincoln@cdc.gov) at the NIOSH office in Anchorage (phone 907-271-2382).

NEW ON THE WEB:

BoatsU.S. offers a seven-part audiovisual tutorial explaining emergency signals, the Coast Guard Rescue 21 radio system, and VHF marine radios. See it at www.boatus.com/foundation/dsc/player.html

Immersion Suit Sizing Important

by Jerry Dzugan

Executive Director, AMSEA

St. John's, Newfoundland – "Poor" and waterlogged survival suits and miscommunication among rescuers doomed the two-man crew of a tugboat that sank off Newfoundland in January, the Canadian Press reported. The armed forces investigators said the two men aboard the Check Mate III donned their survival suits properly, but the suits were full of water when rescuers reached them.

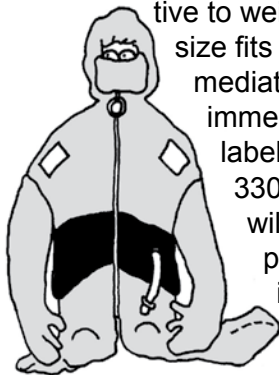
Next time you are in a room full of people who are standing around, waiting to get into a theatre or ball game, waiting for public transportation, or walking around the dock or streets of a town, try to imagine an article of clothing of one size, that would fit all of the people you are looking at. Same size pants? No way. Shirt size same? Not without some unwanted exposure. Shoes? There would be some pretty interesting walking styles seen if everyone wore only just one shoe size.

There are an infinite variety of clothing sizes to fit people since we all come in different sizes, both vertically and horizontally speaking. However, when it comes to the most important garment a mariner can own – an immersion suit – there are usually only four sizes to choose from: child, small adult, "intermediate" adult, and jumbo. Since the intermediate claims to

fit those between 110 and 330 pounds, many people just look at that size range and think it is good enough. However, this is like buying a pair of shoes with a stated size range of 5 to 15. This obviously would not be satisfactory. Yet every day, mariners who would not think of paying even \$50 for a pair of shoes without trying them on, will go out and plunk down \$500 for a survival garment without ever donning it.

Even with a limited choice of size ranges in immersion suits however, the mariner can try an immersion suit out before one leaves the store to make sure it fits properly. Casualty reports for years are filled with stories of mariners who had to use an ill-fitting immersion suit in an emergency and have the suit fill with water. When water enters an immersion suit, the body gives up heat trying to warm it up to near body temperature. This in turn decreases survival time.

For a person of average build, and average height relative to weight, a "one size fits all" intermediate sized immersion suit labeled "110 to 330 pounds" will not fit a person well if they are less than about 140



pounds or over 240 pounds. The smaller person will find the suit so loose fitting that water is difficult to keep out of the hood opening, and the hands and feet have a hard time getting to the end of the boots and mitts of the suit. The person over 240 pounds may have a hard time zipping the suit closed at all.

So what can you do about it? Simply try your suit on before buying. And try it on during your monthly drills to make sure you have not "outgrown" it over the winter. Be sure to try it on wearing the clothes you are likely to wear when you are on the vessel, which can make a big difference in fit. Some immersion suit manufacturers will make suits to individual fits, but most people should be able to fit in one of the four sizes available, if they will take the time to try them on.

Improper fit of suits is an issue that is found on inspections and vessel exams. Many mariners, who have reported getting "waterlogged" when in an immersion suit, had poor fitting suits. Marine safety instructors have seen hundreds of mariners with improperly sized suits during training. So think of how you would never think of wearing improperly sized shoes when you are looking at upgrading your immersion suit.

Give yourself a clothing gift. The holidays are almost here.

Thanks To Our 2008 Members!

These memberships helped to keep AMSEA's marine safety training programs afloat in 2008!

2008 Sustaining Members

Alaska Sea Grant, Marine Advisory Program
Life Raft & Survival Equipment, Inc. – Portsmouth, RI
NIOSH Alaska Pacific Regional Office – Anchorage, AK
North Slope Borough Search & Rescue – Barrow, AK
S/V Alaska Wyldewind – Sitka, AK
Southeast Alaska Fishermen's Alliance – Juneau, AK
Tom & Mary Tougas, Seward Wildlife Cruises – Seward, AK

2008 Organizational Members

Alaska Chadux Corporation – Anchorage, AK
City & Borough of Sitka, Harrington Centennial Hall – Sitka, AK
Fish Safe BC – Richmond, BC, Canada
F/V Coral Lee – Sitka, AK
Learn To Return Survival Training Systems, Inc. – Anchorage, AK
Saltwater, Inc. – Anchorage, AK
Seattle Marine & Fishing Supply Company – Seattle, WA
Sitka School District – Sitka, AK
University of Alaska Southeast, Ketchikan Campus

THANKS ALSO to AMSEA'S many 2008 individual members!

2008 Supporting Memberships

Alaska Career Development Service – Anchor Point, AK
Rodney Avila, F/V Trident – New Bedford, MA
Torie Baker, F/V Chagvan – Cordova, AK
Candi Barger, Sitka Realty – Sitka, AK
John F. Bahrt, F/V Kristina – Sitka, AK
Bill Beebe – Juneau, AK
Tom Brayton, F/V Sounder – Juneau, AK
Steven Campbell, Day Dreamer Enterprises – Kodiak, AK
Chesapeake Marine Training Institute – Hayes, VA
Paula Cullenberg & Peter Crimp, F/V Matthew Arrid – Anchorage, AK
Dwight Downer, F/V Bavaria – Haines, AK
Aaron "Pat" Dye – Cooper Landing, AK
Dennis Early – Juneau, AK
Educational Training Company – Sitka, AK
Britt Elliott – Vallejo, CA
Curtis Farrell – St. Helens, OR
Jennifer Ferdinand – Kenmore, WA
Steve Fish, F/V Kariel – Sitka, AK
Martin Gowdy, F/V Charity – Seattle, WA
Misty Haffner – Juneau, AK
David & Maggie Herbert – Seward, AK
Charles & Christine Horan – Sitka, AK

2008 Donor Memberships

Adventure Alaska Wilderness Programs – Soldotna, AK
Kari Anderson – Seward, AK
Peggy Barry – Washington, DC
Vicki Cornish – Washington, DC
Bruce K. Cornwall – Solomons, MD
Robin Dexter, F/V Deborah Ann – Bellingham, WA
Deborah & Robert R. Eckley, Eckley Vessels – Cordova, AK
Wayne Engle, Universal Training Systems – Chugiak, AK
R. Brent Fagan, F/V Dipper – Sitka, AK
Alan & Elizabeth Horoschak, S/V Jubilo – Sitka, AK

H. Daniel Hull, F/V Gretchen S. – Anchorage, AK
Earl Jeffrey – Hyدابurg, AK
Jennifer Lincoln – Anchorage, AK
Marine Surveyors of Southeast Alaska – Wrangell, AK
Felicia McAuley, F/V Amber J – Juneau, AK
Andrew Mezirow, Crackerjack Sportfishing – Seward, AK
William Miller – Ketchikan, AK
Amie Olson – Edmonds, WA
Pacific Ocean Producers – Honolulu, HI
Ralston Cunningham Associates, Inc. – Bellevue, WA
ReMax of Sitka – Sitka, AK
Mike Rudolph – Vancouver, WA
James Stegall, Seward Adventure Charters – Anchorage, AK
Eileen Swift – Olympia, WA
James Swift, F/V Ginny C – Olympia, WA
Troy Tirrell, Tirrell Marine Surveyors – Cordova, AK
Gail Trujillo – Sitka, AK
Kit Van Meter, KVM Associates – East Taunton, MA
Kathleen Warm – Sitka, AK
Wally Warm – Sitka, AK
Jeffrey Weborg – Ellison Bay, WI
Charles E. Wood & Suzanne West, F/V Talon – Petersburg, AK
Robert M. Whitcomb – Haines, AK

Jason Hymer – Nome, AK
Molly Kemp & Nick Olmsted – Tenakee Springs, AK
Maureen Knutsen, F/V Jenny O. Daun – Naknek, AK
Kodiak Outdoor Adventures, Inc. – Kodiak, AK
Beverly R. Noll – Crescent City, CA
Kathy O'Gara – Sitka, AK
Mark Severson, F/V Odin – Petersburg, AK
James Skonberg, F/V Lorena Marie – Ouzinkie, AK
Kristie Sherrodd – Sandpoint, ID

Rigging No Place For Shenanigans

Vessel operators should establish clear, written guidelines and procedures for working aloft, require the use of safety harnesses and prohibit "rites of passage" such as described below. Going aloft to any height on any vessel is serious and dangerous business, can be deadly and leaves no room for acts of daring or joking around.

A sad reminder of this was the death of an 18-year-old crewman aboard a New England sailing vessel. The tall ship had embarked a group of students and set out for a day of sailing. About an hour into the cruise, a crewmember slipped from the rigging, plummeted about 30 feet to the deck and sustained injuries resulting in his death.

A USCG casualty investigation revealed that the young man went aloft without permission, was unsupervised and alone and was participating in an informal rite of passage referred to in the tall ship community as "laying across the spring stay." This involves crossing from one mast to another while hanging on a wire called a spring stay.

The investigation concluded that "the practice of laying across the spring stay is an extremely dangerous and unnecessary evolution, especially while the vessel is underway, and without a safety harness. Although the crew was not directed to use the spring stay, it appears the practice was not discouraged and was consid-

ered by some crewmembers as a daring accomplishment or rite of passage."

Further, the investigation concluded that:

- The policies regarding crew training for going aloft in the rigging onboard the vessel appeared to be "unstructured and loosely defined," relying primarily upon on-the-job type training with no written guidelines or procedures.

- The crewmember was not wearing any type of safety harness. This piece of safety equipment was neither required by regulation or by company policy and was not onboard the vessel at the time of the casualty.

Maine To Host IFOMC Conference

The 6th International Fisheries Observer and Monitoring Conference will be held July 20-24, 2009 in Portland, Maine. The conference is the premier international forum for fisheries monitoring and observer program issues. Over 300 delegates from over 40 countries are expected to attend.

Attendees will include organizers and participants of fishery monitoring programs, fishing industry groups, and users of fishery-dependent data collection systems. The conference will include presented papers, panel discussions, posters, a trade show, and social events.

Visit www.IFOMC.com for conference information.

2009 Members!

These individuals have already purchased 2009 AMSEA memberships PLEASE JOIN THEM!

List current as of Oct. 24, 2008

2009 Supporting Memberships:

Rodney Avila, F/V Trident – New Bedford, MA
 Jodie McDonnell – Naknek, AK
 Karl & Nancy Pulliam, F/V Sea Breeze – Ninilchik, AK

2009 Donor Memberships:

Chris Bryner – Sitka, AK
 Gary W. Draeger – Bakerfield, CA

2009 Individual Membership:

Martin K. Teachout – Vashon, WA

Recent Equipment & Service Donations

Anonymous – Shelter-building tools such as hatchets, clippers and saws
 Mary Chambers, Sitka, AK – Child-sized immersion suit
 Martin K. Teachout, Vashon, WA – Rain jacket and rain pants

JOIN!



JOIN!

- AMSEA **2009** membership benefits:
- Subscription to AMSEA's quarterly publication **Marine Safety Update**
 - All members receive 15% off all retail price purchases from the AMSEA store: books, videos, survival kits and more!
 - All members receive recognition at www.amsea.org & memberships of \$50.00 or more are given recognition in **Marine Safety Update**
 - 2009 memberships of \$100.00 or more receive a thank-you gift of ceramic travel mug imprinted with the AMSEA logo
 - Organization and business members are eligible for AMSEA training at special rates
 - Contributions to AMSEA are tax deductible (less the value of thank-you gift)

Name(s): _____

Company/Organization/Vessel: _____

Address: _____

City, State & Zip Code: _____

Phone: _____ Fax: _____

E-mail: _____ Check here if this is a renewal

Check **one**: (determines how membership is listed on certificates, on AMSEA's web site & in Marine Safety Update)

- Membership in the name of the individual(s) listed above
- Membership in the name of the company/organization/vessel listed above

Individual and Small Business Membership Levels

- 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

Account number: _____

Expires: _____

Organization and Business Membership Levels

- Organizational Membership . \$250.00*
- Sustaining Membership \$500.00*



** Eligible for a 2009 thank-you gift of a ceramic travel mug imprinted with the AMSEA logo*

Revised 10-14-2008



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NEW! Commercial Fishing Vessel Safety Digest Published

AMSEA has just published the **Commercial Fishing Vessel Safety Digest**. This publication brings together ALL the federal regulations applicable to the operation of uninspected commercial fishing vessels. With this single publication, those who must comply with the regulations and those charged with enforcement can find the answers to basic questions about the regulations.

The First Coast Guard District, Marine Safety Division published the first **Fisherman's Digest** in 1978. In 1980, new regulations rendered the publication obsolete.

Richard Hiscock worked with LCDR 'Bud' Minott of the USCG to bring together the material for a revised **Digest** that was published by the Coast Guard in 1983.

Revised editions were issued in 1984, 1986 and 1991. After that, Hiscock, with the assistance of LCDR Paul Von Protz, USCG, wrote a series of articles on new regulations, which were published in several regional fisheries publications, but the **Digest** itself was not updated.

In 2007 the Commercial Fishing Industry Vessel Safety Advisory Committee (CFIVSAC) decided that this publication, when updated, could serve a valuable function for members of the commercial fishing industry. AMSEA undertook the work of updating and expanding it on behalf of the CFIVSAC, using Hiscock's post-1991 articles as the basis for the effort.

The **Commercial Fishing Vessel Safety Digest** is available for free download at the Downloads pages of AMSEA's web site – www.amsea.org. A printed version, contained in an easily updatable three-ring binder, is also available for purchase from AMSEA for \$30.00.

