

# MARINE SAFETY UPDATE

An AMSEA Publication

Volume 32, Number 1, Spring 2016

## CELEBRATING OVER 30 YEARS OF MARINE SAFETY TRAINING



The core of AMSEA's marine safety training program, is the development of a port-based instructor network across Alaska and the US, which is supported by an accurate curriculum, instructor resources, Coast Guard Accepted courses and financial support to reduce financial and geographic barriers to training. To date, AMSEA has provided millions of dollars in marine safety training scholarships to tens of thousands of mariners. In April, AMSEA instructors across the US had a large number of marine training programs being held, from Puerto Rico to St. George Island in the Bering Sea - separated by a distance almost as great as the North Pole is from the equator.

Check out AMSEA's website [www.amsea.org](http://www.amsea.org) and Facebook for more on what AMSEA instructors are doing this Spring. The next scheduled MSIT workshop open to the public is scheduled for Sitka, AK. from September 19-24th, 2016.

*Vivian from the college in Dillingham, AK shows her resourcefulness in finding and preparing tropical fruits in Seward, AK*

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*MSIT - Michael from Panama City, FL. tries out a Thermal Protective Aid from a liferaft SOLAS kit in the recent Marine Safety Instructor-Training (MSIT) class in Seward, AK at the ANTEC training Center.*



### About this Publication

**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. All levels of memberships receive recognition in this publication. Memberships and contributions to AMSEA may be tax-deductible, consult your tax advisor. 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: [ellexis@amsea.org](mailto:ellexis@amsea.org) or by fax to 907-747-3287.

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### CLOSE ENCOUNTERS OF THE WORST KIND

It's spring in South Coastal Alaska - Or rather it seems like its been spring all winter. The salmon berries have been flowering since March and the Rhododendrons have been in full bloom. No one can remember the last snow fall and the herring came early this year for spawning, turning the waters white and milky green in late March. With the fifty - some herring seiners came a score of fish tenders and attendant enforcement vessels and overhead spotter planes. Although black cod and halibut opened just a few weeks before herring, the sac-roe harvest really marks the beginning of the heavy vessel traffic. Soon recreational, commercial fishing, charter, and passenger vessels will share the same constricted waters as tug boats and large cruise ships.



The size of Titanic when compared to a modern Cruiser.

Many areas have Very Large Vessels, such as Cruise Ships, to navigate around. Due to the immense size of these vessels, it is difficult for smaller vessels to estimate their mass and speed and lack of maneuverability. It is also difficult for Cruise Ships to stop and turn quickly. To help prevent close encounters of the worst kind, Tomi Marsh, fishing vessel owner and marine pilot, the SE Alaska Pilots Assn. (SEAPA), United SE AK Gillnetters Assn. and others have put together the following 2 page article and reminder on navigating around large vessels.

Each port or waterway area in the US is served by a pilot association or a regulated rotation system of pilots. These areas may also have websites of interest to mariners. The following marine pilot websites have additional marine safety information specific to geographic areas in Alaska:

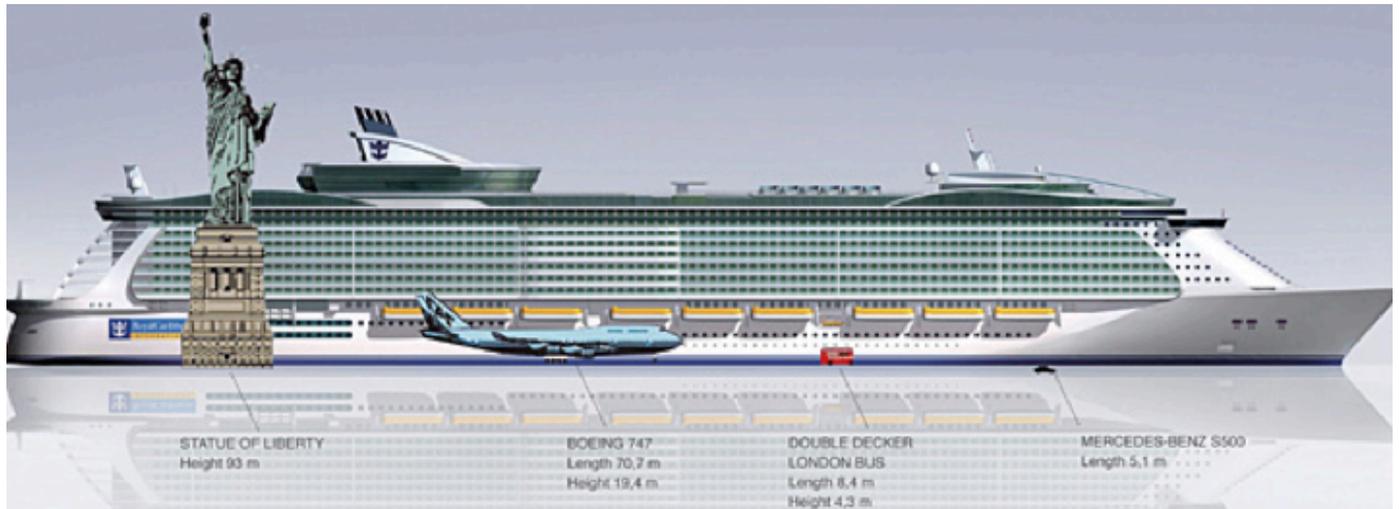
**SE Alaska Pilots Assn.: [seapa.com](http://seapa.com)**  
**SW Alaska Pilots Assn.: [swpilots.com](http://swpilots.com)**

Scan with your mobile device to visit us at [www.amsea.org](http://www.amsea.org)



Connect with us at [facebook.com/alaskamarinesafety](https://www.facebook.com/alaskamarinesafety)

## HOW TO AVOID CLOSE ENCOUNTERS OF THE WORST KIND Cruise ships, Tugs and Fishing Vessels Handy tips for your new crew members so you can sleep soundly



*As Commercial Fishermen we are members of the maritime community and that carries with it a responsibility to understand the constraints of others*

### **COMMUNICATE**

**1. Monitor VHF 16 and answer the radio:** Make sure your crew is comfortable using this important tool. Make sure VHF 16 is on and the volume is loud enough to hear over other noises. After hailing on VHF Ch 16 - Change to channel 13, ship to ship, to communicate with other vessels. Tell the ship's captain your vessel name and location so everyone can be sure they are communicating with the correct vessel. Speak clearly. The radio is a very important tool. Have your crew practice different scenarios.

**2. Be clear in your movements and communications:** Avoid ambiguity, know what traffic is around you and be clear in your intentions. Communicate your intentions by radio and maneuvers.

### **BE AWARE**

**1. Where are you?** Make sure your crew knows where they are and where safe water is so they will feel comfortable deviating off the trackline you asked them to follow. Scale in and out on the radar so you can identify potential traffic conflicts. Look behind you. A cruise ship covers 2 nm in 6 minutes at 20 kt.

**2. If you are too tired to drive, wake someone up!**

**3. Night travel:** When traveling at night, optimize your lighting so you can look for traffic and allow other traffic to see your navigation lights.

*Continued on page 4...*

## CLOSE ENCOUNTERS OF THE WORST KIND CONTINUED...

4. **Know established cruise ship tracklines:** Tracklines and estimated schedules are available in various locals. See the USAG website [www.akgillnet.org/](http://www.akgillnet.org/).

5. **Rules of the Road:** Know the Rules of the Road and use common sense. Understand that even with the rules, tugs and barges, ferries and cruise ships are often constrained by under keel clearance and maneuvering limitations. You can often ease traffic situations by waiting five minutes, slowing down to let larger boats to get by, altering your course, taking their stern and communicating your intentions.

6. **Constant bearing, decreasing distance:** means you are on a collision course!

### REALIZE MANEUVERABILITY RESTRICTIONS

1. **Understand the limitations of others.** Ships and tugs are constrained by draft and so need more room to maneuver and take more time and space to turn and stop than fishing vessels.

2. **Speed, time and distance:** A cruise ship moving at 20 knots will cover 2 nm in 6 minutes -- less time than it takes you to make a cup of coffee.

3. **Stop:** A ship or tug and barge cannot stop on a dime nor can they turn as handily as your fishing vessel. Even at slow speeds (2-3kt) and full astern, a cruise ship will still travel up to at least a ship length (1000'-2000') before stopping. At 10 or more knots, a stop can be as much as a half mile.

4. **Height of eye:** A cruise ship will look farther away than it really is. Avoid crossing its bow and take their stern instead. If you see them, you can't beat them. For example, if you are 10' above the water and can see a cruise ship's waterline it means they are 3.7 nm away; at 20 kt they will cover 2 nm in 6 min so they will be at your position in roughly 10 minutes.

### OTHER INFO

1. **Learn more:** Alaska Marine Safety Education Association AMSEA [www.amsea.org](http://www.amsea.org) , Alaska Vocational Technical Center AVTEC [www.avtec.edu](http://www.avtec.edu) , and University of Alaska Marine Advisory Program UAS [www.uas.edu](http://www.uas.edu)..

2. **Seafood industry supporters: 75% of Cruise ship passengers are from the US. Think of all the potential Alaska Seafood consumers on these ships!** Hopefully, their visit will influence them to eat more Alaska seafood back home and increase domestic demand. Alaska Seafood Marketing Institute (ASMI) has ongoing promotions on many ships.

**THANKS TO OUR 2016 MEMBERS!** *YOUR SUPPORT IS APPRECIATED!*

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Ilisagvik College - Barrow, AK  
NOAA Fisheries  
- Pascagoula, MS  
Hercules SLR (US) Inc.  
- New Bedford, MA  
Fishing Partnership Support  
Services - Burlington, MA  
Challenger Learning Center  
- Kenai, AK

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Omega Protein  
- Moss Point, MS  
UAF Marine Advisory Program  
- Anchorage, AK  
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- Sitka, AK  
Crackerjack Sportfishing  
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Support training. Save lives.



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Website (we will link it on our member page online!): \_\_\_\_\_

*Thanks for your support!*

### Select Your Membership Level:

- \$50 - Basic Member
- \$100 - Supporting Member\*
- \$150 - Fishing Vessel / Donor Member\*\*
- \$250 - Non-Profit / Contributing Member\*\*
- \$500 - Corporate / Sustaining Member\*\*
- \$1,000 or more - Benefactor Member\*\*
- or choose your own - \$ \_\_\_\_\_

\*Memberships at \$100 or more are eligible for a premium

\*\*Memberships at \$150 or more are eligible for a premium plus a DVD of Beating the Odds

**Form of Payment:**     Visa     Master Card

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### Select your 2016 Member Premium:

(for memberships over \$100)



AMSEA's 30 Year Anniversary Mug. Hand thrown mug by Deneen Pottery. Navy w/ white glaze.

- or -



Insulated, stainless steel, 12 oz. logo Klean Kanteen. Keeps stuff hot for 6 hours, keeps stuff cold for 24. While supplies last!

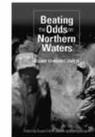
- or -



Oiled cotton logo cap. Saddle brown. Sheds rain, looks good.

- and -

(for memberships over \$150)



Beating the Odds (DVD) covers f/v safety including man overboard, onboard fires, survival equipment and more!

Thanks, but no thanks. I want 100% of my contribution to support the AMSEA mission.

### Want our newsletter?

- Yes! Please send me Marine Safety Update by: Email  Mail
- No thanks.

### With your membership, you get:

- Subscription to AMSEA's quarterly newsletter, Marine Safety Update
- 15% off an assortment of retail items including books, DVDs, survival kits and more
- Recognition of your contribution in AMSEA's Marine Safety Update and on our website
- Non-profit and corporate members are eligible for discounted AMSEA training rates

AMSEA is a 501(c)3 non-profit organization and your contributions, less the value of any premium, may be tax deductible. Please consult your tax advisor.

Alaska Marine Safety Education Association - 2924 Halibut Point Road - Sitka, AK - 99835  
Phone (907)747-3287 - Fax (907)747-3259 - www.amsea.org

## AUTOMATIC IDENTIFICATION SYSTEM (AIS) REQUIREMENTS

Automatic Identification System (AIS) is a collision avoidance device. AIS regulations for some vessels have been around since 2003. On March 1, 2016, AIS was required on commercial fishing vessels over 65 feet on US navigable waters. There are three types of AIS classes: Class A, Class B/SO and Class B/CS. The main difference between Class B/SO and Class B/CS is that B/SO has greater transmit power, a more frequent position reporting rate, and can receive AND transmit (this last just an option on Class B/CS which are just required to receive signals). Class A AIS can cost up to \$2,000+, Class B is as low as \$550. Although Class A units are more expensive they give more information and are a more effective safety tool.

Fishing vessels over 65 feet are a small segment of mandatory AIS users that are allowed to use lower cost Coast Guard type-approved AIS Class B devices in lieu of Class A devices. NOAA Vessel Monitoring Systems (VMS) are not an acceptable substitute for AIS because they are not interoperable or compatible. Each uses different communication systems, protocols, reporting rates, and, most importantly VMS does not, nor is it designed to, mitigate collisions or enhance users' situational awareness.

AIS provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately

equipped shore stations, other vessels, and aircraft; receives automatically such information from similarly fitted vessels; monitors and tracks ships; and exchanges data with shore-based facilities.

One of the lesser known and potent features of AIS is its ability to operate on multiple channels of the VHF-FM marine band. This frequency agility ensures AIS can be used even when the default channels are otherwise unavailable or compromised.

AIS devices are not registered, however, each requires a unique and official 9-digit Maritime Mobile Service Identity (MMSI) number. Encoding an AIS varies by class. AIS Class B are not user configurable; therefore, owners should contact their AIS manufacturer or retailer for instructions. AIS Class A owners, may encode their own device, but will require knowing the unit password to do so. All users must ensure their AIS is always in effective operating condition and broadcasting accurately. Failure to do so could subject a person to penalties.

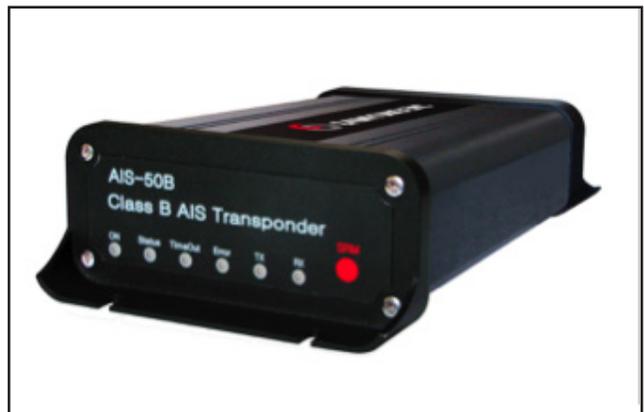
More information on the AIS system and the USCG Encoding Guide on AIS can be found at:

<http://www.navcen.uscg.gov/?pageName=AISFAQ#1>

*Class A*



*Class B*



## DAN HARDIN F/V COORDINATOR WINS WELL-DESERVED AWARD

Dan Hardin (D13 CFVS Coordinator) received the Captain Neils Thomsen Innovation Award on April 29, 2016 at Coast Guard Headquarters. The award was presented for his efforts in developing and implementing the “Checklist Generator” which is a publicly accessible job aid that generates a specific checklist of equipment required on any particular commercial fishing vessel.

The “Generator” has proven immensely popular and beneficial; it has saved both fishermen and examiners time and effort in preparing for and successfully completing a dockside safety exam. The “Checklist Generator” can be found at

<http://www.uscg.mil/d13/cfvs/test/1ChecklistCover.html>



*Dan being congratulated by Capt McAvoy, Chief of the Office of Commercial Vessel Compliance.*

## BEWARE OF PUBLICATION “KNOCKOFFS”

Some fishing vessel safety required knock-off publications being sold by Amazon are showing up on regulated commercial fishing boats according to Coast Guard examiners. For example, in the Gulf of Mexico the Coast Guard found Coast Pilot Volume 5’s that were missing over half the book. They recognized that the books were not authentic and did not meet carriage requirements. It is now doubted if any of the 9 volumes of the Coast Pilot they are knocking-off meet carriage requirements so vessel owners need to be on the lookout for fake charts and pubs.

A different problem is that the Amazon subsidiary responsible for the knock-offs (CreateSpace) is alleged to be using copyrighted photographs, trademarked logos and ISBN numbers.

According to the Coast Guard, electronic versions of required publications such as Coast Pilots, light lists etc. are allowed to meet carriage requirements for commercial fishing vessels if they are available on at least two electronic devices or on paper.

USCG required documents and training information can be found at:

<http://www.uscg.mil/d13/cfvs/Training.asp>

NOAA charts and Coast Pilots can be found at:

<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Online resources from the US Coast Guard such as [www.navcen.uscg.gov](http://www.navcen.uscg.gov) can be used for Light Lists, Notice to Mariners, Corrections and other required and useful documents.



## UNITED STATES COAST GUARD

U.S. Department of Homeland Security

### **MARINE SAFETY ALERT**

#### **Inspections and Compliance Directorate**

April 4, 2016  
Washington, DC

Safety Alert 02-16

#### **Worn Thin**

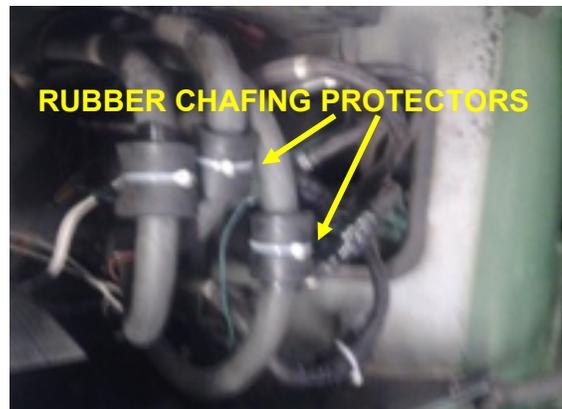
#### **Vibration Abrasion, a "Short" Summation**

This Safety Alert addresses causal factors related to a temporary loss of electrical power that occurred onboard a tow boat with a tow. In this case, electrical power was restored quickly by a standby generator, and the vessel and tow remained under control throughout the event. Furthermore, the crew quickly identified the problem and took appropriate steps to prevent recurrence.

The casualty involved a diesel-driven generator, which grounded out and tripped off line when one of the primary leads exiting the generator housing chafed against its steel enclosure. Investigators determined that other vessels operated by the same company had similar generators and wiring arrangements. Inspection of those generators showed similar signs of chafing and abrasion, but the wiring had not yet reached the point of failure.



Corrective action and repairs were quickly taken on the worn areas. The simple fix involved wrapping the worn areas with friction or electrical tape. Additional rubber protectors were also installed and held in place with tie wraps.



Vibrational loosening of diesel engine components is a well known causal factor in fuel oil spray fires. While this situation is different than a failed fuel line, the unsafe condition leading to the failure is similar. Both circumstances serve as a reminder for personnel to consider what could occur as a result of vibration. Inspect at-risk areas such as piping systems connected to the engine, engine mounts, pipe clamps, wire bundles, brackets, and areas where connected components pass through decks or overheads. Areas that house the generator's larger leads should only be inspected for insulation wear by qualified personnel.

As a result of this casualty the Coast Guard strongly recommends that vessel operators with similar generators on board consider having a qualified individual inspect the casing area where the winding leads exit the generator frame for similar wear. All electrical safety precautions including lock out / tag out procedures should be taken prior to beginning work.

This safety alert was developed by the Coast Guard Headquarters Office of Investigations and Casualty Analysis with assistance from Prevention personnel of Coast Guard Sector Lower Mississippi River and the Eighth Coast Guard District. Questions and comments may be sent to: [HQS-PF-fldr-CG-INV@uscg.mil](mailto:HQS-PF-fldr-CG-INV@uscg.mil).



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Sitka, Alaska 99835

**RETURN SERVICE REQUESTED**

*AMSEA is a 501(c)(3) non-profit corporation that operates thanks to funding provided by:*

- *United States Coast Guard*
- *State of Alaska DCCED*
- *NIOSH*
- *OSHA Susan Harwood Training Grant*
- *Generous donations from individuals, agencies & organizations*

*Alaska Marine Safety Education Association*

**CORDOVA LIFE RAFT**

*Liferaft displayed to promote Marine Safety Training in Cordova, Alaska*

At AMSEA we are in the busiest time of the year for training. Fishermen, agencies, the boating public and end of the year school activities that include marine/boating safety are all in high demand!

In one community Alaska Sea Grant/Marine Advisory Program agent and AMSEA instructor Torie Baker with liferaft and her two neoprene friends conspire to promote the Fishing Vessel Emergency Drill Conductor workshop in Cordova, AK that was held on May 1, 2016.

