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STATE OF ALASKA  
THE LEGISLATURE

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May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

HSA

5-7-88

3:00p.m.



# United Fishermen's Marketing Association, Inc.

P.O. Box 1035 Kodiak, Alaska 99615

Telephone 486-3453



TO: Senator Fred Zharoff  
Representative Cliff Davidson

FROM: Jeff Stephan

DATE: Friday, 5 February, 1988

SUBJECT: The possibility of State legislation that would require minimum safety equipment aboard commercial fishing vessels

Thank-you both for the time that you spent with us during your recent visit to Kodiak. As you may remember, one of the issues that we raised with you was the possibility of establishing State legislation that would require minimum safety equipment aboard commercial fishing vessels. We have had very preliminary discussions regarding this issue, and it appears that the industry could probably support something of this nature. I have had similiar discussions in the past regarding this issue with many members of the fishing community with regard to Federal legislation that has been proposed that attempts to do that same thing. This Federal legislation is still in Congress because of certain objections regarding certain aspects of the bill that do not relate to safety equipment. My discussions with the industry regarding the Federal legislation also led me to believe that the fishing community could support the concept of requiring minimum safety equipment aboard commercial fishing vessels. UFMA hopes to have a general meeting sometime soon to further judge industry reaction to State or Federal requirements that propose to impose minimum requirements for life-saving and safety equipment on commercial fishing vessels.

One approach would be to address Survival Suits, Life Rafts, and EPIRBS.

Survival Suits: For example, legislation may require that survival suits be required aboard all commercial fishing vessels by July 1, 1988. This legislation may require that all survival suits be equipped with some form of locating-light by January 1, 1989. There are several very good lights for this use sold already. Preliminarily, it appears that strobe-lights are best, but it may be that any light sold for this purpose is sufficient for purposes of legislation. "Lights", as used for purposes of this legislation should be defined, and I'm sure that the Coast Guard could help with this definition. Further, this legislation may require that all survival suits be equipped with TYPE B EPIRBS by January 1, 1990.

LIFE RAFTS: Legislation may stipulate that life rafts are required aboard all commercial fishing vessels. Legislation may contemplate exempting vessels of less than 5 net tons from this requirement. Certain life raft standards should be established. The Coast Guard could also help in this regard since they have existing requirements and standards for life rafts.

Senator Fred Zharoff  
Representative Cliff Davidson  
5 February, 1988  
page 2

EPIRBS: Legislation may want to stipulate that at least 1 CLASS A EPIRB be required on a commercial fishing vessel. The legislation may contemplate exempting vessels of less than 5 net tons from this requirement also. TYPE B EPIRBS should be considered as a requirement for use on survival suits (as mentioned above).

Although there is proposed Federal legislation that addresses this issue, it has faced much objection in the past because of many provisions that do not relate to safety equipment. Also, there is no way of knowing how long we will have to wait for Federal legislation to address this issue. Alaska is certainly the State that will be most affected by the passage (or lack of passage) of this type of legislation. Maybe it is time for Alaska to act unilaterally in dealing with minimum life-saving and safety-equipment requirements.

Thank-you for your attention to our concerns regarding this issue. Please contact me if you have any questions.

cc: UFMA Directors

**Fishing Vessel Casualties in 1987**

Date	Name	Length/Type	Location	Outcome
Jan. 4	Lady Blue	90	Unimak Pass	Sank
Jan. 16	Hetta	83/tender	Whale Head Is.	Sank
Jan. 28	Laura	48	Shelikof Strait	Sank
Feb. 4	Pacific Star	40	Aleutians	Rogue wave, 1 lost
Feb. 6	Amatuli	112/crab	St. George Is.	Fire, quelled
Mar. 8	Birgit N	123/crab	Aleutians	Grounded & destroyed
Mar. 20	All Alaskan	340/ processor	Pribilofs	Grounded, later demolished
Apr. 4	Katy Too	30	Icy Straits	Intentional grounding, total loss
Apr. 8	Naknek	81/tender	Wells Bay	Grounded, sank
Apr. 21	Jamie Lynn	93/crab	Dutch Harbor	Sank under tow; 3 lost
May x	Ranger	55/longliner	Sitka	Sank
May x	Tempest	230/ processor	Pribilofs	Skiff accident, 1 lost
May 5	Hotline	42/halibut	Kodiak	Sank, 4 lost
May 5	Chavro	halibut	Seward	Sank, 1 lost
May 5	Kahiltna II	47/halibut	Cape Resurrection	Sank
May 5	Kvingo	38/halibut	Coronation Is.	Sank
June 11	Southern Viking	tender	Sutwick Is.	Sank
June 16	Miss Universe	86/tender	Semidi Is.	Sank, 3 lost
June 16	Annihilator	44/seine	Chignik	Burned
June 18	Jenner Sea	26	Lynn Canal	Grounding
June 19	Cape Chacon	44/seine	Cordova	Sank, 1 lost
July 2	Magi	30	Naked Is.	Sank
July 8	Cross Sound	seine	Grenville Channel	Sank
July 14	Galaxy		Dutch Harbor	Boom accident, 1 lost
July 25	Binki	43	Admiralty Island	Sank, 1 lost
July 29	Marge	36	Grand Is.	Sank
Aug. 4	Charneal	28	Marrowstone Is.	Capsized, towed
Sep. 19	Nordfjord	127	Gulf	Sank, 5 lost
Oct. 1	Wicklow	28	Astrolab Bay	Grounded & destroyed
Nov. 1	Rex	40/troll	Sitka	Sank, 1 lost
Nov. 5	Uyak II	130/trawl	Kodiak	Sank, 4 lost

*(Editor's Note: This list of casualties was compiled from past issues of the JOURNAL, plus information supplied by several Coast Guard Marine Safety Offices. The MSO for Western Alaska (everything west and north of Icy Bay, except for Prince William Sound, which has its own MSO) also supplied the JOURNAL with a list of about 125 vessel casualties; the list included no details except to note approximately 40 injuries and deaths.*

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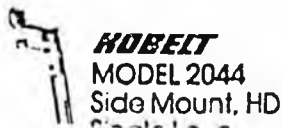
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Mary Lou Sanelli

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NOV 24 1998

# Safety, survival testimony disturbing

KDM  
4/18/98

By NELL WAAGE  
Staff Writer

Very few fishermen are prepared to do what is necessary to survive when their boat capsizes or sinks, according to testimony given to federal investigators here last week.

And the same is true for the Coast Guard crews who are their prospective rescuers. Their own cold water survival training is almost non-existent and training in dealing with victims of cold water is spotty at best, officials were told.

Testimony during the National Transportation Safety Board hearing last week brought home these disturbing facts, along with others.

Although several people testified that fishermen have become much more conscious of safety equipment during the past few years, testimony showed many skippers and fishermen seem to take little notice of the equipment once it is stowed aboard the boat, at least until it's needed.

Even the most safety-conscious among skippers testifying did not insist that crew members have some training in the use of safety equipment or take advantage of available educational materials. None conducted drills to practice what to do if disaster were to strike. In the worst cases fishermen did

not know what, if any, safety equipment was aboard (other than survival suits), where it was located or how to operate it.

As one former skipper said: "Most of the training is...somebody says there's a survival suit over there, the life raft is there. It's pretty normal in the fishing industry to take for granted when you hire someone they (take it upon themselves to check out safety equipment and its operation.)"

Several people testified they think some government regulations are needed to assure fishermen have the knowledge to save themselves before they go out on their first trip.

Jay Rasmussen, one of two survivors of the sinking of the FV Wayward Wind in January, said he thinks some sort of training should be mandatory before a fisherman "ever gets his license."

Long-time fisherman and boat owner Dave Hermsteen, agreed, saying he sees nothing wrong with "some sort of apprentice program."

Hermsteen testified that he did not support regulating the carrying of safety gear at one time but recent accidents had convinced him it is necessary.

When he learned the Wayward Wind carried no life raft when it went down in January during a Tanner fishing trip, he said, he felt strongly that "they shouldn't be able to be out there in an 86-foot crab boat in the winter without a life raft aboard."

He supported state legislation currently proposed that would force commercial fishing boat operators to carry survival suits (See "NTSB," Page 11)

## NTSB hearings expose faults

(Continued from Page 1) with lights and EPIRBs, and also life rafts and EPIRBs (emergency position indicating radio beacons).

Several Coast Guard members said in their testimony they had had minimal or no training in cold water survival. Many also said they had little or no training in care of cold water near-drowning victims or in giving CPR.

Testimony showed that while at times medical technicians are along on rescue flights, at other times members of the aircraft crew must deal with treatment of victims.

Testimony also showed difficulties with equipment

slowed the CG response in the Wayward Wind case. The pilot of the C-130 which picked up the EPIRB transmission said the ground crew was unable to get the first airplane going and had to prepare a second one. That almost doubled the time it took to get off the ground at the Kodiak Air Station.

A helicopter pilot testified that he and his crew had to wait while the starter on his craft was replaced, and another testified that there was a delay while the flight control system was repaired on the helicopter he flew.

The helicopter that rescued the two survivors from the Wayward Wind also had mechanical problems.

FISCAL NOTE

REQUEST:

Revision Date: 4/30/88 Agency Affected: Office of the Governor  
 Title: "An Act relating to commercial fishing vessel safety..." BRU: Executive Operations  
 Sponsor: Zharoff and Szymanski Components: Executive Office  
 Requestor: Zharoff

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL		16.5				
CONTRACTUAL		10.3				
SUPPLIES		.6				
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		27.7				

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUND		27.7				
FEDERAL FUNDS						
OTHER						
TOTAL		27.7				

POSITIONS:

FULL-TIME		-0-				
PART-TIME		-0-				
TEMPORARY		-0-				

ANALYSIS : (Attach a separate page if necessary)

See attached analysis.

Prepared by: Michael A. Nizich, Director  
 Division: Division of Administrative Services

Phone: 465-3616  
 Date: 5/4/88

Approved by Commissioner: [Signature]  
 Agency: Office of the Governor

Date: 5/5/88

Distribution (by preparer):  
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 Requestor ✓  
 Office of Management and Budget  
 Impacted Agency(ies)

## CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSSB 455 (L&C)

Section 1 of CSSB 455(L&C) establishes in the Office of the Governor the Fishing Vessel Safety Interim Commission. The Commission consists of "at least seven members" appointed by the Governor. These members are entitled to per diem and travel expenses authorized for boards and commissions under AS 39.20.180.

Sections (c) through (e) outline the work requirements of the Commission as follows:

- Suggest, review, and recommend legislation, regulations, and guidelines that address safety equipment requirements and educational programs that contribute to the successful application of safety and life-saving equipment on commercial fishing vessels.
- Consider and review proposals relating to the development and implementation of educational programs at the high school and community college level to increase the level of awareness regarding the application and use of safety and life-saving equipment on commercial fishing vessels.
- Consider guidelines, requirements, and standards relating to the maintenance, servicing, and upgrading of safety and life-saving equipment and recommend a permanent method for the State to evaluate current and future needs relating to legislation, regulations, guidelines, and standards for commercial fishing vessel safety.
- Report its recommendations to the Governor and the Legislature by January 15, 1989.

It is assumed that the Commission will have a start-up date of no earlier than July 1, 1988, with a termination date of January 16, 1989.

This fiscal analysis estimates travel and per diem for seven Commission members from throughout Alaska (air fares based on travel to and from Juneau, Anchorage, Dillingham, and Kodiak for Juneau, Anchorage, Dillingham, Kodiak, Kenai, Sitka, and Ketchikan) to four 3-day meetings. Total travel costs: 16.8.

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSSB 455 (L&C)

Contractual expenses included in the estimate are meeting room rental, advertising, and clerical services for transcription of minutes and production of reports for four meetings in FY 89; long distance telephone charges, printing and binding of the final report to the Governor; and photocopies. Estimates are based on previous expenditures for similar councils, interim commissions, and working groups. Total Contractual: 10.3.

Estimates for supplies are for normal office supplies (paper, pens, folders, etc.) for use at Council meetings and for Council publications. Total Supplies: .6.