United States Coast Guard Eleventh District

# Commercial Fishing Vessel Safety Newsletter

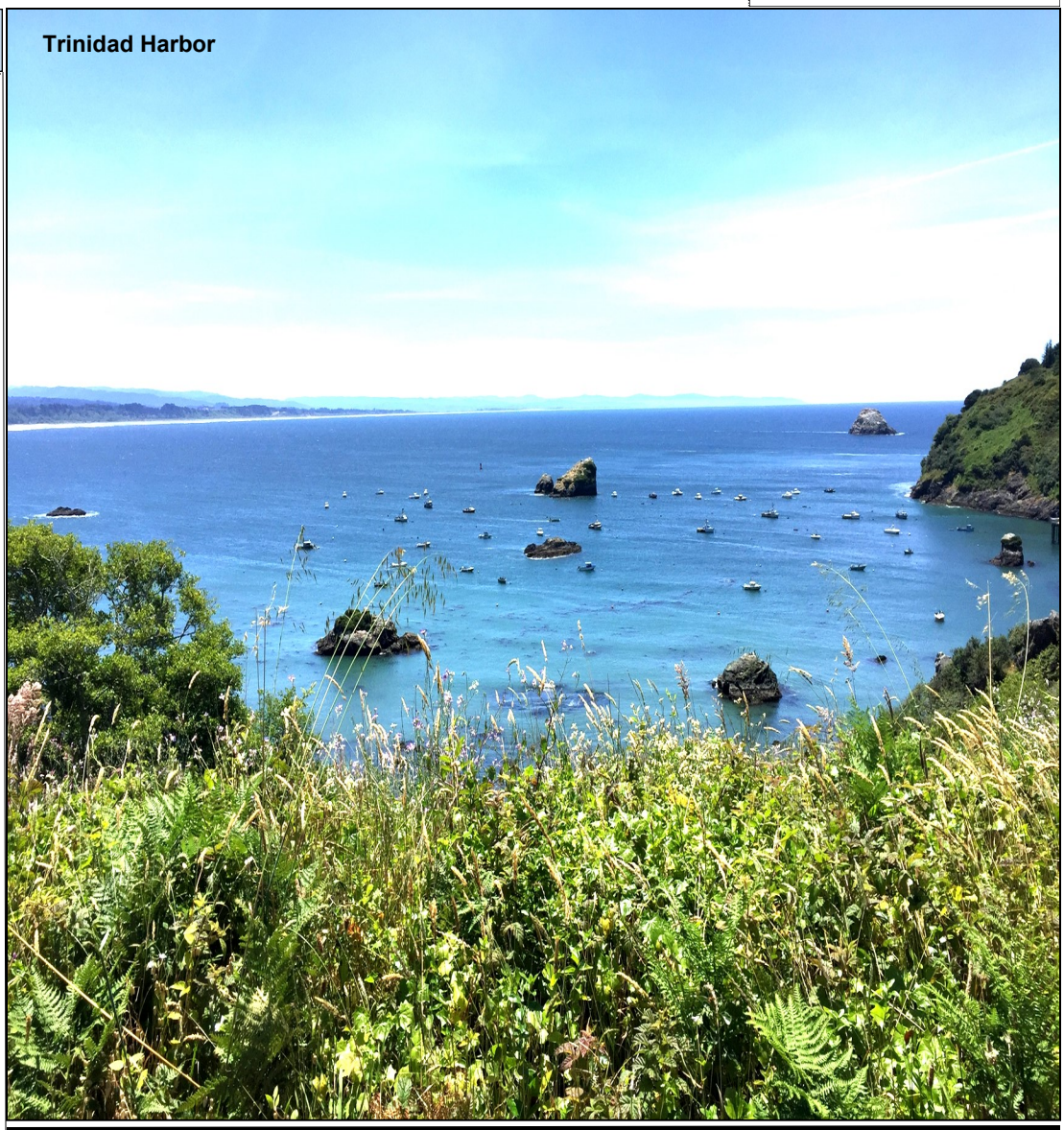
2019-2020

Volume 16, Issue 1

*In This Issue:*



Trinidad Harbor




**California CFVS Examiners:**

**Southern to Central California:**

-*San Diego to Oceanside*: 619-278-7249

-*Dana Point to Los Angeles*: 310-521-3744

-*Oxnard to Morro Bay*: 805-962-7430 x270

**Northern California:**

-*Santa Cruz to Monterey*: 831-647-7357

-*Pillar Point to Bodega Bay*: 415-399-7310

-*Fort Bragg to Crescent City*: 707-481-0048

# Editor's Notes

"Accident" is a word used to describe unintentional but often preventable physical injury and/or property loss. Going about much of our day on autopilot, just trying to get things done in our fast-paced world, how often do we stop to ask ourselves questions like, "how could this go wrong?" or "is there a safer way to do this?"

Commercial fishermen in America continue to die at a rate 25 times greater than other U.S. workers. While you can't avoid the risks associated with the job, certain aspects can be controlled. Accidents at-sea usually come as a surprise—something happens we don't anticipate or expect, and usually at the worse possible moment. Being prepared so the chances or negative consequences of an accident happening are reduced, is, in a word, **Prevention**.

Still, you can't plan for everything. Approaching at-sea safety by improving the ability of those onboard to be able to ride out the unexpected is a learned skill. It starts with being aware of potential danger, then knowing how to respond to that danger should it happen. The ability to withstand and/or recover from an accident is called **Resilience**. Resilience comes from recognizing what could go wrong in any given situation, applying preventative actions, then training and practicing how to survive a worse-case scenario. Training and practicing for the "what-if's" builds a kind of emergency muscle memory that becomes automatic when faced with the shock and panic of an accident.

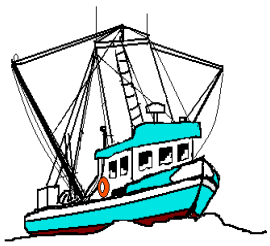
Your California Commercial Fishing Industry Vessel Safety team can help you and your crew with prevention and resilience tools. Along with assistance in understanding CFIVSA regulations that apply to your vessel and helping you come into full compliance for your operating area, our goal is to assist the fleet in heightening safety awareness.

Please feel free to contact me or your local CFVS Examiner with any questions or concerns you may have regarding at-sea safety. We want to help to bring you, your crew, and your vessel back to fish another day.

Your CFVS Team wishes you a prosperous, healthy and safe 2021, and looks forward to keeping you informed as we move through the remainder of the year and beyond.

**Fish Safe!**

Peg Murphy
Eleventh Coast Guard District
Commercial Fishing Vessel Safety
Alameda, CA

# Review of Major California Commercial Fishing Vessel Casualties – 2020

| 2020 Major Casualties: | 5 |
|---|---|
| Lives Lost | 0 |
| Vessels Lost | 4 |
| Lives Saved by CFIVSA | 16 |
| Sinkings | 1 |
| Groundings | 3 |
| Unknown | 0 |
| Capsizing | 0 |
| Man Overboard | 0 |
| Fire | 0 |
| Injury/MEDEVAC | 1 |

**January 2020**: A 35' fiberglass crab vessel with 3 POB inbound for Humboldt Bay in heavy fog missed the harbor entrance and ran aground on sandy beach on the south jetty. 1 POB suffered a severe head injury and was MEDVAC'ed. 2 POB sustained minor injuries. Vessel broke up in the surf and was a total loss.

**February 2020**: None.

**March 2020**: A 42' fiberglass crab vessel with 2 POB off San Francisco Bay ran aground on sandy beach after the crew had been awake over 36 hours fishing. No injuries. Vessel was declared a total loss.

***Safety Take-away***: *Human error caused by fatigue is cited as the number one cause of commercial fishing vessel groundings. Like alcohol, sleep deprivation affects judgment, making it harder to assess how impaired you are when tired. Just one sleepless night can impair performance as much as a blood-alcohol level of 0.10 percent, beyond the legal limit to drive. Studies show that adults need a minimum of 8 hours of sleep in a 24-hour period for optimal function.*

**April 2020**: None.

**May 2020**: A 45' fiberglass shrimp vessel with 2 POB off Ventura ran aground off the harbor entrance on a sandy beach after the operator fell asleep from fatigue. No injuries. Vessel was declared a total loss.

A 36' wood salmon troller with 1 POB fell asleep and ran aground in Pirates Cove. Master had 3 hours sleep in the last 24-hour period. USCG helo hoisted the POB with minor injuries. Vessel was a total loss.

**June 2020**: None.

**July 2020**: A 57' fiberglass squid purse-seiner with 4 POB near Moss Landing had a crewmember smash their index and middle fingers between the horn and seine net. Index finger was lost, middle finger was found and reattached at hospital.

**August 2020**: None.

**September 2020**: None.

**October 2020**: None.

**November 2020**: None.

**December 2020**: None.♦

| Review of Minor California Commercial Fishing Vessel Casualties | |
|---|---|
| **2020 MINOR CASUALTIES:** | **56** |
| Disabled—USCG Tow | 33 |
| Taking on Water | 4 |
| Soft Groundings | 3 |
| Fire | 1 |
| MEDEVAC | 0 |
| Injury | 3 |
| Collision/Allision | 3 |
| Sinking (at dock) | 4 |
| False EPIRB | 3 |
| Other (net entanglement) | 2 |

**January 2020**: 6 disabled tows (3 engine problems, 2 steering/rudder problems, 1 fuel system); 1 soft grounding; 1 fire (in pilothouse); 1 taking on water (broken raw water hose); 1 sinking (at dock).

**February 2020**: 3 disabled tows (engine problems); 1 injury; 1 grounding (due to fatigue-able to back off with minor damage).

**March 2020**: 4 disabled tows (engine problems).

**April 2020**: 1 sinking (at dock).

**May 2020**: 4 disabled tows (engine problems); 2 net entanglements; 1 taking-on-water (cause unknown); 1 sinking (at dock).

**June 2020**: 2 disabled tows (1 broken shaft, 1 engine problem); 1 injury.

**July 2020**: 6 disabled tows (4 engine problems, 1 fuel, 1 steering problems); 2 soft groundings; 1 injury (respiratory); 1 sinking (at dock-vessel scrapped).

**August 2020**: 3 disabled tows (engine problems); 2 taking-on-water (hull leaks).

**September 2020**: None.

**October 2020**: 3 false EPIRB alerts, 2 disabled tow (engine problems).

**November 2020:** 2 collisions (due to reduced visibility); 1 disabled tows (engine problem).

**December 2020**: 1 disabled tow (engine problem).♦

**"Flooding, automatic bilge alarms not working, and pipe work failures were seen as highly significant in the cause of casualties. Lack of maintenance was often the cause of machinery breakdowns, and sleep deprivation and fatigue the main cause of accidents, including personal injury."**

*USCG Report*

# Review of Major California Commercial Fishing Vessel Casualties – 2019

| 2019 Major Casualties: | 16 |
|---|---|
| Lives Lost | 3 |
| Vessels Lost | 8 |
| Lives Saved by CFIVSA | 6 |
| Sinkings | 7 |
| Groundings | 2 |
| Unknown | 1 |
| Capsizing | 0 |
| Man Overboard | 2 |
| Fire | 2 |
| Injury/MEDEVAC | 2 |

**January 2019**: A 52' steel swordfish vessel with 3 POB 7NM off Catalina Island had a crewmember suffer a stab wound to his leg. Injured crew was MEDEVAC'ed by helicopter to a local hospital.

A 71' steel trawler with 3 POB entering Morro Bay had transmission failure and ran aground on the north jetty. Vessel was pulled and towed into harbor with minor crew injuries and hull damage.

A 45' wood troller with 1 POB 6NM off Channel Island Harbor caught fire when hot gasses ignited wood around the mast base. 1 POB abandoned ship and was rescued by USCG. Vessel was consumed by the fire and sank.

***Safety take-away**: Time is a critical factor in any kind of emergency at sea. Preparing and practicing for the worse-case scenario with yourself and your crew can make the difference between life and death in many cases. Preparation is especially critical when operating alone. Vessel-specific training prior to getting underway benefits both the single operator and everyone onboard. Wearing some form of flotation device when working on deck has been shown to significantly improve odds of survivability in case of an emergency which requires the crew to abandon ship.*

**February 2019**: None.

**March 2019**: None.

**April 2019**: None.

**May 2019**: A 32' fiberglass lobster vessel with 2 POB off Santa Cruz Island capsized in the vessel's skiff in rough weather. 1 POB suffered a broken arm and lacerations and was transported by helicopter to a local hospital.

***Safety take-away**: Ensure all crewmembers know the location of the medical kit/First Aid manual and what to do in the case of a medical emergency in various location, such as how to call for help. Check your onboard medical kit to make sure it is readily accessible and stocked with supplies that can handle a variety of medical emergency situations. Practice how you and your crew would respond in different types of medical emergency scenarios. By reporting an onboard injury or medical emergency to the U.S. Coast Guard on Channel 16 VHF-FM, local First-Responders on shore can be readied to respond as needed.*

## Review of Major California Commercial Fishing Vessel Casualties – 2019 (continued)

**June 2019**: A 36' wood HMS vessel with 3 POB off San Clemente Island hit a submerged object and was flooding. USCG helicopter provided a pump, and vessel crew pumped and plugged the breach. No injuries.

A 24' wood salmon troller with 1 POB ran aground in Drakes Bay. The 1 POB made it safely to shore. Vessel broke up in the surf and was a total loss. No injuries.

A 33' wood salmon vessel 5NM west of Moss Landing with 2 POB experienced engine failure. The Master sustained a fatal head injury in the bilge while checking the shaft.

A 41' fiberglass salmon vessel with 1 POB collided with another vessel in Morro Bay when the engine stuck in reverse. No injuries.

**July 2019**: None.

**August 2019**: None.

**September 2019**: None.

**October 2019**: None.

**November 2019**: A 54' steel groundfish vessel with 4 POB took a wave over the stern quarter about 40NM northeast of the Farallon Islands. The vessel capsized and then sank within minutes. All 4 POB went into the water. The EPIRB signal was received by the USCG and 3 POB were recovered 90 minutes later by USCG, with 1 POB in a hypothermic condition. The 4th POB drifted away from the group and was not recovered after an extensive search. All 3 POB taken to local hospital and recovered.

A 30' wood hull urchin vessel with 1 POB ran aground on the rocks off Santa Cruz Island. 1 POB recovered with minor injuries. Vessel was a total loss.

**December 2019**: A 49' steel crab vessel with 5 POB began taking-on-water from an unknown source off the entrance to San Francisco Bay. A MAYDAY call was made on CH-16, and all 5 POB abandoned ship into the vessel's life raft and were recovered by the Coast Guard. Vessel sank and was a total loss.

***Safety take-away**: Accidents can happen even when are we are prepared. An emergency situation can make even the most prepared among us panic and freeze. That's why practicing emergency drills on a monthly basis is so important in appropriately responding to an accident. Just like muscle memory, with enough practice you'll automatically know what to do, even when your brain is in shock. Additionally, wearing a type of flotation vest or PFD when working on deck can help save your life if you end up in the water.*♦

## Review of Minor California Commercial Fishing Vessel Casualties

| 2019 MINOR CASUALTIES: | 84 |
|---|---|
| Disabled—USCG Tow | 67 |
| Taking on Water | 3 |
| Soft Groundings | 1 |
| Fire | 1 |
| MEDEVAC | 0 |
| Injury | 0 |
| Collision/Allision | 5 |
| Sinking (at dock) | 6 |
| False EPIRB | 1 |
| Other | 0 |

**January 2019**: 17 disabled tows (11 engine problems, 4 steering/rudder problems, 2 fuel system problems ); 1 taking-on-water (cause unknown); 1 sinking (at dock); 1 fire (stack).

**February 2019**: 2 disabled tows (1 engine, 1 transmission problem); 1 taking-on-water (cause unknown).

**March 2019**: 1 disabled tow (engine problem); 1 allision (with moored USGC cutter); 1 sinking (at dock).

**April 2019**: 5 disabled tows (4 engine problems, 1 fouled prop); 1 false EPIRB; 1 sinking (at dock).

**May 2019**: 3 disabled tows (1 fouled prop, 1 loss of steering, 1 fuel problem); 2 collisions (while fishing).

**June 2019**: 9 disabled tows (8 engine and 1 transmission problems); 1 sinking (at dock).

**July 2019**: 2 disabled tows (engine problems).

**August 2019**: 5 disabled tows (engine problems); 2 allisions (with submerged objects); 2 collisions (while fishing); 1 injury (cut off tip of finger).

**September 2019**: 2 disabled tows (engine problems); 1 allision.

**October 2019**: 4 disabled tows (3 engine problems, 1 transmission problem); 1 taking on water (cause unknown).

**November 2019:** 3 disabled tows (1 engine problem, 1 shaft seal problem, 1 fuel line problem)).

**December 2019**: 14 disabled tows (9 engine problems, 2 electrical problems, 2 steering problems, 1 ran out of fuel).♦

**"The leading factors contributing to commercial fishing vessel casualties and fatalities are: inadequate preparation for emergencies, poor vessel and/or safety equipment conditions, failure to maintain proper watertight integrity, and lack of awareness or ignoring critical stability issues."**

*USCG Report*

# California's CFVS Examiner Team

**James Stellflug**
**San Diego-Oceanside**

**Marc Nguyen**
**Dana Pt-Los Angeles**

**Pete Desillier**
**Oxnard-Morro Bay**

**David Cripe**
**Monterey—Santa Cruz**

**Manny Ramirez**
**Pillar Pt-Bodega Bay**

**Melinda Bacon -Fort Bragg to Crescent City**

Melinda (Mindy) Bacon is the newest member of California's CFVS Examiner Team. Mindy joined the U.S. Coast Guard in 2002 from the U.S. Navy, retiring after 30 years of service with an extensive background on a variety of ships in welding, damage control and casualty first-responder. Having experienced many casualties while underway, Mindy knows firsthand the importance of emergency preparation and safety training. She is excited to be a part of the commercial fishing vessel safety mission in Northern California. Mindy is also a certified welder, and enjoys keeping her skills up teaching welding at the local community college in Eureka. In her free time, she enjoys exploring Northern California on foot with her dog, Ranger, and taking in its beauty.

## USEFUL WEB SITES

**California Commercial Fishing**: https://wildlife.ca.gov/Fishing/Commercial

**California Commercial Fishing Regulations**: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=175639&inline

**Commercial Fishing Vessel Safety Education**: Emergency drill training, survival training and more: www.amsea.org

**EPIRB Information**: Information on how to register your EPIRB, test your EPIRB, what to do if you've lost your EPIRB, EPIRB rescues, overviews of how the SARSAT system works and more: www.sarsat.noaa.gov

**NIOSH Commercial Fishing Vessel Safety**: Vessel disasters, deck safety and more: https://www.cdc.gov/niosh/topics/fishing/default.html

**NOAA Weather and Navigation**:
Real-time coastal observations and NOAA forecasts: http://nowcoast.noaa.gov/
NOAA High Seas and Offshore Marine Forecasts: www.noaa.gov
Coast Pilots/Navigation Rules: https:nauticalcharts.noaa.gov/publications/coast-pilot/index.html

**Safety Equipment**: USCG approved equipment list: https://cgmix.uscg.mil/Equipment/EquipmentSearch.aspx

**USCG CFVS Program**: CFIVSA regulations, safety checklist generator tailored to your vessel, current USCG vessel safety information and more: http://www.fishsafewest.info/

**USCG National Vessel Documentation:** Official website. https://www.dco.uscg.mil/Our-Organization/Deputy-for-Operations-Policy-and-Capabilities-DCO-D/National-Vessel-Documentation-Center/

**USCG Navigation Information**: Local Notice to Mariners, AIS, Maritime Safety, Navigation Rules, Light Lists, GPS information and more: https://www.navcen.uscg.gov/

## A True Story of Resilience and Survival

**The following is an account of survival after a sudden capsizing and sinking of a commercial fishing vessel in winter off the coast of California. It highlights the importance of **Resilience**: the ability to recognize potential danger, respond to that danger, and then withstand and survive the danger. With prevention measures in place and the regular training and practice of emergency drills, the crew, which included a NOAA observer, were able to quickly and correctly react to a life-threatening situation. Their resilience in the face of grave danger, paired with onboard federally-mandated safety equipment and a strong will to survive, made withstanding and ultimately surviving the accident possible.*

On November 19, 2019, a 54-foot steel groundfish vessel was operating 40NM NE of the Farallon Islands with 4 POB on deck; the Master, 2 crewmen and 1 NOAA observer. The vessel had 30,000 pounds of catch in the hold in the aft bins. Two forward bins were left open for the last tow of Dover sole.

The day started out calm and beautiful. The weather started to come up as the final tow was brought in. The bag was in the trawl alley but hadn't been opened yet. A couple of waves washed over the main deck and the back of the boat filled with water, but the scuppers drained it fairly well. A wave then hit on the port side, and the boat began to list to port.

As the Master ran into the pilothouse to gun the engines and right the boat, two more waves came over the stern and the boat began riding low with the port list worsening. The scuppers went under water and could no longer drain. It then became obvious the boat was going down.

The crew climbed up the side of the boat as it rolled. The NOAA observer, who normally wore a Personal Locator Beacon (PLB) didn't have it on, and the bin it was kept in on deck went overboard. The crew went onto the pilothouse roof to get immersion suits out, but the lid was closed shut by the water after they retrieved only 2 immersion suits and 2 PFD's. The Master was in the pilothouse fighting to save the boat until the last second, then crawled onto the side of the boat with the others. The NOAA observer and one crewmember donned an immersion suit, the other crewmember and Master donned a PFD. They crawled onto the hull as the boat continued to roll, but the slippery algae on the bottom caused them to slide off into the water, and then the boat began to sink beneath them. This all happened in a matter of minutes.

The four crew tried to stay together, but were separated by the waves. The life raft did not deploy, and they weren't sure if the EPIRB had sent an alert to the USCG. The crewmember with only a PFD did not know how to swim and was panicking in the water. The Master and this crewmember drifted away from the two others. The two in immersion suits were able to stay together and made a makeshift raft with some bin boards and rope floating nearby. A case of water popped up near them, and they retrieved that as well.

Around this time, the crewman and NOAA observer noticed the panicking crewmember was just gone. The Master could still be seen in the distance over the waves, and eventually drifted back toward them. They tried to tie a rope around the Master to keep him with them, but were unsuccessful. Then, out of nowhere, and more than 30 minutes after the boat sank, the EPIRB popped up right next to them. They grabbed it and tied it off to them.

After being in the water for an estimated 90 minutes, a Coast Guard helicopter suddenly appeared overhead. A basket was lowered with a rescue swimmer who retrieved the Master, by then in severe stages of hypothermia (he was immediately hospitalized upon return to shore). The crewmember and NOAA observer were then retrieved, cold and in shock, but with no physical injuries. The USCG continued to conduct multiple searches by both helicopter and boat over the next 24 hours for the missing crewmember, but there were no sightings, and the search was later suspended.♦

## USCG Safety Training for NOAA Fishery Observers

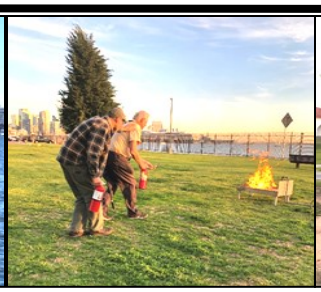
***By James Stellflug***
***San Diego CFVS Examiner***

In September 2019, San Diego and Los Angeles/Long Beach CFVS Examiners James Stellflug and Marc Nguyen teamed up to train 7 newly hired NOAA fishery observers in damage control and survival skills. The U.S. Coast Guard and the National Oceanic and Atmospheric Association (NOAA) are long-time partners in promoting maritime safety and environmental sustainability.

Exposed to the same hazards as commercial fishermen, NOAA observers have a difficult and ever-changing work environment. Assigned to commercial fishing vessels along every coastline of the United States, fishery observers record first-hand how many fish are caught, how much is kept, and how much is discarded. This information is critical for fishery conservation and management, and helps to make U.S. fisheries some of the best managed in the world.

While safety aboard commercial vessels has improved over the years, commercial fishing remains one of the most hazardous occupations in the world. Observers are trained scientists, but they are not usually knowledgeable or experienced with at-sea safety and survival techniques. NOAA's goal is for observers to be better trained in these areas than fishing crews.

The training took place at USCG Sector LALB and included the Coast Guard's "wet trainer", a custom-designed trailer that allows trainees to gain hands-on experience in damage-control—patching broken water pipes and plugging simulated cracks in the hull with a variety of tools. While the hope is the skills learned will never have to be used at sea, in the event of a real emergency, these NOAA observers will have practical experience performing tasks that could save commercial fishing vessels and lives in the fleet.♦



## California's Commercial Fishing Apprentice Program

In January 2020, California Sea Grant partnered with U.S. Coast Guard Sector San Diego, the Coast Guard Auxiliary, Alaska Marine Safety Education Association (AMSEA), Alaska Sea Grant and working commercial fishermen in San Diego and Santa Barbara to launch California's first Commercial Fishing Apprenticeship Program. The program takes apprentices through 2 weeks of classroom and hands-on workshops where they learn about marine science, fisheries management, marketing, business, seamanship and safety at-sea. Apprentices then receive 1,000 hours of paid on-the-job training onboard a working commercial fishing vessel, learning from veteran commercial fishermen.

Commercial fishing can be an attractive occupation. You work in an office with a 360-degree ocean view, you never have to wear a tie, and you can be your own boss. But these benefits come with challenges. Workdays are long and arduous, the ocean environment is dangerous, and the market and resources can change in seemingly unpredictable ways. Traditionally, commercial fishermen learned to navigate these challenges through on-the-job experience, often being born into a fishing family and growing up in the industry. However, today there are fewer fishing vessels, fewer fishing jobs, and the industry has become more complex and technical. The industry is also facing an ever-aging workforce, and finding experienced crew is often very difficult. The Commercial Fishing Apprenticeship Program's hope is to provide an industry solution by supplying knowledgeable and trained potential commercial fishermen.♦

## USCG SAFETY ALERTS

**03-21:** **Blocked Freeing Ports Trap Seawater On Deck Reducing Vessel Stability:** A recent capsizing of a commercial fishing vessel highlights the danger involved in the closure of freeing ports. USCG investigators identified the closure of the freeing ports as a causal factor in why the vessel capsized. Some commercial fishing vessel operators at times close or block their freeing ports to prevent their catch from washing off the deck after hauling gear. Freeing ports occasionally remain closed following haul back, and sometimes throughout the entirety of a vessel's voyage. This can have disastrous consequences if seawater accumulates on deck. Seawater added on deck creates additional weight and a free-surface effect that significantly and negatively impacts the vessel's stability. The Coast Guard strongly recommends vessel owners/operators ensure freeing ports remain open at all times to allow seawater to drain freely off the deck, and that crews understand the hazards trapping seawater on deck can pose to vessel stability.♦

**02-21:** **Readiness of Emergency Dewatering Equipment:** Emergency dewatering equipment, whether fixed or portable, is essential vessel equipment to maintain the safe operation, survivability, and safety of personnel during emergencies that may require its use. In a situation requiring the use of emergency dewatering equipment, it is imperative that equipment is readily available and fully operational. This includes preparing the equipment for use in the shortest amount of time in order to prevent a catastrophic event. The Coast Guard strongly recommends operational tests be conducted at regular intervals to confirm proper functionality. Masters should ensure their dewatering system has the ability to take suction and has adequate discharge, includes all check and foot valves operate as designed, and all crewmembers understand proper operation of the equipment, whether fixed or portable.♦

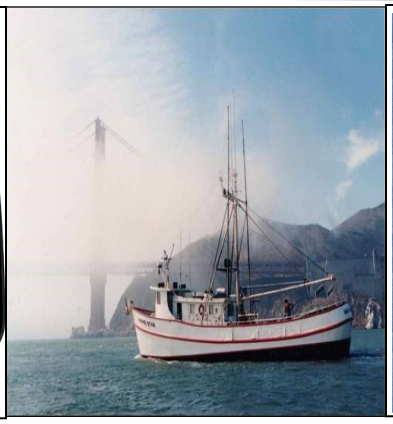
**01-21:** **See-Me PFD Light Failures Due To Battery:** In October 2020, Sector Los Angeles/Long Beach found eleven non-compliant SEE-ME 1.0 LED PFD lights (161.012/92/0). The bottoms of the lights were missing, cracked, or bulging. The lights are manufactured by AOB Outdoor Products & Accessories, Inc., and may be labeled as Model 51150 or strobe Model 51152. These models use two customer-supplied AAA alkaline or lithium batteries. The affected lights all used alkaline batteries. The USCG recommends that users of any PFD lights store lights where they will not be exposed to extreme temperatures or salt water, and that the manufacturer-recommended batteries are used for optimal life of the equipment.♦


## SAFETY ADVISORYS

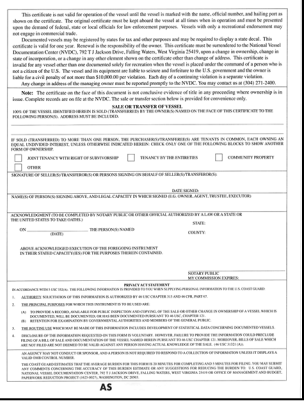
**04-20: <u>Automatic Identification System (AIS) – Accurate Broadcasts Don't Happen Automatically</u>**
AIS is a valuable tool, broadcasting critical vessel information to other vessels on the waterways. However, proper function of the AIS is dependent on accurate vessel data entry, including entering the proper ship type code and the vessel's full length. The accurate display of a vessel's full length becomes particularly important in situations where vessels can't see one another until they are in close proximity. Title 33 Code of Federal Regulations 164.46 includes a requirement for the accurate input and upkeep of all AIS data fields. To assist mariners in entering their vessel's AIS data, the Coast Guard Navigation Center (NAVCEN) has produced the **<u>AIS Encoding Guide</u>** which provides instructions on how to populate AIS data fields for commercial fishing vessels required to carry AIS (65-feet +). The Coast Guard strongly recommends vessel owners and operators use the AIS Encoding Guide to ensure accurate and up-to-date AIS information for their vessel. Website: https://www.navcen.uscg.gov/pdf/AIS/AISGuide.pdf

**<u>Certificate of Documentation</u>:** The Coast Guard has received complaints from commercial fishermen who used a third-party offering to manage and renew their vessel documentation for a fee. The USCG does <u>not</u> endorse these companies and the companies do <u>not</u> act on behalf of the USCG, though they may appear to be official government entities. They also typically charge 5 times the standard fee of $26.00 the USCG charges for service. The National Vessel Documentation Center (NVDC) is located in Falling Waters, West Virginia, and is the ***only*** entity authorized by the government to issue the certificates of vessel documentation required for vessels engaged in commercial trade. Look for the word "National" on any website search and/or correspondence received. Website: National Vessel Documentation Center (uscg.mil) or call 800-799-8362, 9am -3pm EST.

**<u>Delays</u>**: The NVDC is experiencing delays in issuance of Certificates of Documentation (COD). The Coast Guard recognizes the need to minimize the effect on the maritime community of NVDC delays, and has allowed that vessels with an expired COD may continue to operate domestically on the previously issued endorsements provided a renewal application has been submitted to the NVDC. Vessel owners should be prepared to present evidence, upon request, to any USCG Boarding Officer, the Officer in Charge, Marine Inspection (OCMI), or the Office of Commercial Vessel Compliance (CG-CVC) that a renewal application was submitted. Any questions, please contact your local CFVS Examiner.♦


UNITED STATES OF AMERICA
DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD
NATIONAL VESSEL DOCUMENTATION CENTER
CERTIFICATE OF DOCUMENTATION




## MORE SAFETY NEWS and INFORMATION

**"The approach to the Commercial Fishing Vessel Safety Program is first to *prevent* the casualty, second to *minimize* the effect of the casualty given that it has occurred, and third to *maximize* lives saved."**

***USCG Report***

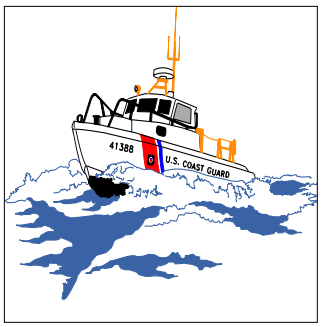
**i911- New Search-and-Rescue Tool**: As of March 2020, the Coast Guard has a new tool to help locate mariners in distress. Called **i911**, this technology allows USCG search-and-rescue centers to use a mariner's cellphone number to pinpoint their latitude/longitude. The mariner in distress contacts the Coast Guard on VHF-FM Channel 16 or by whatever means are available. Once the initial distress notification is received, i911 is activated and the distressed mariner's cellphone receives a text message from the Coast Guard asking for access to share their cellphone location. Once shared, the cellphone's internal GPS pinpoints the mariner's position and Coast Guard rescue units are immediately dispatched to that location.
After analyzing more than 38,000 search-and-rescue cases across the contiguous United States, the USCG found that nearly 90% of all SAR cases took place within 20 nautical miles of the coast. *Cell phone service dependent*, i911 can determine locations of distressed mariners up to 15-20 nautical miles offshore. So far, the biggest challenge the Coast Guard found in using the i911 system is in mariners learning how to turn on their location services, as the system will not work without it being activated.
The i911 system does *not* replace the need for mariners to carry a VHF-FM radio on board. The most reliable means of distress communication for mariners remains VHF-FM Channel 16. This emergency distress radio frequency is monitored by a live radio watch 24 hours a day, 7 days a week.♦

**False EPIRB Alerts**: Between 16-19 October 2020, the U.S. Coast Guard in Alameda received three EPIRB alerts from three different vessels, all registered to the same owner at some time during the past 20 years. All three alerts plotted on land near a marina. A large number of Coast Guard resource hours were allocated to resolving these alerts, which were later found to be coming from three discarded EPIRB's located in a shed that was being destroyed. The owner had long ago replaced these beacons and registered new beacon ID's to the vessels. Apparently, the old batteries still held some life.

Mariners are advised to **completely** remove and properly dispose of old EPIRB batteries when replacing their beacons. U.S. Coast Guard policy requires immediate response to any EPIRB alert when received. The average cost per hour of a manned crew on a CG helicopter or small boat is in the $25K range. The man-hours spent in Search-and-Rescue Centers responding/resolving false EPIRB alerts distracts from time spent on actual distress cases. If you are upgrading your EPIRB to a newer model, please be sure to remove and dispose of the battery to ensure it will not transmit at some later date.♦

**Illegal Fishing Net Buoys**: There's been a proliferation of the use and marketing of noncompliant devices that operate on the radio frequencies assigned to Automatic Identification Systems (AIS). AIS frequencies are authorized **exclusively** for marine navigation safety communications. On November 28, 2018, the FCC published **FCC Enforcement Advisory No. 2018-04**, which prohibits the marketing, sale, or use of **fishing net buoys** that use radio frequencies reserved for marine navigation safety communications. These fishing net buoys are advertised and operated to mark and track fishing nets. The FCC's rules do not authorize AIS devices for such use, and noncompliant AIS devices are illegal. Use as fishing net buoys disrupt other and important maritime communications, increasing the risk of maritime accidents.

Anyone advertising or selling these noncompliant fishing net buoys or other noncompliant AIS devices should stop immediately, and anyone owning such devices should not use them. Sellers, advertisers, and operators of noncompliant AIS equipment may be subject to substantial monetary penalties, up to $19,600 per day.♦




## California U.S. Coast Guard Units

**D11's Mission**: ***To serve, protect and defend the American public, its maritime industry, infrastructure and environment.***

The **D11 Commercial Fishing Vessel Safety Newsletter** is a publication of the Eleventh Coast Guard District's Prevention Division.

The Eleventh Coast Guard District (CGD11) is based in Alameda, California. It is comprised of the Pacific Ocean areas from the California/ Oregon state line out approximately 200 NM offshore and south to the border of Guatemala and Mexico. CGD11's area of responsibility also includes the states of Arizona, Utah and Nevada.

**USCG D11 CFVS Command**:

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**CAPT G. Callaghan**– D11 Chief of Prevention

**CDR K. Denny-**D11 Inspections/Investigations

**Ms. Peg Murphy** – Editor, D11 Commercial Fishing Vessel Safety Program Specialist.

**D11 CFVS Dockside Examiners:**

**James Stellflug:** Oceanside to San Diego
619-278-7249
**Marc Nguyen**: Los Angeles to Dana Point
310– 521-3744
**Pete Desillier:** Morro Bay to Ventura
805-962-7430 x270
**Dave Cripe**: Santa Cruz to Monterey
831-647-7357
**Manny Ramirez:** Bodega Bay to Pillar Point
415-399-7310
**Mindy Bacon:** Crescent City to Fort Bragg
707-481-0048

This newsletter is published as a public service to the Eleventh Coast Guard District's commercial fishing community. We welcome any questions, comments or suggestions from our readers, and encourage you to respond to (510) 437-5931 or at peggy.a.murphy@uscg.mil.♦

### Sector Offices:

***San Diego:*** **Sector San Diego**
(619) 278-7031
***Central Coast/LA Area:*** **Sector LA-LB**
(310) 521-3805
***Bay Area:*** **Sector San Francisco**
(415) 399-3451
***North Coast:*** **Sector Humboldt Bay**
(707) 839-6113

### Shore Units - Stations:

***San Diego:*** **Station San Diego** (619) 278-7670

***San Pedro***: **Station LA/LB** (310) 521-3871

***Oxnard:*** **Station Channel Islands** (805) 985-9822

***Morro Bay:*** **Station Morro Bay** (805) 772-4620

***Monterey:*** **Station Monterey** (831) 647-7310

***San Francisco:*** **Station San Francisco**
(415) 399-3418

***Sausalito:***
**Station Golden Gate**
(415) 331-8247

***Sacramento River Delta:***
**Station Vallejo** (707) 643-2975
**Station Rio Vista** (707) 374-2871

***Bodega Bay:*** **Station Bodega Bay**
(707) 875-3596

***Fort Bragg:*** **Station Noyo River** (707) 964-6612

***Eureka:*** **Station Humboldt Bay** (707) 443-2213

### Floating Units - Cutters:

***San Diego:*** **CGC Haddock** (619) 278-7620
**CGC Petrel** (619) 278-7632
**CGC Sea Otter**(619) 222-0956

***Corona Del Mar:*** **CGC Narwhal** (949) 673-0420

***Marina Del Rey:*** **CGC Halibut** (310) 823-2300

***Oxnard:*** **CGC Blacktip** (805) 985-7518

***Monterey:*** **CGC Hawksbill** (831) 647-7372

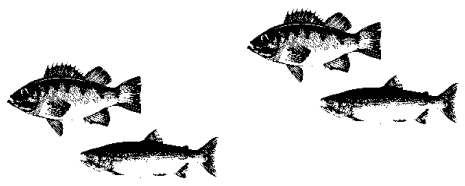
***Santa Barbara:*** **CGC Blackfin** (805) 966-3093

***San Francisco:*** **CGC Tern** (415) 399-7360
**CGC Pike** (415) 399-7393

***Bodega Bay:*** **CGC Sockeye** (707) 875-2131

***Eureka:*** **CGC Barracuda** (707) 444-0471

**The above-listed Coast Guard units can also be reached on VHF Channel 16.**



# Power Strips and Surge Protective Devices

Electrical devices that are not properly constructed, insulated or grounded for use in a marine environment can result in shipboard fires. Several recent catastrophic fires have been sourced to power strips or surge protective devices (SPD's) that were recharging multiple electronic devices using lithium-ion batteries.

A power strip is a long plastic device with multiple outlets. We've all used them—it has a cable on one end, and plugs into an single outlet to give you multiple outlets. A surge protective device (SPD) is simply a power strip that also defends against voltage spikes that could damage your device. All the power in a power strip or SPD comes from the single outlet it is plugged into, which means it doesn't have infinite energy, as every shipboard electrical circuit is designed to carry a certain maximum load. Plugging in a power strip or SPD and adding too many devices can result in overheating, electrical failure, and electrical fire.

Mariners need to be aware there is no official Underwriters Laboratory standard for marine-use power strips or SPD's, despite numerous retailers advertising "UL Marine 1449".

Lithium-ion batteries are rechargeable and used in many modern portable electronic devices. The batteries store and release electrical energy through electro-chemical reactions. Despite their technological promise, lithium-ion batteries still have a number of shortcomings, particularly with regards to safety. The batteries have a tendency to overheat, and can be damaged at high voltages. In some cases this can lead to thermal runaway and combustion. The lithium salt, organic solvents and oxygen involved in the electrochemical process are sensitive to stressors such as excessive heat, vibration, and exposure to saltwater.

**The safety take-away is that a power strip or SPD plugged into a shipboard circuit with multiple lithium-ion battery powered devices recharging on it can be a serious fire hazard.*

All vessels should have defined procedures for checking the condition and grounding capabilities of any personal portable electrical equipment brought onboard. The Master should check and approve any power strips or SPD's for compatibility with the vessel's electrical system prior to use. If there's excessive use of power strips or SPD's, the owner/operator might want to consider the installation of additional permanent components like distribution panels, breakers, cabling and/or receptacles.

Any power strip or SPD should be removed from service if it is hot to the touch. Keep power strips and SPD's unplugged when not in use. Limit one power strip or SPD per single duplex outlet and never daisy-chain. Prevent use in excessively humid or moist areas, and ensure good air circulation around the device. Avoid jury-rigging of electrical equipment at all costs.

For questions or more information, please check with a certified marine electrician.♦



**United States Coast Guard Eleventh District**

Prevention Division
Coast Guard Island
Building 50-7
Alameda, CA 94501
Attn: CFVS

Phone: 510-437-5931
E-mail:
peggy.a.murphy@uscg.mil

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**Monterey Bay:**
**831-647-7357**

**Pillar Pt. to Bodega Bay:**
**415-399-7310**

**Ft Bragg to Crescent City:**
**707-481-0048**

**We're on the Web!**

**Visit us at www.fishsafewest.info**

## Liferaft HRU installation instructions

The correct installation of a liferaft's hydrostatic release unit (HRU) is vital. It could be a matter between life and death.