

WORN CABLE CITED IN SEINER FATALITY

Chafe and equipment wear are sailors' and fishermen's enemies. Recently a fisherman was killed when the boom on his seiner fell and crushed him while he was hauling in a load of fish. Chafe, perhaps caused by wearing against the steps leading to the crows nest on the mast, was observed on the cable holding the boom.

Check for wear on cables that can lead to failures. Sometimes simple engineering can prevent chafe and wear on critical components. For example, in the incident noted above, steps welded on the fore rather than the aft side of the mast might have prevented the fatal wear. Also, preventor cables and lines can be used as back ups in case main cables fail.

PFDs Aid Recovery of Overboard Victims

FACT: A vessel traveling at 8 knots will leave a person overboard the distance of three football fields behind the vessel in just one minute.

FACT: Cold water can severely reduce your ability to hold your breath, grasp objects and swim.

FACT: In rough seas, even in good light, it is extremely difficult to find a small object, such as a human head.

FACT: Over 90% of people who fall overboard have no idea this will happen even just moments before the event.

Last winter, two fishermen were lost in the Bering Sea. Their boats did not capsize, ground, flood or catch fire. They were man overboard fatalities. Neither was wearing any personal flotation device (PFD) making recovery in the cold, rough, dark waters difficult.

These fatalities were unnecessary. There are now many types and styles of wearable flotation devices, both USCG and non-USCG approved. Styles include inflatable suspenders, rain jackets, vests, jackets and belt pouches in a variety of colors. Inflatable kayak-type vests can be worn under outer garments and weigh only 16 ounces.

Not wearing a PFD because it is uncomfortable is no longer an excuse. Remember, the best PFD is the one you wear!

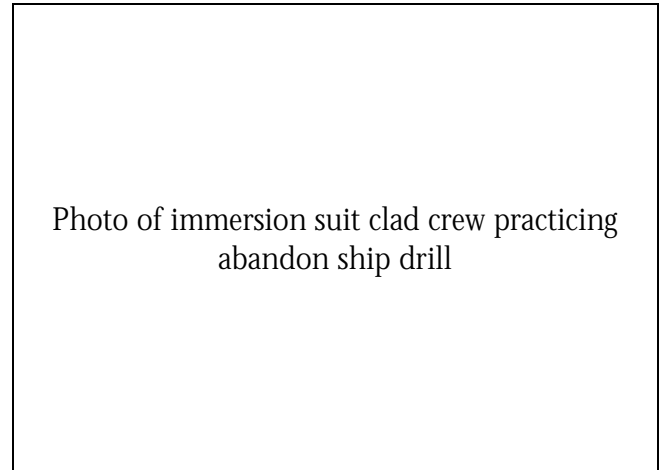
Knowledge of Location

Vital to Survival

In real estate, location is everything. So is it when abandoning a ship at sea. In 1997, three fishermen were lost in Southern California. These mariners gave a LORAN position converted inaccurately to a LAT/LONG position. They made a location mistake of 16 miles. As a result, the search area increased by hundreds of miles. By the time the fishermen were found, four hours later, they were dead.

Do not make the same fatal mistake as these mariners. Give location coordinates by latitude/longitude when possible. GPS makes this easy, of course. If time allows, give positions from two different sources (e.g. LAT/LONG and bearing/distance). Give the position clearly and repeat it, if time permits. Do not use local nicknames when making geographic references. Make sure everyone onboard knows how to give a Mayday and knows how to find their position.

On-board drills give people opportunities to practice



procedures for emergency situations.

"Wise men learn from their own mistakes, but wiser men learn from the mistakes of others"

AMSEA instructor Dug Jensen, *Educational Training Company*
