

Alaska Marine Safety Education Association

A community-based
information & training network

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Fall 2000

MSIT Course on Tap for Galveston

AMSEA's six-day, USCG-approved Marine Safety Instructor Training course is tentatively scheduled in Galveston, Texas from November 27 to December 2, 2000. This course is in cooperation with Galveston's USCG Fishing Vessel Safety Branch. It is designed to rebuild training capacity for commercial fishermen in the Gulf of Mexico so they have better access to training resources to meet the Drill Instructor requirement.

Contact AMSEA and fishing vessel safety examiner Gilberto Gallardo 1-800-378-2097 to learn more about this course.

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MARINE SAFETY UPDATE

AMSEA Marine Safety Instructor Training Completed in Sitka

AMSEA has just completed its 36th six-day Marine Safety Instructor Training (MSIT) course in Sitka, Alaska. From Sept. 25 through Oct. 1, 2000 twelve enthusiastic trainees from ports as far away as Bethel and New Mexico took part in this training. Graduates of the course will go on to train fishermen, recreational boaters and school children.

MSIT instructor Jerry Dzugan acknowledges the assistance of his co-instructors Dr. Kit Van Meter from Massachusetts, and AMSEA staff members Steve Campbell and Marian Allen. Thanks are also owed for the support provided by the Sitka Fire Department, U.S. Coast Guard Airstation Sitka, *M/V Raven's Fire* and *M/V Rawson*.

The next MSIT course in Alaska takes place in Seward at the AVTEC facility from April 2 to April 8, 2001.

Well-Received Teachers' Workshops To Continue in 2001

AMSEA plans to conduct more of its popular three-day teachers' workshops, both in and out of Alaska, after the first of the year. A workshop is tentatively scheduled in the Galena, Alaska school district for April 9-11th, 2001.

Alaska school districts with high drowning rates are targeted in this last year of the grant. Outreach to the Pacific Northwest is also a priority for Spring 2001. Teachers' workshops are being planned for the Nome area, as well as Washington and Oregon. Since 2001 is the final year of grant funding, AMSEA will hold teachers' workshops outside of these priority areas only if fully funded by a school district. Contact AMSEA for information about a teachers' workshop in your area!



Marine Safety Training Available

DRILL INSTRUCTION COURSES IN ALASKA

Bristol Bay area - BBEDC, (800) 478-4370
 Haines - Karl Johnson, (907) 766-2218
 Homer - Ocean Safety Services, (907) 235-7908
 Ketchikan - Southeast Ocean Survival, (907) 225-8985
 Kodiak - Joycrafts, (907) 486-6293
 Naknek - Debby Robertson, University of Alaska, (907) 246-4292
 Prince of Wales Island - Pete Willburn, (907) 828-3924
 Seward - AVTEC, (800) 478-5389
 Sitka - AMSEA, (907) 747-3287

OUT-OF-ALASKA DRILL INSTRUCTION

Bellingham & Seattle, WA - Fremont Maritime Services, (206) 522-5377 or Washington Sea Grant, (206) 543-1224
 California - Coastwise Marine Safety, (707) 464-2934
 Eastern U.S. - Marine Expeditors, Ltd., David Briggs, Norfolk, VA (757) 587-5290
 Florida - Florida Marine Career Institute, Frank Myers, (727) 937-5924
 New Jersey - Thompson Maritime, (908) 899-7990
 Oregon - Clatsop Community College, (503) 325-0910 or, in Newport, Ginny Goblirsch (503) 265-3463
 Rhode Island - Vessel Safety Corp., Paul Helland, (401) 782-2021
 Texas - Israel Linarte, (956) 943-7935
 Westport, WA - Washington Sea Grant, (360) 875-9331

Six-day MARINE SAFETY INSTRUCTOR TRAINING (MSIT) Course:

Seward, AK, April 2 - 8, 2001

The MSIT course is the only USCG-approved course for training safety instructors who in turn train fishermen in AMSEA's emergency drill instructor course. Others have also found this training helpful, including oil spill response company representatives, high school teachers, and fisheries observer training personnel.

This course includes practical, hands-on training in emergency procedures and survival equipment use. It also covers methods of instruction, practical emergency drills, life raft and overnight exercises. Safety procedures in instruction are stressed. This class is a great way for new or experienced safety training professionals to share effective teaching techniques and standardize information. Course materials and tuition are \$355. More information can be found on this class from AMSEA's web site at www.amsea.org.

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, or can be purchased for \$10.00 per year (\$20.00 outside the U.S.). Sustaining, supporting and donor memberships receive recognition in this publication.

Funding for this publication is provided by the members of AMSEA. Memberships and all contributions to AMSEA are tax-deductible. Membership runs from January 1 through December 31. Dues received after October 1 are credited to the following year.

Contributions to this publication and letters to the editor are most welcome. Please submit them to:

Editor
 AMSEA - **Marine Safety**

Update

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Pennington & O'Gara Join Boating Safety Advisory Council

AMSEA founding member Hank Pennington of Kodiak and long-time AMSEA instructor Kathy O'Gara of Sitka were named by Alaska Governor Tony Knowles to the Alaska Boating Safety Advisory Council. The seven member panel also includes Mike Folkerts of Eagle River, Cliff Judkins of Anchorage, Brad Snow from Fairbanks, Ward Jones of Nome and Barbara Sands from Anchorage.

This council was created by the Safe Boating Safety Act passed by the Alaska legislature last spring. After decades of effort, Alaska became the last state in the union to enact its own boating safety act. By doing so, the state assumes some of the responsibilities and rewards for boating safety in state waters. Prior to this act, the federal government was responsible for all boating safety efforts in Alaska. Now, the entities will cooperate to provide services.

The newly-formed council will: 1). Recommend boating safety materials. 2). Review and make recommendations on proposed boating regulations. 3). Consider regional boating safety

needs and promote boating safety education programs throughout the state.

4). Advise the Division of Parks and Outdoor Recreation on state, regional and national boating issues.

The council will meet a maximum of two times each year.

Congratulations to all the newly appointed members of the Council. Lots of work now begins to fully implement the Boating Safety Act for Alaskans.

For information on the Alaska Boating Safety Advisory Council or the Boating Safety Act, contact:

Jeff Johnson, State of Alaska
Div. of Parks and Outdoor Recreation
Office of Boating Safety
550 W. 7th #1380
Anchorage, AK 99501-3561
Phone (907) 269-8705
Fax: (907) 269-8907
Email: Jeff_Johnson@dnr.state.ak.us
Web: www.dnr.state.ak.us/parks/boating

Forthcoming Curriculum Furthers Alaska Boating Safety

Water Wise is a boating safety curriculum that is Alaska-relevant, hands-on and meets the requirements of the National Association of State Boating Law Administrators (NASBLA). AMSEA is working with the Alaska Office of Boating Safety to create this curriculum, and a draft is currently undergoing the NASBLA approval process.

This curriculum is unique because of its Alaskan cold water perspective and inclusion of performance based skills as part of student evaluation. **Water Wise** is a flexible program containing six to eight nationally recognized components on general boating safety. An optional one- to eight-hour component provides more information and practice on Alaskan boating and survival issues. This component offers time for practical exercises.

Instructor training will create a statewide network of teachers qualified to deliver this training. AMSEA hopes to make this training available to its own instructor network, USCG Auxiliary members, and others around the state. Look for more information on this early in 2001. It promises an exciting new opportunity for safety training in Alaska!

WEATHER LOG 2

Time: 15 minutes per day over a one-month period TOPIC: Weather

*This activity addresses
the following subject areas:*

Mathematics

A-2 Measurement
A-6 Statistics and data analysis

Science

A-4 Observable natural events
A-15 Using local knowledge
B-1 Scientific processes
B-2 Tools of scientific investigation
D-1, 3 Practical applications of
scientific knowledge

OVERVIEW

This is an independent activity to assist students in learning about weather. It can be used alone or with related activities to enhance a unit on weather.

OBJECTIVES

After completion of the lesson, the student should be able to:

- Predict the following day's weather based on a series of recorded daily weather observations
- Identify signs that hazardous weather conditions are approaching

MATERIALS

- Student record sheets
- Barometer
- Thermometer
- Rain gauge

PROCEDURE

1. Review procedures for reading a barometer, thermometer and rain gauge. Also review cloud types and identification.

2. Hand each student enough weather worksheets to cover the activity's 30-day time period.

3. Each day, have students record the outdoor temperature, the outdoor barometric pressure, the weather conditions (sunny, partly cloudy, rainy, snowy, windy, etc.) and the cloud types. Also, record the time of the day the readings and observations were made. Keeping the time factor constant will make weather comparisons more accurate.

4. After a couple of weeks of recordkeeping, ask students if they notice any correlation between temperature, barometer readings, cloud types and other weather conditions. Have students try to predict the next day's weather based on what they have observed. Record their predictions on the worksheets.

5. Debrief each day to discuss if predictions matched the actual weather and if not, why not.

Minimizing Risk of Sudden Death During Safety Training

Recently a 58-year-old employee of Crowley Marine died during safety training at a maritime training facility in Seattle. While wearing an immersion suit in the water during a life raft righting exercise, the victim became distressed. He was calmed down but later stopped breathing. CPR was begun immediately, but he was unable to be revived. The cause of death will not be known until an autopsy is performed.

Sudden death is possible during any activity.

Flights of stairs that lead to elevated commuter transit systems are one of the more frequent originating sites for 911 calls in cities. Training that includes physical activity is both fun and effective, but death risk increases during these types of events. A major marine safety training center in

Europe experiences five to seven cardiac events for every 5,000 people they train even though the trainees are screened by the center's own medical staff. It is impossible to foretell of all medical events that may beset a trainee.

The following steps can reduce the risk, however. Keep them in mind before, during and after training.

1. Partially screen students with a health risk questionnaire. Do not expect full disclosure, however. For various reasons, some people chose to withhold information on their medical conditions.
2. Verbally question trainees, giving them a second chance to divulge health risks. Some people feel easier about sharing such information if it is not written down.
3. If a trainee reports or is suspected of being a risk, give them one-on-one attention. Pull them out of the activity as soon as signs of distress are observed. The trainer's top priority then becomes seeing that the trainee is made

Never push anyone beyond his or her comfort level. Look for signs of hesitation and/or fear. Make sure that students know they have the right to refuse an activity that they are uncomfortable with.

comfortable, has access to any regularly taken medications, and is seen by competent medical personnel as quickly as possible. Never leave a physically distressed trainee alone!

4. Look for signs of trouble, including difficulty breathing, shortness of breath, extreme redness or pallor in the face, fear or panic look in the face or in language, and fatigue on mild exertion. Have a low enough instructor-student ratio so that all trainees are constantly monitored and assessed. AMSEA advises a 1:5 instructor-student ratio, and a 1:1 ratio during water drills for non-swimmers or very high risk individuals.
5. Look at the general physical condition of your trainee. If they are overweight or older, consider them high risk. Remember that males over the age of 40 are high-risk for cardiac events.
6. **Never** push anyone beyond his or her comfort level. Look for signs of hesitation and/or fear. Make sure that students know they have the right to refuse an activity that they are uncomfortable with. Make arrangements to have them complete the skills at a later time or in another way. Realize that it may be acceptable that they not complete the skills at all due to their health or general physical condition. People will often push themselves past their comfort level because of peer pressure, pressure from the instructor, or just to prove to themselves that they can do an activity they really should not be doing. Make it easy for students to decline if necessary.
7. Follow established safety standards and procedures. AMSEA has a published list of these in the ***Marine Safety Instructor Manual*** for all activities that AMSEA conducts through its training network.
8. Have current, honed skills in first aid and CPR to handle emergencies that do arise. Also, always have a way to communicate with a medical authority.

Anything can happen during training. It is impossible to totally control the external and internal environment for students. However, that should not stop trainers from doing everything they can be aware of the dangers that are inherent in conducting hands-on training.

Unscrupulous Life Raft Repackers Occassionally Found

Life raft repacker Inflex of Warwick, Rhode Island has been cited for improperly repacking rafts. At least one raft was reported removed by Inflex and replaced with an old sail and other items. The U.S. Coast Guard is warning those who may have had life rafts repacked by Inflex to contact the raft's manufacturer for information on inspection.

Know your repacker. All life raft repackers should be able produce a current certificate from your life raft's manufacturer stating that they are certified to repack that type of raft. A sign on the window listing a manufacturer's name is no guarantee that a company certifies the repacker. Ask to see certification.

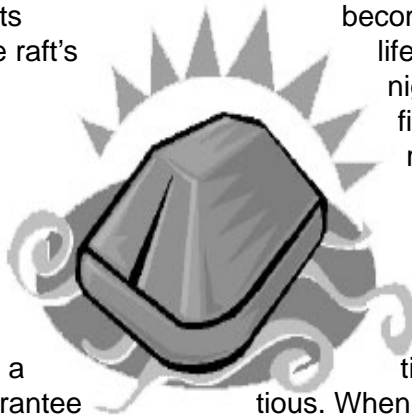
AMSEA is aware of one round-the-world sail boat that had a life raft repacked in India. Later, when the boat unfortunately sank off the coast of the U.K., the sailors found that their life raft had been replaced with rope! They survived, and when they contacted the life raft

manufacturer, the company had never heard of their "repacker" in India.

If possible, try to arrange to actually see your raft repacked. Many repackers are happy to accommodate this, and it is a great way to become familiar with the contents of the life raft and its canister. Sinking at night in rough seas is a poor time to figure out what is in your raft and to read the directions for the first time.

The vast majority of life raft repackers are very scrupulous. Often they are active safety advocates. Their businesses have often been around a long time because they are conscientious. When looking for a repacker, try to find one you can visit and feel confident in. Be prepared to pay a bit more for good work.

Would you feel secure jumping out of an aircraft with a parachute repacked by a person you didn't know and who had offered you "a real cheap deal?" Your life raft (and immersion suit) is your parachute at sea. Why think of it any differently?



Some First Alert® Fire Extinguishers Recalled



BRK Brands, Inc. is voluntarily recalling 600,000 of its First Alert® fire extinguishers. These extinguishers may fail to discharge when their trigger is activated. At least five reports have been made to the Consumer Product Safety Commission about this problem. Some of the recalled models are a "marine type" that may be found on vessels.

Only First Alert® model FE1A10G with serial numbers beginning with RH, RK, RP, RT, RU or RW are included in this recall. The serial number is found in a rectangular box on the extinguisher label. The extinguishers are small, made of plastic, and either red or white in color. They were sold between September 1999 through September 2000 for between \$9 and \$15. Models made by BRK Brands, Inc. with a "100% quality tested" sticker on the extinguisher are not included in the recall, regardless of serial number.

Customers with recalled fire extinguishers should contact First Alert® at (866) 669-2736 or visit their website at www.firstalert.com/more_information/index.htm to receive a coupon for a new fire extinguisher.

SHIPWRECKS ON VIDEO

If you are into videos about shipwrecks, Southport Video at (800) 642-9860 has good collection, including footage of the Andrea Doria, Edmund Fitzgerald, Cedarville, and others. You can order these videos and even have a peek at a piece of their Edmund Fitzgerald video by visiting www.edmundfitzgerald.com.



AMSEA Video Explains Immersion Suit Use & Care

AMSEA's recently released 15-minute video on immersion suit use is still available. Cost is \$15.00 each plus \$3.20 shipping and handling. This video covers immersion use, types, features, care, maintenance, sizing, donning, stowage.

To order by credit card, contact AMSEA at (907) 747-3287 or by email at amsea@alaska.com. Or mail a check or money order to P.O. Box 2592, Sitka, AK 99835.

The USCG website on marine-related product recalls:
www.uscg.mil/hq/g-m/moa/safea.htm

F/V ADRIATIC LOSS REPORT ON-LINE

For a look at the report on the sinking of the F/V Adriatic off the East Coast of the US: www.uscg.mil/hq/g-m/moa/docs/adriatic.pdf

Amazing Man-Overboard Rescue Adventure Invokes Sense of Humor

During the ARC, a trans-Atlantic sailing race from Madeira to St. Lucia, one of a three-person Norwegian fell overboard. Fortunately, the man overboard was wearing flotation with hypothermia protection. Unfortunately, he was not harnessed, and the boat quickly sailed away from him.

He was not discovered missing until his relief watch came up on deck. A search ensued and he was found alive after being in the water 17 hours.

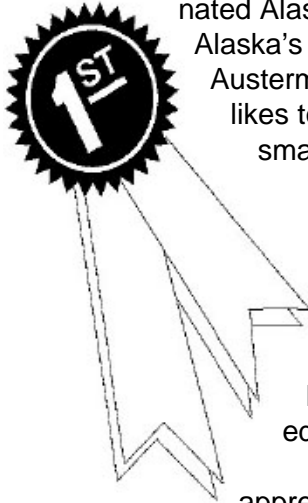
While searching for him, the boat that eventually picked him up found a lone man treading water far out to sea. This man, who had no lifejacket on, had been a stowaway. When he was discovered, he was thrown overboard off the coast of Africa. (A tragic occurrence that for obvious reasons goes underreported.)

At an award ceremony in honor of the crew that picked up both man overboard victims, the captain humbly received the award. He then asked, "If in the future if we find anyone else in the water, do we get to keep him?"

Alaska DMV Will Handle Boat Registration

The State of Alaska Division of Motor Vehicles will take over boat registration January 1st, 2001. Current registrations remain valid through the end of their expiration period. All motorized vessels are required to register for a fee of \$24 for a three-year period. Non-motorized vessels over 10 feet in length are also required to register for a fee of \$10 for a three years. Boat registration services will be available through all DMV offices.

Marine Safety Ally Barb Burch Named Volunteer of the Year



Kodiak's marine safety advocate Barbara Burch was chosen from 150 nominated Alaskans for the First Lady's Volunteer of the Year Award. This award is Alaska's highest honor for volunteer services. Alaska Representative Alan Austerman said of Burch, "She is very dedicated but non-assuming person that likes to work behind the scenes. Wherever fishing is being conducted, I believe a small part of their safety is due, in part, to the efforts of Barbara Burch."

During the past 20 years, Burch's endeavors have included the creation of the Norm Holm Survival Suit Race and introduction of marine safety training in Kodiak schools. She was instrumental in the development of AMSEA as a marine safety training organization in the state.

Barbara acknowledges the help she received from the Kodiak Fishermen's Wives organization whenever she came up with a new idea. Kodiak's mayor, who declared May 27, 2000 "Barbara Burch Day," acknowledged her leadership by example.

AMSEA staff and board members extend congratulations and heartfelt appreciation to Barbara for the countless times she has supported us in our efforts. Well done, Barb!

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THANKS!

The following people and organizations help keep AMSEA's marine safety training programs afloat!

2000 Sustaining Memberships

- Cloud Nine Fisheries, Sitka
- Educational Training Company, Sitka
- Trident Seafoods, Seattle
- University of Alaska, Marine Advisory Program, Anchorage

2000 Donor Memberships

- F/V Defiant, Petersburg
- F/V Ocean Cape, Sitka
- F/V Ingot, Petersburg
- Bristol Bay Driftnetters Assn, Seattle
- F/V Amber J, Juneau
- Gabriel Films, NY

2000 Supporting Memberships

- Petersburg Vessel Owners Association
- University of Alaska Anchorage Observer Training Program
- U.S. Forest Service, Chatham Area
- F/V Kariel, Sitka
- Southern Region EMS Council, Anchorage
- F/V Shirley, Petersburg
- Seattle Marine Fishing Supply, Seattle
- F/V Coral Lee, Sitka
- F/V St. Lazaria, Sitka
- F/V Defiant, Petersburg
- F/V Gretchen S, Anchorage
- Vessel Safety Corporation, Rhode Island
- F/V Flagship, Sitka

Recent Service & Equipment Donations

- Joycrafts, Kodiak - Life rafts
- F/V Kupreanof, Sitka - Drills
- Sea Marshall Rescue Systems Ltd. - MOB homing beacon

Also thanks to the scores of individual members, and the many others who teach and contribute to marine safety education!

JOIN AMSEA!

- Individual Membership: \$20.00
- Donor Membership: \$50.00
- Supporting Membership: \$100.00
- Sustaining Membership: \$500.00

- Newsletter subscription to the U.S.\$10.00
- Newsletter subscription outside the U.S.\$20.00

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Boat/U.S. Launches Two New Services

Boat/U.S. has introduced a Recall Alert Service. This service makes it easy for marine manufacturers to inform boat owners about mandated defect recalls. Boat owners can register their boats at www.boatus.com/recall. Boaters DO NOT have to be members of Boat/U.S. to use this service.

Boat/U.S. News is a free service, that publishes news releases of interest to boaters. You can sign up through Becky Squires at Boat/U.S.: bsquires@boatus.com. Recent Boat/U.S. News reports include the most common overlooked chores when putting boats up for the winter, hypothermia recommendations, and opportunities for boating safety grants.

Thanks to Sue Hargis, 17th District Boating Safety Coordinator, for the articles on this page.

Free Software Analyzes Boating Accident Risks

Boating Risk Analysis Information System (BRAINS) helps boating safety professionals with accident analysis. BRAINS is a decision support system that allows one to determine "what" has the greatest impact for increasing or decreasing the probability of an accident. BRAINS is flexible enough to allow for the likelihood of uncommon or hypothetical accident scenarios.

BRAINS is easy to operate. Simply select a type of accident scenario to analyze (i.e., capsizing, collision, boat/propeller strike), and modify the variables associated with that type of scenario (i.e., weather, operator error, boat type, kind of boating activity, etc.). BRAINS provides the results instantly.

See for yourself by downloading the FREE software at: www.boatingrisk.com. BRAINS is a public domain product.

Visit AMSEA on-line at www.amsea.org and reach us via e-mail at amsea@alaska.com



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