

Alaska Marine Safety Education Association

A community-based
information & training network

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MARINE SAFETY UPDATE

Experience & Safety Training Reduce Recreational Boating Fatalities

The results of a new survey, recently released by *Boat/U.S. Magazine*, show that recreational boaters spend almost half their boating hours in small, open motorboats. It further reveals that small

boats pose the greatest risk for a fatal boating accident. The highest fatality rate was seen with canoes and kayaks, a rate almost double the next deadliest craft type, the personal watercraft, and four times higher than open motorboats.

In 1998, boaters used their vessels an average of four hours on each of 20 days per year. The more time boaters spend on the water, the lower their fatality rate. Boaters with less than 100 hours of operating experience have a fatality rate three times higher than those with 100-500 hours of experience. Boat operators with over 500 hours of experience have a fatality rate that is hardly measurable.

MARINE SAFETY INSTRUCTOR TRAINING ON TAP

A six-day AMSEA Marine Safety & Instructor (MSIT) course will be held April 2-8, 2001 in Seward, Alaska. The MSIT course is the only USCG-approved course for training safety instructors. These instructors, in turn, train fishermen in AMSEA's emergency drill instructor course and others of all ages in a wide range of cold water skills.

Boating safety education also significantly affects fatality rates. The fatality rate for those without safety training is 466 times greater than for those with education. Despite this impressive statistic, 65% of boaters have never taken a safety class. An additional 19% have not had safety education within the last ten years. Only 2% have taken a boating course with the past year.

The course includes practical, hands-on training in emergency procedures and survival equipment use. It also covers methods of instruction, emergency drills, life raft and overnight exercises. Safety procedures in instruction are stressed.

Even though they don't sign up for safety training in any great numbers, most boaters know they should, and 73% said boat operators should be required to pass a basic test before being allowed to operate a vessel.

As for PFDs, 89% think life jackets should be required for children, but only 33% think adults should be required to wear them. While 91% of boaters report that they always carry life jackets on board, only 27% always wear them while boating.

Course materials and tuition are \$355. More information is available at AMSEA's web site — www.amsea.org — or by contacting AMSEA.

The survey also measures boating activities, demographics, and equipment ownership and use. It was commissioned by the U.S. Coast Guard, and was conducted by JSI Research and Training Institute of Boston, MA. A more detailed look at the study is available in the November 2000 issue of *Boat/U.S. Magazine*.

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Marine Safety Training

ALASKA DRILL INSTRUCTION

Anchorage — Mid-February 2001, Contact AMSEA
 Bristol Bay area — BBEDC, (800) 478-4370
 Haines — March 2001, Contact AMSEA
 Homer — Ocean Safety Services, (907) 235-7908
 Juneau — February 22-21, 2001, Contact AMSEA
 Ketchikan — First week of May 2001, Contact AMSEA
 Kodiak — Joycrafts, (907) 486-6293
 Naknek — Debby Robertson, University of Alaska,
 (907) 246-4292
 Petersburg — February 2-4, 2001, Contact AMSEA
 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

Fishing Fatalities Down

The US Coast Guard reported 62 fatalities for the U.S. commercial fishing industry in 2000. This number illustrates a decline of about 30 percent over the last 10 years. With only seven fatalities this year, Alaska continues its own downward trend -- a remarkable 61 percent decline over the last 10 years. This year Alaska ranks fourth of the nine USCG districts with New England, the Gulf of Mexico and California districts reporting almost twice the number of fatalities.

USCG District	Fatalities
1 (Northeast)	13
5 (Mid-Atlantic)	4
7 (Southeast)	13
8 (Gulf of Mexico)	12
9 (Great Lakes)	--
11 (Southwest)	5
13 (Northwest)	6
14 (Hawaii)	2
17 (Alaska)	7
TOTAL	62

Source: USCG Fishing Vessel Safety Division

The decrease in fatalities has been attributed to many events, including safety equipment, training, less fishing time, USCG efforts, and a positive change in safety consciousness.

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:

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 Sitka, AK 99835
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 or e-mail amsea@alaska.com

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Pet Life Jackets Help Keep Fido Afloat

Pet flotation devices (PFDs) are currently among the best-selling boating equipment. Most PFDs sold are designed for use by dogs, but they are also available for cats and other animals. After noticing this ever rising sales phenomena, the Boat/U.S. Foundation for Boating Safety and Clean Water, took at look at dog life jackets.

First, do dogs really need life jackets? Can't all dogs swim? Surprisingly, the answer is no. Some dogs just don't like the water. Breeds with low body fat like greyhounds and boxers can have trouble in the water. Older dogs tire easily, and those prone to hip dysplasia may have difficulty swimming. Hypothermia is also a threat. The bottom line is, any dog can become fatigued and drown.

Therefore, veterinarian Georgia Molek at the American Animal Hospital Association comments, "I'm sure life jackets are a good idea, but they should never replace caution and common sense."

One problem with dog life jackets is a lack of design or performance standards. Another challenge is the huge variation in dog shapes, sizes and anatomical configurations. Boat/U.S. arbitrarily selected four breeds, varying greatly in size and shape, and tested four widely-available PFDs, in sizes the manufacturers deemed appropriate, on each animal.

They observed the dogs' swimming abilities and buoyancy wearing the PFDs. All of the PFDs added buoyancy, and testers felt any of them would aid a tired dog. None of the PFDs interfered with the dogs' swimming ability.

Pet life jackets are intended to float an animal in a horizontal, swimming position. Unlike human PFDs they are not designed to hold the head up out of the water, so distance from nose to water, an important test for human PFDs, is not applicable.

Three of the four products tested have handles in the middle of the back so one can lift a dog out of the water or pull it in with a boat hook. The testers felt that these handles and the straps that buckle around a dog's belly are important considerations. Because lifting a dog by these handles transfers pressure to the midsection straps, testers preferred the Ruffwear K-9 Floatcoat's wide body straps.

The final word from the testers is that dog PFDs should be considered valuable flotation aids, and a handle is helpful in either retrieving the animal or leading it around to an area were it can reboard on its own.

Do dogs really need life jackets? Only a dog's owner can make that decision.

Dog Life Jacket Comparison	Jack Russell Terrier: Height: 14" Weight: 22 lbs. Girth: 20"			Corgi Height: 12" Weight: 29 lbs. Girth: 22"			Golden Ret Height: 24" Weight: 55 Girth: 29"	
	SIZE	FIT	LIFT	SIZE	FIT	LIFT	SIZE	
Safeguard Dog Life Jackets	L	. .	<	L	. .	=	XL	.
Kent Pet Vest	S	. . .	<	S	. .	=	M	.
Ruffwear K-9 Floatcoat	XS	. .	<	XS	Did not fit	n/a	M	.
TX Recreation Corp. Supersoft Doggie Vest	L	.	=	L	.	=	XXL	.

KEY: Fit . = Fair . . = Good . . . = Very Good
Lift </= = indicates owner's confidence in lifting their dog with this jacket



Just a Glimpse:
**Recent Marine Safety
 Training in Alaska**

Southeast Alaska Regional Health Consortium continues an active training program with Kathy O’Gara in the lead assisted by Janice Huls, Mike Morris and Rick McElrath. They worked in Sitka, Kake and Yakutat this past fall.

Scott Feldmann, a new AMSEA Instructor, helped train more than 1,100 kids on the Kenai Peninsula. He also fit in a couple of classes for adults, including a drills course co-taught with Anna Borland-Ivy in Homer.

Maureen Knutsen provided immersion suit training in the King Salmon school. Edith von Strauffenberg taught kids about PFDs and immersion suits in Haines. Joey Williams trained Sitka kids in compass and navigation skills.

High school teachers Rick Collins in Ketchikan, Josh Miller in Valdez, Bill Gablehouse in Wrangell and AMSEA staffer Steven Campbell in Sitka (at Mt. Edgecumbe High School) recently offered students marine safety and survival training.

AMSEA Office Well Staffed

Effective December 3, 2000 Rick McElrath joined the AMSEA staff as equipment manager and trainer. Rick is a retired rescue swimmer with the U.S. Coast Guard. As an Aircraft Survival Man, he is very experienced with maintenance of survival equipment. Besides being a skilled AMSEA instructor. Rick is handy with a computer. The rest of the AMSEA staff looks forward to working with Rick.

Former Project Leader Dan Falvey left AMSEA effective October 1, 2000. He is actively pursuing his new role as father as well as his commercial fishing and management interests. AMSEA staff and Board miss his competence, enthusiasm and ideas. We all wish Dan well in his future pursuits.

Steven Campbell, the former equipment manager and trainer, is now focusing on his duties as Training Coordinator. Marian Allen continues to hold the position of Schools Coordinator, working closely with Steven on teacher workshops.

Shawn Newell, Project Development Coordinator and Jerry Dzugan, Director, round out the staff. Please look forward to this experienced and dedicated team furthering AMSEA marine safety education and training goals in the coming year.

AMSEA INSTRUCTORS: Please let AMSEA know about *your* marine safety training activities. Contact us by mail, phone, fax or e-mail. Or, the simplest way of all — click the red button on AMSEA’s home page (www.amsea.org) for a quick electronic reporting form.

Hoonah Harbor Staff Recognized For Promoting PFD Use

The Hoonah, Alaska, Harbor Department and Harbormaster Paul Dybdahl have won an Award of Merit from the National Water Safety Congress. Receiving this award represents a significant achievement for Dybdahl and his staff.

Working in cooperation with Southeast Alaska Regional Health Consortium (SEARHC) and Hoonah Harbor Department staff member Misty Jack, Dybdahl started a PFD loaner program in his community. Life vests to initiate the program were purchased with a grant from Boat/U.S. Foundation.

Dybdahl and Jack have gone beyond just loaning out life jackets, however. They enforce Alaska’s PFD laws and encourage boaters to wear PFDs. For example, they will not let children under 13 fish from the city’s docks unless they are wearing a life jacket. They have also personally delivered PFDs to passing skiffs full of boaters not wearing them.

Dybdahl’s efforts seem to be paying off. He remembers at least two drownings near Hoonah before the PFD loaner program began. There have been none since.



Marine Safety Education Aids to Order

Name: _____

Company/Organization/Vessel: _____

Address: _____

City, State & Zip Code: _____

Phone: _____ Fax: _____

Qty	Item	Unit
	AMSEA Marine Safety Instructor Manual An up-to-date curriculum on safety for the Alaskan marine environment. 7th edition, 1999. 455 p.	
	Emergency Instruction & Drill Manual Designed by AMSEA to help commercial fishermen meet the emergency instruction & onboard drill requirements as per CFR 28.265. Printed on heavy paper. Pages required to be posted are laminated. Bound in a three-ring binder.	
	Beating the Odds on the North Pacific A book with information on weather, fatigue, person overboard, onboard fires, first aid and survival equipment in an easy-to-read format. Updated in 1994 with a new section on conducting safety drills. 244 p.	
	Water Wise A book for recreational boaters on safe boating practices, weather, person overboard, seven steps to survival, first aid, fire fighting and survival equipment. 1999. 200 p.	or
	Outdoor Adventures A comprehensive K-12 curriculum on cold water safety and survival with overheads and ready-to-use lesson plans in a three-ring binder. Answer keys included. Version 1.5, 1999. 600 p.	
	Outdoor Survival Training Instructor Manual Ready-to-use curriculum for 5th – 7th grades. Alaska SeaGrant College program. 1993. 102 p. Comes with three student workbooks.	
	Cold Water Kids A cold water safety workbook for children ages 5 to 9 with additional information for parents and teachers. Reproducible pages include games, creative writing, art and science activities. 179 p.	or for
	Cold Water Kids Supplement Additional activities in cold water safety. Includes materials for non-readers as well as upper elementary	



Qty	Item	Uni
	<p>When Seconds Count: Care and Use of Immersion Suits A comprehensive video co-produced by the University of Alaska Marine Advisory Program and AMSEA. 1999. 15 min.</p>	
	<p>It Could Have Been Prevented Award-winning small boat safety video filmed in Alaska. Suitable for both adults and children in grades 4-12. 17 min.</p>	
	<p>Cross-Cultural Communication A video presentation by Father Michael Oleska. Taped at the 1990 International Symposium of Training & Technology for Safety at Sea in Sitka, Alaska. Covers micro- and macro-communication problems, politeness and rituals. 42 min.</p>	
	<p>USCG P-1 Dewatering Pump Video on the delivery and operation of the Coast Guard dewatering pump. Topics include communication, vessel preparation, direct and indirect delivery, and pump set-up and starting. 12 min.</p>	
	<p>Alcohol & Boating: It's Your Choice Video of factual information on the problems associated with alcohol and boating. Suitable for youth in grades K-12. 20 min.</p>	
	<p>Casualties at Sea Actual footage of vessel casualties including fires, sinking and capsizing. 32 min.</p>	
	<p>Lifesling® Video from the Sailing Foundation, aimed at commercial fishermen, to promote the Lifesling® recovery device. An excellent summary of man-overboard recovery techniques. 8 min.</p>	
	<p>Brochures: Using Small Boats is a Way of Life in Alaska (on small boat safety) Personal Flotation Devices Can Help Save Your Life Responding to Dive Emergencies in Alaska</p>	Si

Method of payment:

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Thank you for your order!

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Marine Safety UPDATE

Winter 2001



TEACHERS' PAGE

LOST/STRANDED ACTIVITY

PSYCHOLOGICAL ASPECTS OF SURVIVAL

Time: Approximately 1 hour

This activity addresses the following subject area:

Skills for a Healthy Life

- A-1 Understanding a person's well-being
- A-2 Understanding the human body
- D-2 Taking responsible actions

Overview:

Videos and discussion are used to explore psychological survival skills.

Objectives:

After completing this activity, students should be able to:

1. Discuss the effect of training on the ability to cope with survival situations.
2. Describe the effects of physical and environment conditions on attitude.
3. Describe the importance of 'will to live' to survival.

Materials:

- *Everest, The Death Zone, Turning Point Report* video (35 minutes)
- *Avalanche News Report* video (5 minutes)

Procedure:

1. Show one or both videos. Introduce videos as tools for looking at the psychology of survival.
2. After the video(s), lead a discussion. Discussion points:
 - Importance of Recognition (the first of the Seven Steps of Survival).
 - How severe environmental conditions affect attitude (hypothermia, hypoxia, dehydration, cold injuries).
 - Ways of preventing attitude deterioration and strengthening the will to live.
 - How will to live affects chances of survival.
 - How appropriate training, practice with techniques and equipment, and familiarity with the environment helps avoid panic and foster appropriate behavior in a survival situation.



H.L. Bolton Emergency Eyewash Products Recalled

Eyewash, emergency eye/face/body wash, eyewash concentrate and normal saline is being recalled by the H.L. Bolton company due to concern over non-sterility. The products are sold under the labels of *Lavoptik*, *Zee Medical* and *Rapid Clear*.

Consumers are urged to discontinue use of the products, and to return or dispose of them. For questions regarding this recall, contact H.L. Bolton at (508) 759-8000.

Web Sites Offer Useful Info.

realknots.com – Useful knots for many situations and how to make them.

Liftoff.msfc.nasa.gov/RealTime/Jtrack/3D/Jtrack3D.html – Three-D satellite tracking, includes satellite descriptions and history.

ntsb.gov – Aviation incident reports and statistics. Look up incidents by date, location, aircraft type or operation type (commercial, etc.) Also includes a marine section still under development.

sarsat.noaa.gov – The definitive site, maintained by NOAA, for a description and capabilities of the SARSAT/COSPAS system. Includes a rundown of EPIRB types and capabilities, including downfalls of the 121.5/243.0 locators. Also contains a downloadable Power Point presentation (about 15 mb) explaining the SARSAT/COSPAS system.

cospas-sarsat.org – The site describes the SARSAT/COSPAS system in detail.

MarinePlanner.com – Provides mariners excellent planning tools and data. View nautical charts, query USCG and Dept. of Defense databases, plot routes based on light lists and cities, print tripticks and store log information right on-line.

odin.dep.no/jd/norsk/publ/rappporter/sleipner/summary – The official report on the grounding of the Norwegian fast ferry Sleipner.

uscg.mil/d1/staff/m/fvs/fv_stats1993-1999.xls – Fishing vessel casualty statistics from USCG District 1 in a spreadsheet format.

USCG Urges Maintenance of Watertight Hatches & Fittings

One of the most commonly neglected aspects of fishing vessel maintenance, noted during US Coast Guard examinations, is improperly maintained or inoperable watertight hatches. Watertight reliability is an essential component of safe operation at sea. Fishing vessel crews should make proper closure of watertight doors (WTDs) and fittings a regular part of drills and instruction.

WTDs should remain closed while a vessel is underway, especially during inclement weather.

WTDs should remain open only when personnel are working and moving about the vessel, or when the vessel is docked in port.

Doors and fittings retain watertight reliability longer when properly used and maintained. To close a door, first set the dogs opposite the hinges with just enough pressure to keep the door closed. Then evenly set the remaining dogs, obtaining uniform bearing all around. To open a door, start with the dogs nearest the hinges. This keeps the door from springing and makes it easier to operate the remaining dogs. Grease dogs regularly, and replace or repair frozen, loose or missing dogs.

Rubber gaskets also need periodic maintenance. Examine them for cracks, missing section, tears or anything else preventing a good seal. They should always be kept free of paint. Replace missing, worn or painted gaskets.

Alaska DMV Now Handling Boat Registration

The State of Alaska Division of Motor Vehicles took over boat registration January 1st, 2001. Current registrations remain valid through the end of their expiration period.

Please check DMV's web site (www.state.ak.us/dmv/reg/boat.htm) for additional information and boat registration applications.



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

2000/2001 Supporting Memberships

Southeast Alaska Regional Health Consortium, Sitka
Dan Russell, Seattle
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

2000 Donor Memberships

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

Recent Service & Equipment Donations

Murray Pacific, Sitka — Flares
USDA Fire Service, Sitka — Flares
Amerex Corp., Seattle — Fire extinguishers
Cheryl Bach Hedden, Sitka — Immersion suits

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

Support AMSEA Through Workplace Giving

You can now support the programs of the Alaska Marine Safety Education Association through payroll deduction programs at many Alaska businesses. AMSEA is a member of Alaska Community Share, a coalition of over 40 Alaska nonprofit educational, health-related, environmental, social and arts organizations. This program provides an opportunity for individuals to make donations to AMSEA and other organizations through a payroll deduction program.



Look for AMSEA in your workplace giving campaign and pledge your support for marine safety education for everyone who lives, works or plays on the water. If your workplace does not offer Alaska Community Share, and you would like to set up a campaign to support AMSEA, please contact us. Thanks!

AVTEC Simulator A Go!

After several years of planning and much work, the Alaska Vocational Education Center (AVTEC) in Seward has its 2.5 million dollar marine simulator on line. The funding is due to Senator Ted Stevens. AVTEC maritime instructors Jim Herbert and Dennis Lodge have been most involved making AVTEC ready for this state of the art maritime trainer.

The training aid is a full bridge-size simulator that allows students to take different types of vessels in different sea conditions through different voyages and ports. The simulator will make USCG STCW courses available for Alaskans at AVTEC. Maritime simulators are the cutting edge of marine training, combining the latest computer software and animation with the benefits of hands-on training. For more information on available maritime training, contact Jim Herbert, AVTEC at (907) 224-4174. (More next issue.)



Cell Phones Not Always Reliable for Emergency Communication at Sea

Cell phone calls from at sea have resulted in a number of boater rescues in the last few years. Pushing the buttons *-C-G, rather than the better-known 9-1-1, results in immediate connection to emergency help from the U.S. Coast Guard. This is certainly a valuable service for boating cell phone users. There are several drawbacks to depending on a cell phone for emergency use at sea, however.

These drawbacks include:

1. Cell phone callers must be within range of a cell phone repeater. This is usually not a problem near coastal communities in the lower 48 states. However, little of Alaska's vast coastline has cell phone repeater coverage.
2. Unlike a marine radio, no one hears a cell phone call except the person called. Therefore, other boats may be nearby and able to quickly assist in an emergency, but will not hear the call for help.
3. Cell phones have a limited battery power supply. If the battery weakens or dies, the phone is useless.

So, a cell phone at sea *can* help save lives. Nevertheless, one should never depend upon it as the sole means of calling for help in a boating emergency. Every vessel should have a radio that will reach shore stations and flares. A 406 EPIRB is another excellent emergency signal, and should be part of commercial vessel's emergency equipment inventory. In an emergency, having several means of "reaching out and touching someone" is a highest priority.



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