

## Alaska Marine Safety Education Association

*A community-based cold water &  
boating safety training network*

**Volume 21, Number 3  
Autumn 2005**

# AMSEA

## MARINE SAFETY UPDATE

### Boaters' Increasing Girth Prompts USCG Study

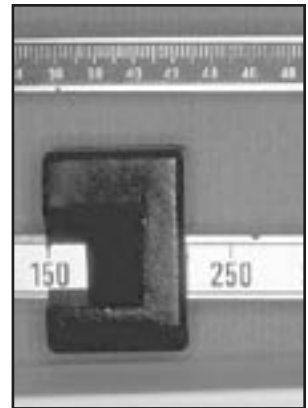
Americans are getting heavier. The U.S. Coast Guard is studying potential impacts of increasing the passenger weight and size regulatory standards used to calculate the intact stability of domestic passenger vessels. The study will include an assessment of the potential impact on industry, identify the regulations potentially requiring change, and develop a regulatory implementation strategy for implementation of new passenger weight and size standards.

On March 6, 2004, the small passenger pontoon vessel M/V Lady D suddenly encountered high winds while underway and capsized in Baltimore's Inner Harbor. Several injuries and fatalities resulted.

During its investigation of the Lady D, the National Transportation Safety Board (NTSB) issued Safety Recommendation M-04-04 suggesting the assumed passenger weight used for simplified stability proof tests on pontoon vessels be raised to more accurately reflect today's population.

On October 2, 2005, the tour boat M/V Ethan Allen capsized on New York's Lake George, killing 20 elderly tourists. A test indicated that the capsized boat was not suited to handle the weight of the 48 adults aboard, said Mark Rosenker, acting chairman of the NTSB.

The U.S. Coast Guard concurred with the NTSB that the standard weight per person needs to be updated to account for the increased average weight of today's population. See *Marine Safety Update* Spring 2005 for more on how average American weight has changed.



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### *AMSEA Opens Kodiak Office*

After working for several years out of AMSEA's Sitka headquarters, training coordinator Steven Campbell has moved to Kodiak and opened a small AMSEA office there. By having staff based in Kodiak, AMSEA will be able to better serve both fishermen and the entire boating population of Kodiak Island.

Although Steven spends part of his time traveling throughout Alaska providing train-the-trainer courses and training to commercial fishermen, when in Kodiak he is available to provide safety courses on-demand.

He can be reached at 907-486-2069 or [training@amsea.org](mailto:training@amsea.org). AMSEA training scheduled for the Kodiak area and throughout Alaska are listed at [www.amsea.org](http://www.amsea.org).



## Marine Safety Training & Events On Tap for Early 2006

Join AMSEA at any of the locations & events listed below.  
Contact AMSEA at 907-747-3287 or visit [www.amsea.org](http://www.amsea.org) for information about events listed, to register to attend, or to set up training elsewhere.

- Jan. 26 – 28, **Anchorage**: Exhibit and presentation at the Anchorage Association for the Education of Young Children conference. See [www.anchorageaeyc.org](http://www.anchorageaeyc.org) for more information.
- Jan. 31 – Feb. 1, **Kake**: F/V Emergency Procedures & Drill Instructor Training.
- Feb. 3 – 5, **Sitka**: Outdoor Survival Educators' Workshop for schoolteachers and others who work with children.
- Feb. 4 – 5, **Cordova**: F/V Emergency Procedures & Drill Instructor Training.
- Feb. 5, **Petersburg**: F/V Emergency Procedures & Drill Instructor Training.
- Feb. 23 – 26, **Anchorage**: Exhibit and presentation at Alaska Library Association conference introducing AMSEA's various books, curricula, and videos. See [www.akla.org](http://www.akla.org) for more information.
- February dates TBA, **Petersburg**: Outdoor Survival Educators' Workshop for home-schooling parents, schoolteachers, and others who work with children.
- Mar. 13 – 20, **Seward**: Marine Safety Instructor Training designed for those interested in teaching marine safety and survival to commercial fishermen, professional mariners, teachers, children, government agency personnel or others.
- Mar. 17, **Sitka**: F/V Emergency Procedures & Drill Instructor Training.
- Mar. 18 – 20, **Juneau**: Exhibit at Glacier Valley Rotary Boat Show.
- Mar. 27, **Toksook Bay**: F/V Emergency Procedures & Drill Instructor Training.
- Mar. 28, **Tununak**: F/V Emergency Procedures & Drill Instructor Training.
- Mar. 29, **Eek**: F/V Emergency Procedures & Drill Instructor Training.
- Mar. 30, **Quinhagak**: F/V Emergency Procedures & Drill Instructor Training.
- March dates TBA, **Chignik Lagoon**: F/V Emergency Procedures & Drill Instructor Training.
- Apr. 6 – 9, **Anchorage**: Exhibit at the Great Alaska Sportsman trade show.
- Apr. 8, **Juneau**: F/V Emergency Procedures & Drill Instructor Training.
- Apr. 14, **Juneau**: F/V Emergency Procedures & Drill Instructor Training.
- Apr. 27, **Haines**: F/V Emergency Procedures & Drill Instructor Training.
- Week of April 16, **Cordova**: F/V Emergency Procedures & Drill Instructor Training.
- Week of April 16, **Valdez**: F/V Emergency Procedures & Drill Instructor Training.
- April dates TBA, **Anchorage**: Exhibit and presentation at IDEA Homeschool Program curriculum fair.
- April dates TBA, **Juneau**: Exhibit and presentation at IDEA Homeschool Program curriculum fair.
- May 5, **Hoonah**: F/V Emergency Procedures & Drill Instructor Training.
- May 18, **Petersburg**: F/V Emergency Procedures & Drill Instructor Training.
- May 22, **Kake**: F/V Emergency Procedures & Drill Instructor Training.
- Spring 2006, dates TBA, **Fairbanks**: Outdoor Survival Educators' Workshop for schoolteachers and others who work with children.

*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. Sustaining, supporting and donor memberships receive recognition in this publication.

Memberships and all contributions to AMSEA are tax-deductible. Membership runs from January 1 through December 31. Membership dues received after October 1 are credited to the following year.

Contributions to this publication are welcome. Please submit them to:

AMSEA, *Marine Safety Update*  
2924 Halibut Point Road  
Sitka, AK 99835  
or fax 907-747-3259  
or via [www.amsea.org](http://www.amsea.org)

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## Fall 2005 Sees Varied AMSEA Training Offered

AMSEA-trained instructors are busy doing their part to lower the number of casualties on the water and in the outdoors.

Over 1,000 Alaska children received AMSEA training from mid-August through November. Courses were taught in Anchorage and Palmer by Trish Herrmann, in Naknek by Maureen Knutsen, and in Seward by Theresa Zabala. Esther Twomey organized educational events at the Homer Safety Fair and Val Maxwell provided a workshop in Ouzinkie. Jennifer Culberson is working with school-children in Kodiak and Dick and Judi Rice worked with a large group in Skagway.

Several instructors are working with Sitka children and teenagers including Mike Morris and Nancy Cavanaugh. Also, Alison Dunlap coordinated the Sitka Migrant Education safety program with help from Christina Ryder, Rick Petersen, Mary Chambers, Tim Fulton, Jacqueline Carroll, Rebecca Wells, Marian Allen, and Shasta Smith. Alison Dunlap also worked with children in Klawock. In Fairbanks, Carol Scott is providing a semester-long program to middle school students. Jacqueline Carroll is working with disabled children and adults in Sitka.

Six F/V Emergency Procedures and Onboard Drills classes have been completed in the last two and a half months, resulting in 50 more fishermen being prepared to conduct monthly drills on their vessels. Dan O'Connor and Teresa Collins taught one in Portsmouth, Rhode Island. Curt Farrell, Ken Lawrenson and Mike Rudolph provided one in Port Orford, Oregon. Reid Brewer with Charlie Medlicott and Berry McDavid of the MSD in Anchorage trained eight fishermen in Dutch Harbor.

Southeast Alaska saw the second consecutive year of courses geared for the commercial dive industry. Dug Jensen taught in Ketchikan with help from Tim Clepper and Greg Harrison. Rick Martin taught a course in Petersburg and Jerry Dzugan, with help from Spencer Severson, taught one in Sitka. A semester long course is on-going at Valdez High School with teacher Josh Miller. At Mt. Edgecumbe High School in Sitka, Mike Morris is complet-

ing both Alaska Water Wise and Emergency Drills courses with students from villages around the state.

Three train-the-trainer courses either have been completed or are on-going. In September, AMSEA added 12 people from the East Coast, Hawaii, and all over Alaska into the AMSEA network as a result of the MSIT class held in Sitka. Jerry Dzugan and Steven Campbell taught the course with help from Marian Allen and Mary Chambers. At Sheldon Jackson College in Sitka, Marian Allen is teaching a semester-long course based on AMSEA's *Surviving Outdoor Adventures* curriculum. In November, Mike Morris and Margy Hughes provided a workshop for teachers from Southeast Islands School District.

Mike Motti and Rick McElrath taught their semi-annual search and rescue course for the Raytheon Antarctic Support group in Gunnison, Colorado. With financial assistance from the Sitka Alaska Permanent Charitable Fund, AMSEA staff Jerry Dzugan, Kristie Sherrodd, and Mary Chambers held an eight-session Alaska Water Wise Plus course in October for Sitka boaters. In November, Steven Campbell, in collaboration with the U.S. Coast Guard and Berry McDavid from the Anchorage MSD, taught safe boating workshops in villages around Bethel.



*An inflatable boat is launched as part of AMSEA training for the Raytheon Antarctic Support group in Gunnison, Colorado*

## Cheryl Brown, NMFS Observer Trainer, AMSEA Instructor, and Peace Corps Volunteer, Reports From Vanuatu



*Cheryl Brown on SURVIVOR BEACH with young friends. They are holding a SURVIVOR VANUATU buff given to Cheryl by her sister Linda, before traveling to Vanuatu.*

I am officially the last volunteer in my training group to get to his/her site. But at least I now have a site, a house and some very nice people in my village of Tevali, located on Paama Island. Paama is a small island located in the center of the Vanuatu chain. From the north and west side of the island you can see the island of Ambrym and on the east side another small volcanic island Lopevi.

I will be taking the inter-island cargo ship M/V Alison and travel for 12 hours to Lamén Bay, Epi Island and then another four to six hours to Paama. It should be a nice way to see the islands.

There is solar and/or benzene-generated electricity in several vil-

lages, but not mine. And the nearest phone to my site is a ten-minute walk.

The terrain is hilly and the major issues I will be working on are monitoring coastal resources. I will conduct the first reef surveys on Paama, as a part of a Vanuatu Dept. of Fisheries effort to gather data on their reefs and contribute to the overall International Reef Check Database. I will also work on soil erosion and slope stability of local gardens on the hillsides and other community needs yet to be determined. The first two months, however, I will primarily focus on settling into my new custom house (bamboo and Natanguro structure and thatch roof) and putting in a vegetable garden.

Thanks to all who have been sending me news from home. I am very sorry to hear about the devastation and loss of life caused by Hurricane Katrina. I just checked the Internet prior to my sending this update and saw that the latest projection [Hurricane Rita] is for the Texas coast. I hope the storm weakens and Galveston is spared a direct hit. It seems that more people are taking the warnings to heart and heading for higher ground.

Soon it will be our turn in the southwest Pacific to prepare and monitor the weather alerts for the January through June cyclone season. Vanuatu, on average, can expect three major cyclones each year. Stay Safe!

– Cheryl

### ERGOMARE ISSUES CALL FOR PAPERS

The ErgoMare Symposium, an international conference on safety and working conditions on board fishing vessels, will be held at Lorient, France October 5, 6 and 7, 2006. A call for papers has been issued for those who may be interested in the topics of the symposium. For more information e-mail Gilbert LeBouar at [gilbert.le-bouar@univ-ubs.fr](mailto:gilbert.le-bouar@univ-ubs.fr) or visit the symposium website at [www.ergomare.com](http://www.ergomare.com).

## Pros and Cons of Jumping Into Raft Explored

The question of whether it is wise to jump onto the liferaft in an abandon ship situation keeps coming up. Some sources say never jump onto a liferaft, but saying “never” in a survival situation must always have qualifiers. Following is a discussion of the pros and cons of jumping into, versus next to, a liferaft from a vessel.

The main argument against jumping onto the liferaft is injury to other people already inside the raft. Sometimes raft damage is a concern. There is also the possibility of jumpers bouncing out of the raft.

The alternative is to enter the water and then board the raft from the water. The problems with this are: if you are not a strong swimmer or wearing flotation, you may drown; if you are not wearing an immersion suit, you will get very wet; you may have trouble getting up into the raft or the raft may blow away from you.

In most situations, if you have a clear view of



the raft, if the occupants are aware of your impending jump and have made room for you, and if you are not jumping from a great height, you may time your jump with the waves, aim for the clear space in the raft, and be sure that occupants are prepared to receive and grab onto you to prevent you from bouncing or falling into the water.

Liferafts are tested to insure that they can withstand a 75-kilogram (165-pound) person, wearing hard soled shoes, jumping

from a height of 4.5 meters (14.76 feet). Rafts must withstand repeated jumps equal to the number of people they are designed to carry without tearing or damaging the seams. The above guidance does not apply to those jumping from Offshore Mobile Drilling Units!

### 2006 Minigrant Proposals To Be Accepted

For a fourth year, AMSEA will offer mini-grants of up to \$4,000 to support marine safety **education** and **training** efforts in high-risk areas of Alaska. Last year mini-grants were awarded to train children and adults in boating and marine safety in the communities of Teller and Stebbins. Marine Safety Instructor Training was held in Ketchikan in cooperation with the Ketchikan campus of the University of Alaska Southeast. A train-the-trainer course for Maniilaq Injury Prevention Specialists was held in Kotzebue.

Watch [www.amsea.org](http://www.amsea.org) or contact AMSEA for further information.

### **COMPLETE MAIB REPORTS AVAILABLE**

The United Kingdom’s Marine Accident Investigation Branch (MAIB) now has a complete archive of their reports dating from 1991 available in electronic format. The MAIB investigates marine casualties on U.K.-registered vessels worldwide and on other ships in U.K. waters. It is an excellent source of information on many types of marine casualties. The reports can be viewed at [www.maib.gov.uk/publications/](http://www.maib.gov.uk/publications/).

## LOCKOUT AND TAG-OUT CRITICAL ... continued from page 10

**Lessons Learned:** Although these incidents are still under investigation, there are already lessons to be learned.

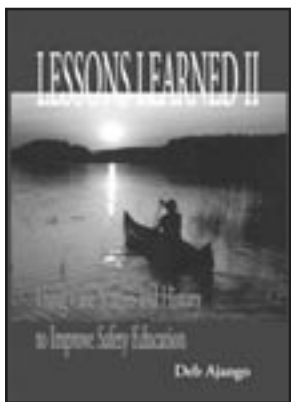
1. Never stick any part of your body into equipment unless it is absolutely the only way to get the job done. If you find yourself saying “this is the only way to do it” or “we’ve always done it this way,” step back and re-evaluate!
2. Prepare a checklist of procedures for all lockout and tag-out processes. Procedures must be specific to a particular machine. For instance, the operation of a surimi machine differs from a head and gut machine.
3. Only authorized technicians should lockout the circuit to be worked on.
4. Trace circuit diagrams to ensure that only one circuit powers machinery, and **test the lockout shutdown** by attempting to start the machinery prior to putting yourself in a dangerous situation.
5. Install local mechanical controls or covers so that machinery cannot be accidentally activated.
6. Follow OSHA lockout and tag-out guidelines. Lockout/tag-out means that *any* energy source — whether electrical, hydraulic, mechanical, compressed air, or anything else that might cause unexpected movement — is disengaged or blocked.

Electrical sources are de-energized and LOCKED or positively sealed in the OFF position. There is a difference between turning off a machine and actually disengaging or de-energizing a piece of equipment. When you simply turn off a control switch, there is still electrical energy at the switch, and a short or someone inadvertently turning on the machine may start the machine running again.

7. At least once a month verify that all personnel are following procedures.

On a vessel, there should be procedures to lockout/tag-out more than just the electrical equipment. Any time divers work beneath a vessel’s hull, engines and propellers should be secured and communications between the wheelhouse and the diver need to be established to avoid the diver being struck by moving propellers or the rudder. Persons doing maintenance or cleaning should disengage mechanical or hydraulic equipment so another person cannot come upon the equipment and turn it on.

At <http://www.cdc.gov/niosh/99-110.html> CDC/NIOSH references OSHA lockout/tag-out regulations and recommends compliance with them. Also see pages 37 and 38 of the *Electrical Safety Student Manual* at: <http://www.cdc.gov/niosh/pdfs/02-123.pdf>.



## New Book Aids in Risk Management

*Lessons Learned II: Using Case Studies and History to Improve Safety Education* is edited and published by Deb Ajango, owner and director of SafetyEd: Safety Education for Outdoor and Remote Work Environments. It is a must-read for everyone involved with experiential, outdoors and hands-on training. Chapters were written by people with a wealth of information and experience, including program managers of experiential programs, expedition leaders, attorneys and risk management directors.

This book presents excellent guidelines for not only preventing casualties, but also what to do after they occur. It will provide a good framework for the development of risk management strategies. The case studies and lessons are also useful in classroom and workshop settings by instructors and program managers.

*Lessons Learned II* is available directly from Deb Ajango at [debajango@att.net](mailto:debajango@att.net). Cost is \$22.00 each for one to nine copies and \$15.00 each for orders of 10 or more. There is a postage and handling fee of \$3.00 per book or \$2.00 per book for orders of 10 or more. AMSEA plans to offer this title for sale in the near future.

## Increasing Girth . . . *continued from page 1*

Current U.S. Coast Guard weight standards apply to all types of passenger vessels. Therefore, the evaluation of the weight standard extends to all passenger vessel types.

A one-year project will analyze the impact of increasing passenger weight and size standards on the domestic passenger vessel industry and recommend the best means to implement improved standards. Once the study is completed, a notice will be published in the Federal Register announcing that the study's results are available and requesting public comment.

Anyone with questions regarding this notice of study may call William Peters, Office of Design and Engineering Standards (G-MSE-2), U.S. Coast Guard, at 202-267-2988, or send e-mail to [WPeters@comdt.uscg.mil](mailto:WPeters@comdt.uscg.mil). Questions on viewing or submitting material to the docket, should be directed to Renee V. Wright, Program Manager, Docket Operations, at 202-493-0402.

## ***PFD Loan Program To Expand***

The BoatU.S. Foundation is seeking locations to become lending sites for its free Life Jacket Loaner Program in 2006. The program loans out children's life jackets – from readily accessible sites such as marinas, boat clubs, and waterfront businesses – to boaters who have a temporary need for a kid's life jacket. There is no cost to become a loaner site. The application deadline is February 21, 2006.

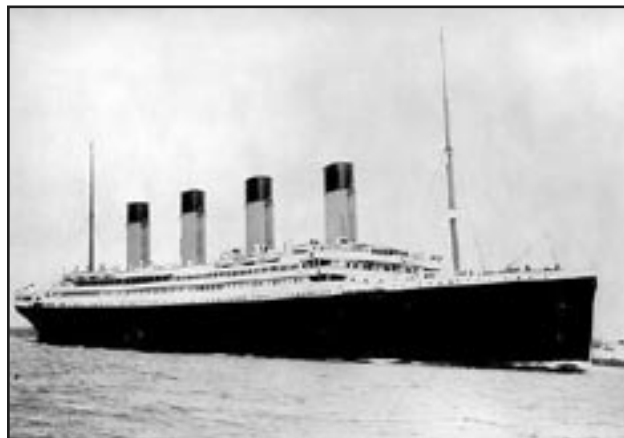
Launched in 1997, over 350 marinas and waterfront businesses participate in the program today, loaning out life jackets over 50,000 times a year nationwide. Each location has a life jacket loaner kit including a protective container holding 12 jackets of various sizes for kids up to 90 pounds, signage, and easy-to-use sign-out sheets to track usage.

To download an application to become a Life Jacket Loaner Program site or for more information, visit [www.BoatUS.com/Foundation/LJLP](http://www.BoatUS.com/Foundation/LJLP) or contact Billy Hudgins at 703-823-9550 ext. 3249 or at [hwhudgins@boat.us](mailto:hwhudgins@boat.us). Approved applications will be announced in April 2006.

## **REPORT RELEASED ON ALASKA FERRY M/V LECONTE GROUNDING**

The National Transportation Safety Board (NTSB) has issued a Marine Accident Brief regarding the grounding of the Alaska Marine Highway System ferry LeConte near Sitka, Alaska on May 10, 2004. The report can be found on their web site at [www.nts.gov/publictn/2005/MAB0502.htm](http://www.nts.gov/publictn/2005/MAB0502.htm). This report and other NTSB publications are available in Adobe PDF format at [www.nts.gov/publictn/publictn.htm](http://www.nts.gov/publictn/publictn.htm).

Printed copies may be obtained free of charge while supplies last from the NTSB Public Inquiries Branch or may be purchased from the National Technical Information Service. See [www.nts.gov/info/sources.htm](http://www.nts.gov/info/sources.htm) for more information.



When anyone asks me how I can best describe my experience in nearly forty years at sea, I merely say, uneventful. Of course there have been winter gales, and storms and fog and the like. But in all my experience, I have never been in any accident, or any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked nor was I ever in any predicament that threatened to end in disaster of any sort.

*Attributed to  
E. J. Smith, 1907  
Captain, RMS Titanic*



# THANKS!

The people and organizations listed here help keep AMSEA's marine safety training programs afloat! THANKS ALSO to AMSEA'S many 2005 individual members and the others who teach and contribute to marine safety education!

## 2005 Supporting Memberships

Nick Olmstead & Molly Kemp, Tenakee Springs  
 Jennifer Ferdinand, Kenmore, WA  
 Michael LaGuire, Re/Max of Sitka  
 Scott Feldmann & Angela Middleton, Juneau  
 Daniel Hull, F/V Gretchen S, Anchorage  
 David & Maggie Herbert, Seward  
 Steve Fish, F/V Kariel, Sitka  
 Brian Horner, LTR Training Systems, Anchorage  
 Mike Mayo, F/V Coral Lee, Sitka  
 Dug & Susan Jensen, Educational Training Company,  
 Sitka  
 Kathy Robinson, Saltwater, Inc., Anchorage  
 S/V Wyldewind, Sitka  
 Candi Barger, Sitka

## 2005 Donor Memberships

Troy Tirrell, Tirrel Marine Surveyors, Cordova  
 Charles E. Wood, F/V Talon, Petersburg  
 Alan & Elizabeth Horoschak, S/V Jublio, Sitka  
 Felicia McCauley, F/V Amber J, Juneau  
 Aaron "Pat" Dye, Cooper Landing  
 Torie Baker, F/V Chagvan, Cordova  
 Guy Sorenson, Chesapeake Marine Training Institute,  
 Hays, VA  
 David C. DuBois, Marine Safety Consultants, Fairhaven,  
 MA

**These folks have already purchased 2006 memberships! Please join them.**

## 2006 Supporting Memberships

Dwight & Leslee Downer, F/V Bavaria, Haines  
 Charles & Christine Horan, Sitka  
 Kristie Sherrodd, Sitka  
 Aaron "Pat" Dye, Cooper Landing

## 2006 Donor Membership

Wally & Kathleen Warm, Sitka

## 2006 Individual Memberships

Beverly Gurtler, Wasilla  
 Mary Chambers, Sitka  
 Deborah Roesch, Sitka

## Recent Equipment & Service Donations

Sitka Tribe of Alaska – Liferaft  
 Steven Campbell – Immersion suits  
 Mitch Falk – Inflatable Buoyant Apparatus  
 Tasyha Bigley – Volunteer services in Sitka office  
 Murray Pacific Supply Corporation of Alaska, Sitka – Life  
 ring

## *Senator Ted Stevens Instrumental in AMSEA Funding*

AMSEA thanks Alaska Senator Ted Stevens and staffers Todd Bertosen and Mathew Paxton for their efforts that averted a last minute 66% cut to AMSEA's budget. As a result of this funding restoration, AMSEA continues to provide safety training for commercial fishermen as well as support and expand safety training infrastructure in fishing ports. In addition, AMSEA instructors train thousands of school aged children and members of the boating public every year.

Senator Stevens has been a staunch AMSEA supporter and proponent of commercial fishing safety. Anyone who feels his backing is important may send him a note of thanks for his ongoing support of AMSEA's efforts.

The Honorable Ted Stevens  
 United States Senate  
 522 Hart Senate Office Building  
 Washington, D.C. 20510-0201



# AMSEA works for you to make boating safe

Your AMSEA membership is an indication to our board, and to the organizations that fund AMSEA, that reducing injuries and loss of life due to hypothermia and drowning on or near cold water is important to you.

Whether you are a commercial fisherman, a subsistence hunter, or a recreational boater, AMSEA provides workshops, in-depth training, books, videos, and more to make sure that you have the information needed to make every boat trip a safe one.

## AMSEA membership benefits:

- Subscription to AMSEA's quarterly publication **Marine Safety Update**
- All members receive 15% discount on all purchases from the AMSEA store: books, videos, survival kits and more!
- Memberships of \$50.00 or more are given repeated recognition in **Marine Safety Update**
- Memberships of \$100.00 or more receive a choice of thank-you gifts, including an AMSEA baseball cap or one of several videos on VHS or DVD
- All contributions to AMSEA are tax deductible

### PLEASE JOIN AMSEA OR RENEW YOUR MEMBERSHIP FOR 2006

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

Check or money order, payable in U.S. funds, enclosed  
(Please make check payable to AMSEA)

VISA or  MasterCard

Account number: \_\_\_\_\_

Expires: \_\_\_\_\_

Please check here if this is a renewal

\* Please select your thank-you gift:

- AMSEA baseball cap
- When Seconds Count** video       VHS     DVD
- Beating the Odds** video       VHS     DVD
- Recues at Sea** video       VHS     DVD
- A Matter of Survival** video       VHS     DVD

Name: \_\_\_\_\_

Company/Organization/Vessel: \_\_\_\_\_

Address: \_\_\_\_\_

City, State & Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Thank you!** for becoming a part of the

## ALASKA MARINE SAFETY EDUCATION ASSOCIATION



2924 Halibut Point Road  
Sitka, Alaska 99835

Non-profit Organization  
U.S. Postage

**PAID**  
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Juneau, AK 99801

*Return Service Requested*

### Haiku

My Immersion Suit  
Patiently waits in its bag  
Hopes to be unused

*Daniel Schwenk  
Fisheries Observer trainee, Hawaii*

## LOCKOUT AND TAG-OUT CRITICAL TO SAVING LIVES AND LIMBS!

**Incidents:** A 210-foot processing ship, working in the Bering Sea 265 miles northwest of St. Paul Island and close to the Russian border, takes pollock from fishing vessels and processes the catch into surimi. Machines with hopper funnels and two giant, screw-like rods that look like augers mince the pollock. Every three or four days the surimi vat and packing auger are cleaned. The cleaning generally takes three to four hours. The vats are four feet wide and five feet deep.

Before beginning the cleaning process, the system was “tagged-out” and declared safe to work on. However, there was no way to lockout the circuit. The lockout and tag-out process is required so equipment cannot accidentally be turned on.

Due to a high bacteria count, a technician was making special efforts to clean the auger beyond normal standards. After two hours of cleaning, the technician was nearly done when suddenly the augers started churning beneath her, pulling her feet into the turning augers.

Initial and unconfirmed reports indicate that another member of the cleaning crew fell against the power control buttons when the vessel rolled. When he heard screams, he immediately hit the switch to turn off the augers, but not before both of the technician’s feet were so badly mangled that they were eventually amputated. The machinery had power despite the fact that everyone in the area believed it was locked and tagged-out.

A second incident occurred when the crew of a crab vessel was getting their vessel ready for the crab season, set to open the following day. One crewman was cleaning out a bait chopper when his raincoat sleeve caught the hydraulic handle that operated the bait chopper.

Before he could turn the bait chopper off his sleeve was pulled into the chopper along with his hand. Ultimately, his hand was amputated because of the damage.

*continued on page 6 . . .*