



The newsletter
for AMSEA's
community-based
cold water & boating
safety training network



Marine Safety UPDATE

FV Drill Conductor Regulations Clarified

There is no doubt that commercial fishing is a very dangerous occupation. Fishing fatality rates vary by type of fishery. The evolution of the fishing industry has been accompanied by changes in vessel design, construction and equipment, as well as in fishing operations and safety at sea. Although fishing may be less dangerous today than in the past, fishers still face the risk of death on the job that is 25 to 30 times greater than any other occupation.

Safety and survival training

is not optional. A rapid response to emergency situations is best assured when crews are familiar with survival equipment and procedures to be followed when problems develop. Emergency instructions and practicing drills for various contingencies is the responsibility of every crew-member. The master or individual in charge is required by regulation in 46 CFR 28.270 to ensure that drills are conducted and instruction is given to each individual at least once each month.

Emergency instructions

may be provided in conjunction with drills to ensure that each individual is familiar with their duties and their responsibilities during any of the following:

- Abandoning the vessel
- Fighting a fire in different locations on board the vessel
- Recovering an individual from the water
- Minimizing the effects of unintentional flooding
- Launching survival craft and recovering lifeboats and rescue boats
- Donning immersion suits and

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AMSEA Logs a Busy Spring 2006 12



Fishermen participate in an onboard drill during a Fishing Vessel Drill Conductor course taught by AMSEA Fishing Vessel Safety Instructor Steven Campbell, right.

AMSEA

Training & Events Schedule

Contact AMSEA at 907-747-3287 for information about events listed, to register to attend or to inquire about training in other communities. Visit www.amsea.org for an always-up-to-date calendar of upcoming AMSEA training.

- September 19 - 25, **Sitka**: 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.
- September 30 and October 1, **Cordova**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.
- October 7, **Sitka**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.
- October date TBA, **Juneau**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.
- November 16 - 18, **Seattle**: Exhibit and workshops on risk management and operational stability at Pacific Marine Expo. See www.pacificmarineexpo.com for more information.
- February date TBA, **Petersburg**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.
- February 22 - 25, **Juneau**: Exhibit and workshop at the Alaska Library Association conference. See www.akla.org/juneau2007/ for more information.
- March 13 - 19, 2007, **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.
- March 29 - April 1, **Anchorage**: Exhibit and hands-on workshops at the Great Alaska Sportsman trade show in the Sullivan Arena.
- April date TBA, **Cordova**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.
- April date TBA, **Valdez**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.
- June 25, 2007. **Sitka**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.

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

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ISSN: 1542-5320



Printed on recycled paper

Passing Of Immersion Suit Champion Gunnar Guddal Noted

Gunnar Guddal, whose name is synonymous with the garment that provides buoyancy and insulation to mariners abandoning their vessels, passed away in Seattle on May 11 at the age of 77. Gunnar was responsible for producing and promoting an early version of what today is officially known as the immersion suit, and more commonly called the survival or gummy suit.

Eventually, he founded Imperial International, Inc., a leading company in the manufacture of immersion suits.

Born in the seaport of Bergen, Norway, Gunnar moved to the U.S. in 1956. Inspired by his grandfather who died at sea, Mr. Guddal began working on a suit designed to keep mariners alive long enough to be rescued after the loss of their vessels. By the late 1960s, he had developed an insulated suit with a watertight zipper. He then spent more than 20 years persuading mariners and agencies that these suits could save lives. Others had been experimenting with similar devices since WWII. Gunnar, however, was able to come up with a model acceptable to mariners and promote its use. His belief in the value of the suit was so important to him that he never patented the device, preferring to spend his time on the docks

promoting it rather than in a patent lawyer's office. He was a tireless champion at a time when the concept of immersion suits needed a strong advocate.

The sinking of the **SS Edmund Fitzgerald** on the evening of November 10, 1975 with the loss of 29 lives in Lake Superior further fueled his passionate belief that his garment would of mariners' lives. However, his message fell on the deaf ears of many mariners and regulators. His message that loss of vessel did not have to mean loss of life flew in the face of centuries-old fatalism inherent in maritime industries. He often referred to the immersion suit as a mariners "parachute," saying it made as much sense to have immersion suits onboard for a maritime crew as it did to have parachutes for an aircraft crew. Eventually, mariners who survived vessel losses by using his suits began coming by his home to thank him and mailing in testimonials from all over the world.

Although the government did not require immersion suits for the merchant fleet even after the **SS Edmund Fitzgerald** loss, in 1991 the suits became required on commercial fishing vessels. Well before this requirement, however, the success stories of those who voluntarily possessed suits and

used them in emergencies were well recognized. By the time they were required, many fleets were already in compliance and had been using them for years. Fishermen had seen that boat loss did not necessarily mean certain death. The sea giveth and taketh, but with immersion suits and proper maintenance and training the sea could giveth back again.

Despite hundreds of fishermen being saved by immersion suits in Alaska alone, there is still much to be done. Merchant vessels on international voyages were only recently required to carry immersion suits for crew; most fishing crews in the world are still without their protection. Gunnar's immersion suit legacy will continue. His daughter Kari, who as a young girl modeled suits in wading pools at marine trade shows, has now taken over the business, giving it renewed passion. Under Kari's guidance, the Seattle-based, family-owned company of Imperial International, Inc. is one of the leading names in the manufacture of immersion suits despite a now very competitive field. AMSEA sends its best wishes to the Guddal family and continued success with the legacy Gunnar created.

Drill Conductor

Continued from page 1

- other wearable personal flotation devices
- Donning a fireman's outfit and a self-contained breathing apparatus, if the vessel is so equipped
- Making a voice radio distress call and using visual distress signals
- Activating the general alarm
- Reporting inoperative alarm systems and fire detection systems

Drills must be conducted on the vessel as if there were an actual emergency and must include all individuals on board. Emergency equipment must be used, alarms and detection systems must be tested, and immersion suits and protective clothing must be donned if the vessel is so equipped.

Drills must be conducted and instruction provided by an individual trained in the proper procedures for conducting the activity. That means by a Fishing Vessel Drill Conductor who has been trained by a Fishing Vessel Safety Instructor. Safety

Instructors must be accepted by the local Coast Guard Officer-in-Charge of Marine Inspection (OCMI) and hold a valid Letter of Acceptance. A Fishing Vessel Drill Conductor must have

documentation showing successful completion of an accepted or standardized course of training on personal survival and emergency drills. There are many organizations and individuals around the country who are qualified and accepted to train Drill Conductors.

Knowledge is power. Make sure you participate in emergency instruction and drills on your vessel. Learn the skills you will need to survive. Practice, and then practice some

more so you know your role and responsibilities, and your response in an emergency will be instinctive and automatic. Demand that your Drill Conductor make drills realistic, require

use of the emergency equipment, require testing of alarms and detection systems, and require donning of protective clothing and immersion suits/PFDs. Training and drills are an invest-

ment in your life and for those who care about you. What you get from a Drill Conductor can make the difference when seconds count.

The information in this article was taken from the U.S. Coast Guard Commercial Fishing Vessel Safety Program website at www.fishsafe.info, June 2006.

Fishing Vessel Safety Instructor training is included in AMSEA's 48-hour Marine Safety Instructor Training (MSIT). Over 100 Fishing Vessel Safety Instructors who teach Drill Conductor courses in Alaska and around all coasts of the U.S. have completed AMSEA's MSIT course. Over 10,000 people in the U.S. have earned Drill Conductor certifications through this network. MSIT courses are regularly scheduled and continue to train others around the nation to provide this training in their local fishing ports.

World Water Safety Conference Scheduled

The International Life Saving Federation announces World Water Safety 2007, a global conference on water safety, will be held September 27, 28 and 29 2007 in Porto, Portugal. World Water Safety 2007 follows on the resounding success of the World Congress on Drowning 2002 in Amster-

dam and the ILS International Medical Rescue Conference in 1997 in San Diego.

Experts in all aspects of water safety and a worldwide audience will be in attendance. World Water Safety 2007, like its predecessors, is designed for those with an interest in exchanging information globally

on the latest developments in prevention, rescue, and treatment of drowning and other aquatic injuries. For information about the International Life Saving Federation see www.islf.org. To learn more about the beautiful city of Porto and surroundings, see <http://portugal-info.net/costaverde/porto.htm>.

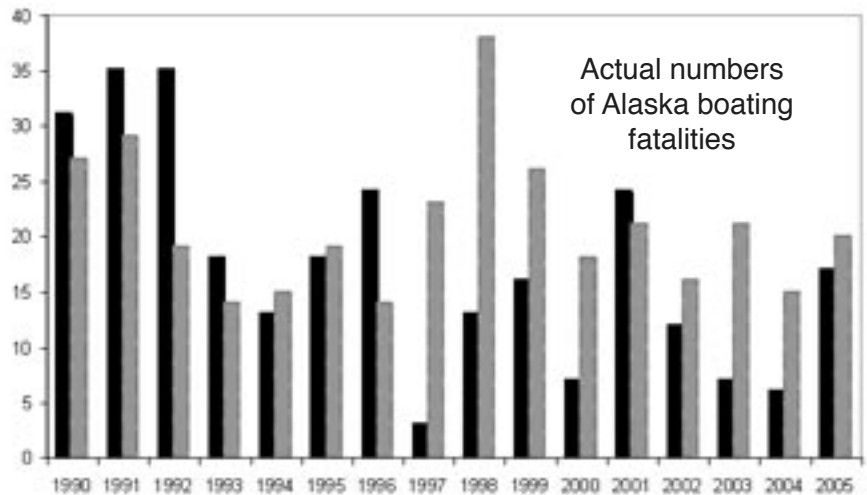
Boating In Alaska Is a High Risk Activity

In 2005, the Coast Guard reported 20 fatalities among recreational boaters in Alaska. In the entire U.S. last year, there were 697 fatalities among recreational boaters.

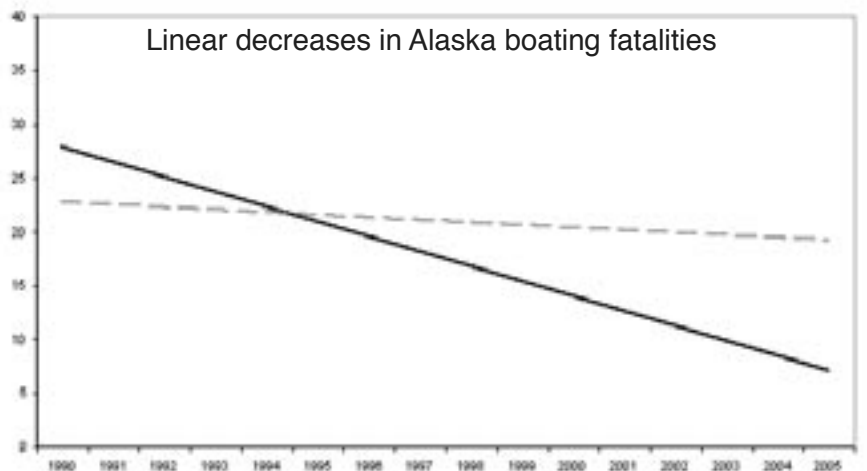
Alaska accounted for 3% of all U.S. recreational boating fatalities despite the fact that Alaskans only represent two tenths of 1% of the total U.S. population. Alaska's boating fatality rate is three for every 100,000 persons compared to .2 for every 100,000 people nationwide. This is 15 times the national average and has been a consistent rate for Alaska for several years.

Accidents reported in Alaska are also expensive. The average accident nationwide cost \$7,768. However, the average boating accident in Alaska results \$18,003 in damage, over twice the national average. This implies that accidents in Alaska are either more catastrophic or involve larger, more expensive vessels.

Although commercial fishing has a reputation for being dangerous, there were once again more deaths in recreational boating last year than the 17 in commercial fishing. From 2000 through 2005, there were 73 fatalities in Alaska commercial fishing. During the same time, there were 111 recreational boating fatalities in Alaska, 35% more than in commercial fishing.



Recreational and commercial fishing boating fatalities in Alaska since 1990 are compared in these two charts. Black lines chart commercial fishing fatalities; gray lines chart recreational fatalities.



The dramatic decline in commercial fishing fatalities is attributed in part to safety training and survival equipment requirements for fishermen. There are no boating safety training or proficiency require-

ments for recreational or subsistence boaters.

Wearing flotation, avoiding alcohol, good preparation and respecting the weather, however, go a long way to avoiding becoming a statistic.

3,691 Attend AMSEA Training

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Sailing at Sea Safety Seminar in Rhode Island.

The premier of AMSEA's Emergency Procedures for Recreational Boaters (EPRB) course was taught in Juneau by Marian Allen. A Small Boat Safety & Coastal Navigation Workshop, which incorporates the Alaska Water Wise program, was taught in Sitka by Jerry Dzugan, Mike Morris, Marian Allen, Tim Fulton and Mary Chambers. Paul Randall taught Wilderness Survival to Alaska State Trooper recruits in Sitka.

Diana Chaudhary and Dale Miller provided safety training in Ketchikan. Dug Jensen and Rick Martin trained U.S. Forest Service personnel in cold water and land safety

and survival in Wrangell and Dennis Murphy taught cold water and boating safety and survival to Forest Service personnel in Girdwood. Greg Mercer provided an Alaska Water Wise course in Anchorage, and Val Maxwell and Jennifer Culbertson provided Alaska Water Wise courses in several communities on Kodiak Island.

Jerry Dzugan and Chris Lopez taught classes for NOAA small boat handlers in Juneau, and Steven Campbell provided a Coastal Villages Region Fund-sponsored Search and Rescue (SAR) workshop for SAR personnel in Hooper Bay.

Lots of AMSEA training was provided to children. Rick Petersen held an outdoor survival camp for children in

Sitka and Sande Walter headed the annual cold water and land survival program at Juneau's Floyd Dryden Middle School. Marian Allen taught a children's cold water and land safety and survival workshop as part of Trout Derby week in Hoonah. In Ketchikan, Angel Williams partnered with Dolly Garza to train eighth graders. Anna Borland-Ivy worked

with Homer's middle school to provide cold-water survival training. Jerry Byrne taught water safety to elementary school-age children, boating safety to middle school students and marine safety to high school students in Ninilchik. Ward Jones taught cold-water safety and survival to middle school students in Togiak and Jason Bjornstad provided a Kids Don't Float program to children and adults in Sand Point. Steven Campbell provided a pool session for home-schooled students in Kodiak while Jennifer Culbertson used Alaska Water Wise material at three Kodiak schools.

In Fairbanks, Carol Scott completed a yearlong course in cold-water and land safety and survival at Randy Smith Middle School and Deb McAtee taught elementary school children in a cold-water survival workshop. Charles Pullock instructed children and adults in cold-water safety and survival workshops in Unalakleet and Elim. Trish Herrmann taught four Kids Don't Float workshops in Anchorage schools. She also taught children and parents in Palmer and Sutton, and worked with Kurt Hensel and Alan Blaisdell to reach people of all ages at the Alaska Department of Fish & Game Coho Carnival in Palmer. In Howell, New Jersey, Tom Thompson gave a marine safety presentation to



Virginia Thomas of the USCG Auxiliary, left, and Torie Baker, right, help a young man with AMSEA's interactive display on PFDs at the USCG Safety Day in Cordova.

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Ken Lawrenson Named Alaska Fishing Vessel Safety Coordinator; Sue Jorgensen Retires

On a Juneau beach on a bright spring day, a few score of friends and co-workers wished long-time USCG 17th District Commercial Fishing Vessel Safety Coordinator Sue Jorgensen good luck on her well deserved retirement. Many Alaska fishermen know Sue as the go-to person for resolving fishing vessel safety issues and, before that, as in charge of vessel documentation.

Sue carefully weighed all sides before making determinations on policy and enforcement issues. Fishermen appreciated the fact that she was always there with an answer or, if an answer was unknown, she would find one. Due largely to the work of Sue and her predecessor Glenn Sicks, Alaska has clearer policies and better compliance on safety issues

than other areas of the nation.

The fishing fleet will miss her conscientious and even-handed approach to safety. Sue will continue to be active on the AMSEA Board of Directors with her extensive safety experience and wisdom.



Ken Lawrenson has been appointed to fill the position vacated by Sue. He brings great experience and background to the job. He was formerly



the fishing safety coordinator in Portland, Oregon. He is no stranger to many of the issues in fishing in the Pacific Northwest. Ken has a common sense approach and was an energetic force in safety in Oregon. Alaska is very fortunate to have the expertise and enthusiasm of Ken and his predecessors. Ken can now be reached in Juneau at 907-463-2810 or 1-800-478-7369 or Kenneth.Lawrenson@uscg.mil.

3,691 Attend AMSEA Training

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high school students.

Classes in cold-water and land safety and survival for schoolteachers and their students were taught by Marian Allen and Mike Morris in Sitka, and by Mike Morris and Trish Herrmann in Thorne Bay.

AMSEA also reached many people with an exhibit at the Great Alaska Sportsman Show in Anchorage. AMSEA board members Jennifer Lincoln, Paula Cullenberg and Pete Risse joined staff Kristie

Sherrodd and Trish Herrmann at that event.

Trish Herrmann presented short workshops on boating safety at the Sportsman Show and to the Lion's Club in Anchorage. She also provided workshops at IDEA Curriculum Fairs in Juneau and Anchorage. Jerry Dzugan gave a presentation on risk assessment at a NIOSH conference in Salt Lake City. Marian Allen provided a presentation on cold-water survival skills and PFDs at Shel-

don Jackson College's Kayak Symposium and Ed Sasser presented emergency procedures activities at the Juneau Yacht Club Fair in May. Tim Fulton reached men with safe boating information at the Sitka Men's Health Fair. Torie Baker provided safety information at a USCG Safety Day in Cordova.

Thanks to all those who report training to AMSEA! If you teach using AMSEA materials or information, please let us know.

Alcohol Test Kits Required On Vessels As Of September 20

On December 22, 2005 a new rule was created requiring most commercial vessels to carry alcohol testing kits onboard when more than two hours from a shore side testing facility. The deadline to have these kits onboard was originally June 22, 2006, but implementation in Alaska was pushed back until September 20, 2006.

This rule applies to all commercial vessels, regardless of length or tonnage, and includes commercial fishing vessels, tugs and charter boats. It is estimated that about 181,000 vessels will have to purchase kits.

The tests must be administered after any serious marine incident (SMI).

A SMI is defined as an incident resulting in an oil or hazardous material spill, death, injury, damage to property exceeding \$100,000, or loss of vessel. Since operators are required to see that alcohol testing is administered within two hours after a SMI, and many vessels operate more than two hours away from a shore side testing facility, the kits must be carried and administered onboard within two hours of a SMI. Regulations add a 32-hour limit for the collection of specimens for drug testing and allow saliva tests for alcohol.

Testing kits range from expensive breath analyzers to inexpensive saliva tests. Kits must be Department of Transportation (DOT) approved. The average cost per saliva test is \$5.40 and one test must be available for every crewmember. Kits containing multiple tests are manufactured by and available from companies listed at right as well as others.



DOT-Approved Alcohol and Drug Test Manufacturers

AK Solutions USA
www.alcolyzer.com
201-943-9411

Alco Check International
800-338-7337

Chematics, Inc.
www.chematics.com
800-348-5174

Guth Laboratories, Inc.
www.guthlabs.com
800-233-2338

OraSure Technologies, Inc.
www.orasure.com
800-869-3538

PAS Systems International
www.pasintl.com
800-660-7643

Q3 Innovations
www.q3i.com
888-399-1687

Varian, Inc.
www.varian.com
800-926-3000

AMSEA Kodiak Office To Reopen In October

Steven Campbell, who has operated the AMSEA office in Kodiak since last October, is in Southeast Alaska for the summer working boats. He will be back in Kodiak in late October and looks forward to reopening AMSEA activities on Kodiak Island and in Western Alaska.

Meanwhile, contact the AMSEA office in Sitka for any training needs or questions.

Victoria, BC To Host Observers

The next fisheries observer conference will take place in Victoria, BC, Canada May 15-18, 2007. For more information go to www.fisheriesobserverconference.com. Registration is open as of July 15, 2006 and abstracts for presentations be taken until October 20, 2006.

Passenger Vessel Operators Told To Adjust For Americans' Increasing Size

On April 26, 2006 the U.S. Coast Guard urged operators of small passenger vessels to voluntarily adjust for the increasing average weight of Americans.

The Coast Guard called on the owners of pontoon boats and other passenger boats under 65 feet to assume that the average passenger weighs 185 pounds and to recalculate their vessels' capacities accordingly. For years, marine safety rules have been based on assumed average weights of 140 to 160 pounds depending on the circumstances. This interim measure, published in the Federal Register, is a first step toward mandatory regulations. The 140-pound standard is based on an estimate of

average weight that was set in 1942 and not revised for decades, even as the American people collectively supersized themselves.

The capsizings of tour boats Lady D and Ethan Allen, resulting in 25 fatalities, were found to be due in part to passenger weight guidelines set by the Coast Guard decades ago.

The Coast Guard is also moving to develop binding weight regulations for the boating industry and "tentatively intends" to make the rules similar to the voluntary guidelines announced in April. The new standards would affect more than 7,000 commercial boats including water taxis, passenger-only ferries, party boats,

conventional tour vessels and amphibious vessels.

The Coast Guard said it is basing its 185-pound standard on a Centers for Disease Control and Prevention report that found the average weight of American men and women had grown more than 24 pounds between the 1960s and 2002. The CDC calculated an average American weight of 177.7 pounds, and the Coast Guard added the FAA's assumed clothing weight of 7.5 pounds to reach 185.

While the current guidelines are voluntary, their dissemination by the Coast Guard could affect the liability of operators in boating accidents involving overloading.

CFIVSAC To Meet

The Commercial Fishing Vessel Safety Advisory Committee (CFIVSAC), will meet September 12-14, 2006 in Washington, DC. The CFIVSAC will convene in conference room 2230-32 of the U.S. Department of Transportation (also known as the Nas-sif Building), 400 7th Street, S.W., Washington, D.C. 20590. Information can be found at www.dot.gov, or contact Lt. Roberto N. Trevino, United States Coast Guard (G-PCV-3) at RTrevino@comdt.uscg.mil or 202-372-1248.

Pains Wessex Flares Recalled

Pains Wessex has announced a recall of its White Collision Warning (MK7) Hand Flares Item No. 52651. The recall follows an incident in which an individual was seriously injured while using one of these flares. The company identified a risk of misfire and is recalling all white flares to prevent further injury.

Those with unexpired White Collision Warning (MK7) Hand Flares are requested not to use them and to return them immediately to the place of purchase for a full refund. Those having questions may contact Pains Wessex in the U.K. at +44(0)2392 623962 or recall@pwss.com. Persons with expired White Hand Flares should call +44(0)2392 623965.

No other Pains Wessex products are being recalled. Pains Wessex Australia Aurora White Hand Flares are not affected. Additional information is available at www.pwss.com.



Thanks!

The 2006 memberships purchased by people and organizations listed here help keep AMSEA's marine safety training programs afloat. Please join them!

Sustaining Memberships

CDC NIOSH, Alaska Field Station,
Anchorage
Pacstar, Inc., Kodiak
S/V Wyldewind, Sitka

Organization Membership

LTR Training Systems, Anchorage

Supporting Memberships

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Paula Cullenberg, Anchorage
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Tenakee Springs
Yakov Reutov, F/V Dynasty, Homer
Dick & Judi Rice, Back Country
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Petersburg
Kristie Sherrodd, Sitka
Troy Tirrell, Tirrell Marine
Surveyors, Cordova

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tute, Hayes, VA
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James Stegall, Seward Adventure
Charters, Anchorage
Susan Sugai, Fairbanks
Virginia Institute of Marine
Science, Gloucester Point, VA
Wally & Kathleen Warm, Sitka
Robert M. Whitcomb, Sitka

THANKS ALSO to AMSEA'S many 2006 individual members and the others who teach and contribute to marine safety education!



Recent Equipment & Service Donations

Sitka Harbor Guide –
Advertsing space
Kathleen Warm – EPIRB
USCG Sitka Aids To
Navigation – Two
immersion suits and five
strobe lights
Alan Horoschak –
Immersion suit
Jonathan Moore – Liferaft
David Oen – Liferaft
Pacific Star, Inc. - Liferaft



Join AMSEA!

AMSEA membership benefits:

- Subscription to AMSEA's quarterly publication Marine Safety Update
- All members receive 15% off purchases from the AMSEA store: books, videos, survival kits, more!
- Memberships of \$50.00 or more are given 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
- Individuals and small business owners with memberships of \$50.00 or more may take part in AMSEA training courses at special member rates
- Organization and business members are eligible for AMSEA training at reduced hourly rates
- Contributions to AMSEA are tax deductible (less the value of AMSEA's thank-you gift)

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Phone: _____ Fax: _____

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- Supporting Membership.....\$100.00*
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- Rescues at Sea video on DVD
- A Matter of Survival video on DVD

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3,691 Attend AMSEA Training During Spring 2006

Spring 2006 was a the busy season at AMSEA. Staff and the instructor network reported teaching 124 courses, reaching 3,691 people! In addition to classes and workshops, AMSEA was present at several conferences and events.

A Marine Safety Instructor Trainer course was held for NOAA personnel in Seattle in May. Jerry Dzugan co-taught the course with Deb Ajango, Brian Mason and Joanna Miles.

Thirty Survival Equipment, Procedures and Onboard Drills

courses were held for commercial fishermen. Some of these were taught in by Earl Jeffrey in Hyda-burg, Dug Jensen, Rick Martin, Chris Lopez, and Jennifer Watson in Juneau, Rick Martin in Petersburg, Anna Borland-Ivy and Chris Lopez in Homer, Jane Eisemann

in Kodiak, Jason Bjornstad in Sand Point, Ron Bowers in Dillingham, Chris Lopez in St. Paul, and Jim Herbert and Dug Jensen in Seward. Additional Drills courses in Alaska were taught by AMSEA full-time staffers Jerry Dzugan, Marian Allen and Steven Campbell.

Beyond Alaska's borders, Steve Harbell, Eric Olson, Mike Rudolph and Sarah Fisker taught fishermen in Port Townsend, Washington, and Ken Lawrenson, Curt Farrell and Mike Rudolph provided courses in Port Orford and Charleston, Oregon. On the East Coast, Dan and Teresa O'Connor and Bob Garrot taught a Drills class in Cape May, NJ. Dan also taught marine safety courses and a US



Dillingham High School students learn the value of immersion suits in an icy river during a course taught by Ron Bowers on May 4 and 5