



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



Marine Safety UPDATE

AMSEA Mini-Grants To Fund Projects

AMSEA will fund six cold-water and boating safety projects in Alaska with 2007 mini-grant awards.

Stedman Elementary School in Petersburg was granted \$3,271.00 to purchase equipment for cold-water survival training for all 5th graders in the community, and to fund a teacher's participation in upcoming AMSEA Marine Safety Instructor Training.

Norton Sound Health Corporation was awarded \$1,542.00 to allow Injury Pre-

vention Coordinator Jason Hymer to attend AMSEA's Marine Safety Instructor Training course in Seward, Alaska. He will then teach boating and marine safety in Gambell and Savoonga.

Sand Point School was awarded \$4,000.00 to provide cold-water safety and survival training for K - 12 students in King Cove, Cold Bay, Nelson Lagoon and False Pass. Training will include 10-hour On-board Emergency Drills courses for high school students.

Anna Borland-Ivy and Patricia Kane, Homer Middle School, received \$1,020.00 to provide cold-water safety and survival training to all seventh graders at Homer Middle School.

Alex Chartier, Seldovia Village Tribe and Anna Borland-Ivy, Homer Middle School were awarded \$1,685.00 to conduct cold water safety and survival training for all K - 12 children in Seldovia during a student health fair.

The Bristol Bay Area Health Corpora-

tion was awarded \$4,000.00 to help fund a cold-water and boating safety instructor course in Togiak during March 2007. The instructors who completed that course will teach in the communities of Togiak, Platinum, Twin Hills, Manokotak and Goodnews Bay, a service area of 1,563 people.

AMSEA looks forward to the results of this training. Requests for proposals for 2008 mini-grants should be available late in 2007. Visit AMSEA's website at www.amsea.org for announcements and due dates.

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Temperatures well below 0°F and 35 mph winds greeted AMSEA staffers Steven Campbell & Mike Morris who provided mini-grant funded training in Togiak in March

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.

May 28 – 31, **Yakutat, AK**: Customized course for NOAA personnel in Yakutat, Alaska.

May 29 – June 1, **Anchorage, AK**: Customized course for NOAA personnel in Anchorage, Alaska. Custom courses for NOAA are not open to the public. For more information about customized AMSEA training, please visit <http://www.amsea.org/training/cwss.html>.

June 4 – July 13, **Sitka, AK**: Water safety class at Sheldon Jackson College. Part of six-week Southeast Alaska Math & Science (SEAMS) and Rural Alaska Preparatory Program (RAPP) camps for high school students.

June 23, **Sitka, AK**: Survival Equipment, Procedures & On-Board Drills training. Meets USCG requirements for fishing vessel drill conductors.

June dates TBA, **Sitka, AK**: Small boat handling safety and cold-water survival workshop for teenagers and young adults.

July 30 – August 3, **King Salmon, AK**: Outdoor Survival Educators Workshop for schoolteachers and others who work with children. See http://www.amsea.org/schools/KingSalmon_Educ2007.htm for a full description of this course.

September 18 - 24, **Sitka, AK**: 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.

November 15 - 17, **Seattle, WA**: Exhibit and short workshops at Pacific Marine Expo. See www.pacificmarineexpo.com for more information.

Interesting Web Site Listed

BoatUS offers an informative web page about Digital Selective Calling (DSC) VHF radios. The 35-minute, narrated online program covers all of the basics and even allows viewers to try various radio buttons and sounds on their computer to simulate how a DSC VHF radio operates. Topics covered include emergency signaling, how to install a DSC VHF radio and an overview of the U.S. Coast Guard's Rescue 21 program. See www.BoatUS.com/MMSI.

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 AMSEA memberships. 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
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or via www.amsea.org

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Research That Matters:

The NIOSH Commercial Fishing Safety Program

The staff of The National Institute for Occupational Safety and Health (NIOSH) Alaska Field Station (AFS) was recently invited to write a regular column for this newsletter.

They are excited for the opportunity to share information and ideas about commercial fishing safety. This first article is an introduction to NIOSH and the researchers at the AFS who study and promote safety in the fishing industry. This column will be an interesting and informative section for commercial fishermen and others involved or interested in the industry. This column in each issue of **Marine Safety Update** will explore the latest research and developments in commercial fishing safety from NIOSH.

What is NIOSH? NIOSH is the federal government agency responsible for conducting research on occupational safety and health. NIOSH is a non-regulatory agency (not to be confused with OSHA) concerned with helping high-risk industries understand and alleviate safety problems. NIOSH employs injury epidemiologists, engineers, and other health and safety professionals to focus efforts on reducing worker injuries and fatalities.

NIOSH Alaska Field Station: NIOSH opened the AFS in 1991 to investigate and help reduce the high rate of occupational fatalities among Alaska workers. Researchers at AFS



Jennifer Lincoln



Devin Lucas



Chelsea Woodward



John Bevan



Bob McKibbin

study safety problems in many industries, but commercial fishing has always been one of the highest priorities.

The AFS has become a leader in commercial fishing safety research and works with other agencies and organizations to produce innovative and practical solutions to safety problems. We feel strongly about involving fishermen in the process of improving safety, which ensures that solutions are practical, effective, and do not interfere with fishing operations.

The efforts of AFS and its partners to make fishing safer have had an impact on the industry. While the work-related fatality rate for commercial fishermen in Alaska is still very high, it is decreasing. Since 1990, there has been a 74 percent decline in deaths of commercial fishermen in Alaska, and a 51 percent decline in the annual fatality rate. This rate takes into account the decline of the fishing workforce.

AFS fishing safety program staff: The fishing safety program at the AFS includes two injury epidemiologists and three engineers. They work as a team to identify safety problems and develop and promote solutions.

Jennifer Lincoln and Devin Lucas are injury epidemiologists who study safety problems such as injuries on deck and falls overboard in the commercial fishing industry. They also evaluate the effectiveness of safety interventions to see if they make a difference. Jennifer Lincoln is the fishing safety program leader and is a strong advocate of providing sound science to improve safety in the work place. Devin Lucas brings a first-hand perspective to the research as a lifelong commercial fisherman in Alaska.

Bob McKibbin, John Bevan, and Chelsea Woodward are engineers who design and test innovative products to improve safety for fishermen. One of their latest solutions is an emergency-stop button for the deck winch on seine vessels. This e-stop can be retrofitted onto any deck winch and has received high praise and anticipation from seining skippers. Find out more about the e-stop system in the next issue of this newsletter.

AFS fishing safety program staff welcome comments and questions about their articles and projects. Reach them at: dluca@cdc.gov

Infant-Sized Immersion Suits Required But Unavailable

Immersion suits of an appropriate size are required for everyone onboard commercial fishing vessels. No suits designed for infants have been made for 20 years. A company that once made them (Survival Suit International) went out of business some time ago. Because there are no USCG approved devices currently made for children weighing less than 44 pounds, families that fish with very young children have difficulty meeting requirements.

There are immersion suits available for larger children, however. One company that makes suits for children is BayleySuit (www.bayleysuit.com). Their smallest size is designed for children 42 to 47 inches tall. Other companies, including Imperial (www.imperialsuit.com) and Stearns (www.stearnsinc.com),

make suits sized for children from 44 to 110 pounds. It is up to the consumer to determine the suitability of all safety and survival equipment for their operations; AMSEA does not endorse specific products. However, due to numerous questions AMSEA receives on this topic, we want mariners to know what is available for children.

The need for immersion suits sized for very small children and infants is not being met. The rapid growth of children, their anatomical difference from adults and the problem of trying to put a struggling, unhappy child in a confining neoprene suit in an emergency, have hindered manufacturers' solutions to the problem of having an "appropriately sized immersion suit for all persons onboard" when it comes to small children.



FishSafe.Info Features AMSEA Films & More

The U.S. Coast Guard's fishing vessel safety website at www.FishSafe.info gets better all the time and is a wealth of information and resources on fishing safety. Recently, they added AMSEA's videos **Beating the Odds** on conducting safety drills and **Rescues at Sea** about rescue via USCG helicopter and use of dewatering pumps.

Risk Assessment

Continued from page 10

sels were rated using the unrealistic average passenger weight of 140 pounds was one of the alleged causes of the fatalities.

Since boating regulatory agencies were aware of the importance of weight and stability, regulatory action to limit the number of passengers based on modern, realistic average weight would have been a foreseeable, proactive way to limit risk before the M/V Lady D and M/V Ethan Allen incidents. However, only now are regulatory agencies considering revising downward the number of passengers a vessel for hire can carry, based on modern weights of Americans.

Safety regulations are typically enacted reactively after a casualty, or more often a series of casualties, takes place. It is one of the ways humans naturally respond to a casualty. However, a reactive approach to managing risk, or anything else in life, is usually not the most effective management when the potential result is a disabling injury or the finality of death.

Don't wait for someone to get hurt or killed before taking action to lessen risks. Survey the risks in any activity and find ways to minimize them. It's the only effective way to prevent losses that are foreseeable.

Five Months of AMSEA Training Noted

From November 1, 2006 through March 31, 2007 1,633 individuals participated in 103 courses delivered by AMSEA-trained instructors who reported their activities to AMSEA. Instructors and the communities where they taught are listed below under the type of training provided.

Six-day Marine Safety Instructor Training (MSIT):

- Jerry Dzugan, Chris Lopez & Madelyn Walker – Seward



Meg Hahr, Jeremy "Tuck" Brouhard and Robert Miller take part in a survival exercise during a recent MSIT course. Photo provided by Robert Miller.

Workshops for recreational boaters:

- Marian Allen – Sitka
- Steven Campbell – Kodiak
- Matt Dolkas – Sitka
- Mike Morris – Sitka (3 classes)

Courses for children or children & their parents, teachers or caregivers:

- Jerry Byrne – Ninilchik
- Janet Cardenas – Sitka
- Nancy Cavanaugh – Sitka
- Jennifer Culbertson – Kodiak (4 classes) & St. Marys
- Jarrett Hirai, Mary Chambers, Christina Righter & Tim Fulton – Sitka
- Ward Jones – Naknek
- Mike Morris – Klukwan & Sitka (2 classes)

Marine Safety Instructor refresher workshop:

- Marian Allen & other AMSEA staff – Sitka

Fishing Vessel Drill

Conductor courses (all courses included fishermen attending as refreshers):

- Steven Campbell – Kodiak (4 classes)
- Steven Campbell & Chris Dock – Quinhagak, & Scammon Bay
- Steven Campbell & Mike Morris – Togiak
- Jerry Dzugan & Marian Allen – Sitka (2 classes)
- Curtis Farrell & Mike Rudolf – Newport (2 classes) & Garibaldi, OR
- Steve Harbell – Neah Bay (2 classes) & LaPush, WA
- Dug Jensen – Petersburg (2 classes) & Seward
- Karl Johnson – Haines
- Chris Lopez – Homer (2 classes), Palmer & Seward
- Josh Miller – Valdez
- Mike Morris – Sitka
- Ed Sasser & Mike Morris – Juneau (2 classes)

Refresher course for those previously trained as Drill Conductors:

- Torie Baker – Cordova

Customized courses for government agencies, organizations or groups:

- Marian Allen – Southeast Alaska Girl Scout leaders, Juneau & Sitka Community Hospital staff
- Steven Campbell & Jerry Dzugan – Pacific Marine Expo attendees, Seattle
- Jennifer Culbertson – Village Public Safety Officers, Fairbanks
- Alison Dunlap – Southeast Alaska Health Consortium's Raven's Way program, Sitka
- Jerry Dzugan – United States Marine Safety Association, Phoenix, AZ
- Jerry Dzugan – NIOSH & the National Academy of Science, Irvine, CA
- Lori Hale – Commercial Fisheries Observers, Panama City, FL
- Ward Jones – Bristol Bay Area Health Consortium, Kakanak
- Chris Lopez – NOAA, Seattle
- Rick McElrath & Mike Motti – Raytheon Technical Services, Page, AZ
- Shane Nicholson – Alaska Public Safety Academy, Sitka

Short workshop in Vietnamese for commercial fishermen:

- Gilberto Gallardo – Galveston, TX

USCG Magazine Available Online: Issues of past U.S. Coast Guard **Proceedings** magazine are available at www.uscg.mil/magazine/ in PDF format. The Coast Guard encourages all to browse past issues. If you require an electronic version of a specific article, contact the editor at cgmag@uscg.mil and include as much information as possible about the article requested.

New Wave in Training in Alaska's Small Communities

This spring AMSEA is providing cost effective training to small communities by offering several types of training during a single community visit. With the rising cost of travel, it makes sense to use a single plane ticket to provide training for commercial fishermen, for example, and also reach other community members. Having taken this approach in the Pribilof Islands for several years, we are extending it to Southeast Alaska and the Alaska Peninsula.

Joan Eddy, a teacher in Nelson Lagoon, was awarded a grant from the Aleutian Pribilof Island Community Development Association to provide an educational opportunity for her students. She contracted with AMSEA to send Jason Bjornstad to Nelson Lagoon from Sand Point to teach a commercial fishing vessel Drill Conductor course to high school students. He will also teach cold-water safety and survival skills to the rest of the communities' schoolchildren. Adults in Nelson Lagoon also will be encouraged to attend the Drill Conductor course.

Given the cost of flying and Sitka's very limited ferry service, AMSEA staff from Sitka are combining flights to Juneau with ferries to Tenakee Springs and Hoonah. Courses for commercial fishermen along with

other courses will be provided until a ferry can return the instructor to Juneau, and then back to Sitka.

In March, Dug Jensen traveled to Tenakee Springs to teach a fishing vessel Drill Conductor course, a small boat operator course, a program for young children at the school, and water search patterns for the Tenakee Springs Fire Department's Search and Rescue team.

In Hoonah in May, Dug will provide a Drill Conductor course to high school juniors and seniors as well as other community members. He also will teach an after-school program for children on cold-water safety and survival.

Also in May, Marian Allen and Mike Morris will fly to Gustavus via Juneau, to offer a Drill Conductor course for commercial fishermen and high school juniors and seniors, as well as workshops for children and Glacier Bay National Monument personnel. On that trip, as they pass through Juneau, they will offer an Emergency Procedures for Recreational Boaters class in that community.

By making one visit and providing classes for different populations in communities, AMSEA is able to reach more people with a limited budget. Is this the wave of the future? This year should give us an idea.

R. Hiscock Honored

Richard Hiscock has joined the Subcommittee on Coast Guard and Maritime Transportation as a Senior Professional Staff Member for the U.S. House of Representatives. He is well respected in the maritime community as a fishing vessel safety historian, a marine safety advocate, and a former investigator of marine personal injuries. Hiscock most recently served as Vice President and a member of the Board of Directors of the Marine Safety Foundation, Inc., an organization advancing the safety of life and property at sea through research, education, and coordination. Previously, he served as a member of the Scientific Advisory Committee with the International Fishing Industry Safety and Health Conference, and advised the U.S. Coast Guard on fishing vessel safety.

Hiscock also recently received the Samuel Plimsoll Award for Outstanding Service from **Professional Mariner Magazine**. The award is presented annually to individuals and organizations that embody the spirit of Samuel Plimsoll (1824-1898), a member of British Parliament who fought against unsafe maritime industry practices, particularly the overloading of ships. Hiscock was honored for his career dedication to maritime safety issues.

CRITICAL EPIRB ADVISORY ISSUED FOR ALASKA BOATERS

As of January 1, 2007 121.5 and 243 MHz Emergency Position Indicating Radio Beacons (EPIRBs) are prohibited from use on commercial and recreational watercraft. Boaters requiring an emergency rescue beacon aboard their vessel must have a digital 406 MHz model.

This prohibition is in preparation for February 1, 2009, when satellite processing of distress signals from all 121.5/243 MHz beacons will terminate. After that date, only 406 MHz beacons will be detected by the International Cospas-Sarsat Satellite System that provides distress alert and location data for search and rescue operations around the world.

The ban applies to all Class A, B, and S 121.5/243 MHz EPIRBs. It does not affect 121.5/243 MHz man overboard devices that are designed to work directly with a base alerting unit only and not with the satellite system.

This change was largely brought about by the unreliability of the 121.5/243 MHz beacons. Data reveals that with 121.5 MHz beacons only one in 50 alerts signaled a genuine distress situation, significantly affecting the limited resources of search and rescue personnel and platforms. With 406 MHz beacons, false alerts have been reduced significantly and, when properly registered, can usually be resolved with a telephone call to the beacon owner. Consequently, real alerts receive the attention they deserve.

When a 406 MHz beacon signal is received, search and rescue personnel retrieve information from a registration database. This includes the beacon owner's contact and emergency contact



information, and vessel or aircraft identifying characteristics, allowing the Coast Guard or other rescue personnel to respond appropriately.

U.S. users are required by law to register their beacons in the U.S. 406 MHz Beacon Registration Database at www.beaconregistration.noaa.gov or by calling 888-212-SAVE. Users in other countries can register their beacons in their country's national beacon registration database or, if no national database is available, in the International Beacon Registration Database at www.406registration.com.

CO2 Cartridges In PFDs Problematic For Travelers

As inflatable PFDs gain in popularity due to their comfort and design, the problems with transporting them on commercial aircraft become more frequent. In a letter dated June 2, 2006 from the Transportation Security Administration (TSA) to the Southeast Alaska Marine Pilots Association, TSA writes that CO2 cartridges are only allowed through the passenger checkpoint when they are in the possession of State or Federal officials on "official business." An individual doing training for a state or federal agency is not an agency official.

Two CO2 cartridges are allowed in checked baggage, but all must be removed from PFDs carried or worn through screening. It does not help to try to debate this policy with TSA officers at check-in, reminding them that a CO2 cylinder is in every PFD airlines have stowed under seats on the plane.

TSA has had to ask permission from the airline to allow even a PFD with a water-activated mechanism onboard, even though it had no CO2 cartridge.

Until the airlines and TSA sort out this issue, save airport hassles by packing inflatable PFDs in checked baggage rather than carrying them onboard.

Thanks!

The 2007 memberships purchased by people and organizations listed here help keep AMSEA's marine safety training programs afloat. Please join them!

Sustaining Memberships

S/V Alaska Wyldewind – Sitka, AK
Life Raft & Survival Equipment,
Inc. – Portsmouth, RI
Steve Spain, F/V Golden Fleece
– South Bend, RI

Organizational Memberships

Alaska Chadux – Anchorage, AK
Alaska Sea Grant, Marine Advisory
Program
Coastal Villages Region Fund
– Anchorage, AK
Raytheon Technical Services
– Centennial, CO
Sitka School District
Southeast Alaska Regional Health
Consortium – Sitka, AK

Recent Equipment & Service Donations

Tom Budd, F/V Brijet – Liferaft
Brian L. Charles, Arrow Marine
Services – SOS Man
Overboard Alerting Unit,
training model
Rick McElrath – Three
immersion suits
Ricco Mulligan, F/V Sea Lark
– Liferaft
Mustang Survival, Inc.
– Rescue Stick™
Walt & Megan Pasternak
– Liferaft
Will Swagel, Sitka Harbor
Guide – Advertising space
David Thynes – Liferaft
F/V Toon – Two immersion
suits
Jay DeTemple – Firefighter's
turn-out gear

Supporting Memberships

Candi Barger – Sitka, AK
Aaron "Pat" Dye – Cooper
Landing, AK
Dennis Early – Juneau, AK
Curtis Farrell – St. Helens, OR
Steve Fish, F/V Kariel – Sitka, AK
David & Maggie Herbert – Seward,
AK
Ryan Hill – Anchorage, AK
Charles & Christine Horan – Sitka,
AK
H. Daniel Hull, F/V Gretchen S
– Anchorage, AK
Michael LaGuire, Re/Max of Sitka
Jennifer Lincoln – Anchorage, AK
Richard Martin, Greenwater Marine
Surveyors – Wrangell, AK
Fred Mattera, F/V Travis & Natalie
– Narragansett, RI
Mike Mayo, F/V Coral Lee – Sitka,
AK
Felicia McAuley, F/V Amber J
– Juneau, AK

Andrew Mezirow, Crackerjack
Sportfishing – Juneau, AK
Thomas Millman, F/V Four
Daughters – Mankato, MN
Nick Olmsted & Molly Kemp
– Tenakee Springs, AK
Yakov Reutov, F/V Dynasty, Homer
Dick & Judi Rice – Haines, AK
Kathy Robinson, Saltwater, Inc.
– Anchorage, AK
Mike Rudolf – Vancouver, WA
Mark & Karin Severson, F/V Odin
– Petersburg, AK
Kristie Sherrodd – Sitka, AK
James Stegall, Seward Adventure
Charters – Anchorage, AK
James Swift, F/V Ginny C
– Olympia, WA
Kit Van Meter, KVM & Associates
– East Taunton, MA
Virginia Institute of Marine Science
– Gloucester Point, VA
Robert M. Whitcomb – Sitka, AK
Charles E. Wood, F/V Talon
– Petersburg, AK

Donor Memberships

Torie Baker, F/V Chagvan – Cordova,
AK
Dr. Gordon Bozarth – Juneau, AK
Scott Brylinsky – Sitka, AK
Ray Cammisa, Anchorage
Chesapeake Marine Training Institute
– Hayes, VA
Bruce K. Cornwall – Solomons, MD
Robert R. Eckley – Cordova, AK
Wayne Engle – Chugiak, AK
Misty Haffner – Juneau, AK
Alan & Elizabeth Horoschak, S/V
Jubilo – Sitka, AK
Jason Hymer – Nome, AK

Kodiak Outdoor Adventures, Inc.
– Kodiak, AK
Maureen Knutsen, F/V Jenny O. Daun
– Naknek, AK
Greg Mercer, Alaska Waters
Consulting – Anchorage, AK
Beverly R. Noll – Crescent City, CA
Kathy O'Gara – Sitka, AK
Arne Olson – Edmonds, WA
Jeff Polizzotto – Juneau, AK
Susan Sugai – Fairbanks, AK
University of Alaska Southeast,
Ketchikan Campus
Jason Vestre – Santa Barbara, CA

THANKS ALSO to AMSEA'S many 2007 individual members and the others who teach and contribute to marine safety education!

JOIN!



JOIN!

AMSEA membership benefits:

- Subscription to AMSEA's quarterly publication Marine Safety Update
- All members receive 15% off all retail price purchases from the AMSEA store: books, videos, survival kits and more!
- Memberships of \$50.00 or more are given recognition in Marine Safety Update
- 2007 memberships of \$100.00 or more receive a thank-you gift of a 32 ounce Nalgene sports bottle imprinted with the AMSEA logo and the Seven Steps to Survival
- Organization and business members are eligible for AMSEA training at special rates
- Contributions to AMSEA are tax deductible (less the value of thank-you gift)

Name: _____

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City, State & Zip Code: _____

Phone: _____ Fax: _____

E-mail: _____ Please check here if this is a renewal

Individual and Small Business Membership Levels

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

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

Account number: _____

Expires: _____

Organization and Business Membership Levels

- Organizational Membership . \$250.00*
- Sustaining Membership \$500.00*

** Eligible for a 2007 thank-you gift of a 32 ounce Nalgene sports bottle imprinted with the AMSEA logo and the Seven Steps to Survival*



Thank you! for becoming a part of the

ALASKA MARINE SAFETY EDUCATION ASSOCIATION

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Foreseeability Affects Risk Assessment

by Jerry Dzugan

The world is full of risk from obvious and sometimes not very obvious sources. No one can provide a totally safe environment. The ability to foresee whether a situation could cause injury or death is at the root of whether we take a reactive or proactive role in reducing risks.

Reactive responses minimize risk only after an injury or fatality has taken place. Proactive responses look at the risks, determine their likelihood, and take steps to reduce risks before injury can take place. Not long ago a logger cut a felled tree into fireplace-sized pieces and kicked one of the pieces down a hill. The fateful piece of firewood rolled 400 feet downhill when it suddenly hit



The crew of the FV Risky Business prepare to abandon ship near Kodiak Island on March 13

something, made a 90 degree turn, continued onward until making yet another 90 degree change of direction, flipped up into the air and struck someone square in the back of the head, killing him.

The action of a man kicking a piece of wood leading to a fatality was quite unforeseeable and a legal judgment went ac-

cordingly. There was no proactive action that would have prevented the fatality.

An example of a possible proactive step to reduce risks in the maritime industry is accounting for the increasing weight of the average American in determining capacity of vessels. Currently, the maximum number of passengers a small passenger vessel can carry assumes the average adult weighs 140 pounds. That standard was set in 1942.

However, the Centers for Disease Control notes that the average adult weight has increased to 178 pounds.

Last year, the capsizings of the M/V Lady D and M/V Ethan Allen resulted in 25 fatalities. The fact that these ves-

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