

## UNITED STATES COAST GUARD

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## COMMERCIAL FISHING SAFETY ADVISORY COMMITTEE

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## 40th MEETING

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WEDNESDAY  
OCTOBER 30, 2019

+ + + + +

The Committee met by Teleconference,  
at 1:00 p.m. Eastern Daylight Time, Chris  
Woodley, Chair, presiding.

## PRESENT

CHRIS WOODLEY, Chair, United States Coast Guard  
(USCG) (Capt. Ret.)

THOMAS DAMERON, Vice Chair

KRISTIAN BOEHMER, Committee Member

EDWARD DENNEHY, Committee Member

ROBERT DOOLEY, Committee Member

GLENN HEWLETT, Committee Member

HAL HOCKEMA, Committee Member

NICHOLAS HOWLAND, Committee Member

JIMMIE MARTIN, Committee Member

TIMOTHY VINCENT, Committee Member

## ALSO PRESENT

CAPTAIN MATTHEW EDWARDS, USCG-CVC, Designated  
Federal Officer  
JOSEPH MYERS, USCG-CVC-3, Alternate Designated  
Federal Officer (ADFO)  
JONATHAN WENDLAND, USCG-CVC-3, ADFO  
ROGER BUTTURINI, USCG-CG-Reg  
ALAN DAVIS, Safety and Compliance Director,  
American Seafoods Company  
DAN HARDIN, USCG D13 Coordinator  
WALTER HOPPE, USCG D7 Coordinator  
JACK KEMERER, USCG Ret.  
MELANEE LIBBY, USCG-FACA  
THOMAS MIELKE, USCG-LRA  
GABRIELA MCMURTRY, NOAA Office of General  
Counsel  
LARRY PETERS, USCG Training Center Yorktown  
REBECCA REESE, NOAA Office of General Counsel  
MICHAEL RUDOLPH, USCG D13 CFVS Examiner  
SUZANNE SCHUETTE, Safety and Compliance Manager,  
D.P.A.  
JOHN SHERLOCK, USCG D8 Coordinator  
SCOTT WILWERT, USCG D17 Coordinator

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1 P-R-O-C-E-E-D-I-N-G-S

2 (1:11 p.m.)

3 MR. WENDLAND: Okay, good day  
4 everybody. Sorry for the line troubles there.  
5 Appreciate everybody calling in. Lots of energy  
6 here in Washington D.C., some great, some not so  
7 great.

8 On the great side, the Nationals have  
9 pushed the season as far as it can go. And going  
10 for the World Series tonight, so go Nats.

11 Before we get started, a few rules of  
12 engagement. Again I'd just like to request you  
13 mute all electronic devices until speaking. This  
14 meeting, for those that don't know is going to be  
15 recorded, or is being recorded by a Court  
16 Reporter.

17 This committee operates under the  
18 rules of Robert's Rules. So please address your  
19 comments through the Chairman. For example, Mr.  
20 Chairman, I'm Jonathan Wendland and I'd like to  
21 make a motion. And the Chairman will recognize  
22 you at that point in time.

1           It's very important to do that so the  
2 transcription can be accurate and the meeting  
3 flows accordingly. If and when you do speak,  
4 please unmute your phone. And remember to  
5 identify yourself, speak clearly, concisely and  
6 with a purpose.

7           For the public calling in, please hold  
8 your comments until the public comment periods.  
9 We have built in two. Time is of the essence  
10 since we only have two hours for this meeting.  
11 And we'll go a little bit longer just because of  
12 the delay here.

13           Coast Guard as requested, the Coast  
14 Guard District Coordinators to forward their  
15 presentations to us to save a little bit of time.  
16 They have done so. And they can be viewed at  
17 [www.dco.uscg.mil/fishsafe](http://www.dco.uscg.mil/fishsafe).

18           We will not be asking the coordinators  
19 to present, to save the time. But I've built in  
20 a few minutes if there are any questions on any  
21 presentations for a short discussion to occur on  
22 each or any of them.

1           Keeping the theme of positive energy,  
2 I'm not sure how many of you have seen the graph  
3 that was sent out regarding, CG-INV the graphic  
4 regarding Operational Casualties and Fatalities  
5 1982-2018. The downward trend is very positive.  
6 And the result is because of everyone on this  
7 call and beyond. Everyone has a piece in this,  
8 foremost the industry, NOAA, the National Marine  
9 Fisheries Service, the Observer Program, NIOSH,  
10 this committee, ANSI, all those participating in  
11 the training, and every Coast Guard Examiner out  
12 there with the boots on the deck plates.

13           Before we go a little bit further, I'd  
14 just like to take 30 seconds and tip my hat to a  
15 colleague of mine for the past ten years, Mr.  
16 David Belliveau. For those of you that don't  
17 know, David's not with the division any longer.  
18 But he was a big part of this division over the  
19 past ten years. And this program owes him a  
20 great debt of gratitude. So thank you, Dave.

21           For the record, there will two  
22 comments, there were two comments submitted in

1 the Federal Register. We will address those as  
2 best we can in the new business and in old  
3 business sections. But of course we can address  
4 those during the public comment period as well if  
5 we don't fully answer the questions.

6 We request that if you would like to  
7 speak, to send us an email. This is regarding  
8 the public, to cgcvc3@uscg.mil, again that's  
9 cgcvc3@uscg.mil. And we will get you in order of  
10 those emails that come in.

11 To give you an idea of the structure  
12 of this meeting, we will do a roll call. We will  
13 request if you are sitting in a room with a  
14 number of people, which we understand there may  
15 be a lot to choose, just the highest ranking  
16 person or somebody to represent you.

17 And then for those that would like to  
18 be a part of the signings, the signups to send us  
19 an email again at that same email at  
20 cgcvc3@uscg.mil. This will speed up the roll  
21 call and we'll be able to go forth a little bit  
22 faster.

1                   Following the roll call, DFO, Captain  
2 Williams will call the meeting to order. He and  
3 both Mr. Myers will have a brief introductory  
4 kick-off talk. The Chairman will make an opening  
5 statement. And we will go forth from there.

6                   So at this point it time, I'd like to  
7 start up the roll call and we'll start with the  
8 current Committee Members.

9                   Mr. Hewlett, are you on the line? Mr.  
10 Hewlett, negative. Mr. Dennehy.

11                   MR. DENNEHY: Oh.

12                   MR. WENDLAND: Present. Mr. Dameron.

13                   VICE CHAIR DAMERON: Present.

14                   MR. WENDLAND: Mr. Hockema.

15                   MR. HOCKEMA: Present.

16                   MR. WENDLAND: Mr. Boehmer.

17                   MR. BOEHMER: Present.

18                   MR. WENDLAND: Mr. Martin.

19                   MR. MARTIN: Present.

20                   MR. WENDLAND: Mr. Dooley.

21                   MR. DOOLEY: Present.

22                   MR. WENDLAND: Chairman Woodley.



1 MR. HEWLETT WOODLEY: Present.

2 MR. WENDLAND: Mr. Mahoney. Mr.  
3 Mahoney, negative.

4 Mr. Vincent

5 MR. VINCENT: Present.

6 MR. WENDLAND: Mr. Howland.

7 MR. HOWLAND: Present.

8 MR. WENDLAND: Okay, very good.

9 Now we'll go through the Coast Guard  
10 Districts. District 1. Anybody from D1?  
11 Negative.

12 MR. HEWLETT: Well, it's Member  
13 Hewlett is present.

14 MR. WENDLAND: Understood. It's the  
15 Coast Guard District Coordinators we're doing  
16 right now. District 5, anybody from D5? D7.

17 MR. HOPPE: Walter Hoppe's here.

18 MR. WENDLAND: Okay, Walter. D9,  
19 anybody from D9? D11, anybody from D11? D13.

20 MR. HARDIN: Dan Hardin's here.

21 MR. WENDLAND: Thank you, Dan. D14,  
22 anybody from D14? D17.

1 MR. WILWERT: Yes, Scott Wilwert's  
2 here.

3 MR. WENDLAND: Thanks, Scott. Anybody  
4 from LANT, LANTAREA? Negative. PACAREA, anybody  
5 from PAC? Negative. Anybody from Yorktown?

6 MR. PETERS: Yes, Larry Peters is here  
7 from Training Center, Yorktown.

8 MR. WENDLAND: Hi, Larry.

9 Okay, how about anybody from the  
10 committee, past Committee Members, past Committee  
11 Members?

12 MR. SHERLOCK: John Sherlock, District  
13 8.

14 MR. WENDLAND: Okay, we got you John,  
15 that's a coordinator. Anybody past Committee  
16 Members?

17 MR. DAVIS: Alan Davis.

18 MR. WENDLAND: Hi, Alan. Any other  
19 past Committee Members?

20 Okay, how about anybody from the  
21 public?

22 MS. HEWLETT: Yes, Barbara Hewlett,

1 from the Marathon.

2 MR. WENDLAND: Hi, Barb.

3 MS. HEWLETT: Hi.

4 MS. SCHUETTE: Suzanne Schuette,  
5 Phoenix Processor Limited Partnership.

6 MR. WENDLAND: Hi Suzanne, thank you  
7 for calling in.

8 MR. KEMERER: Jack Kemerer.

9 MR. WENDLAND: Hi, Jack, welcome.  
10 How about anybody from any other  
11 government agencies?

12 MS. REESE: Rebecca Reese and Gabriela  
13 McMurtry from NOAA.

14 MR. WENDLAND: Thank you, thank you  
15 for calling in.

16 MR. RUDOLPH: Mike Rudolph, from  
17 Marine Safety Unit Portland.

18 MR. WENDLAND: Hi, Mike.

19 MR. CUDDEBACK: Bob Cuddeback, Sector  
20 Puget Sound.

21 MR. WENDLAND: Hi, Bob.

22 Anybody else?

1                   Okay, so Mr. Chairman Woodley and  
2                   Captain Edwards, looks like we do have a quorum  
3                   for the Committee Members. So I'd like to at  
4                   this point in time turn it over to Captain  
5                   Edwards to convene the meeting and maybe some  
6                   opening remarks. Captain Edwards.

7                   CAPTAIN EDWARDS: All right, thank  
8                   you. Hi, everyone. This is Captain Edwards and  
9                   good morning, good afternoon where ever you are.  
10                  Thank you for joining us today and being on the  
11                  phone. As well as thank you for those that  
12                  submitted comments to us ahead of time for us to  
13                  review.

14                  You know, as Mr. Wendland commented  
15                  before, the casualty trend is moving downward and  
16                  that's definitely the direction we wanted to see.  
17                  And you know, the Coast Guard is committed to  
18                  reducing commercial fishing vessel and industry  
19                  casualties. And we can't do that without your  
20                  assistance.

21                  We recognize that human factors is a  
22                  leading cause to almost all of these casualties.

1 And you know, one thing is we believe through  
2 outreach measures, through better training,  
3 better communications, looking at new  
4 technologies, and a whole variety of different  
5 measures we can use to even improve the safety of  
6 the industry further.

7 So again, we're going to look to you  
8 for your expertise and your experience as to what  
9 is working in your own fleet. To accomplish this  
10 like I said it really needs to be a Coast Guard,  
11 maritime community partnership. And it's going  
12 to really hinge on a collaborative effort between  
13 both us as the regulators, and you all as the  
14 experts.

15 So again, thanks for joining us and I  
16 will thank you ahead of time for the work that  
17 you're going to do to help us move in that  
18 direction. So with that I'll turn it over to Mr.  
19 Joe Myers for other remarks and administrative  
20 notes.

21 MR. MYERS: Thank you, Captain. Good  
22 afternoon everyone. And welcome aboard, thanks

1 for taking time out of your schedules to meet  
2 with us this afternoon. I think we're going to  
3 do good things.

4 As you know, my name is Joe Myers and  
5 I'm the Chief of the Fish and Vessel Safety  
6 Division for the Office of Commercial Vessel  
7 Compliance. And I've dealt with quite a lot of  
8 you, if not all of you, in one way shape or form.  
9 So again, it's good to be with you this  
10 afternoon.

11 Just for starters to set the tone, I  
12 wanted to share with you that this year to date,  
13 we done about 4,000 dockside exams for Calendar  
14 Year 19, which is a lot.

15 As of last week, I believe it was up  
16 to about 279 for this month alone. And that  
17 means we have boots on the deck. We're talking  
18 safety with industry, between industry and the  
19 Coast Guard. And we're just furthering along  
20 that partnership. And again, that's our main  
21 goal.

22 But also to date, we've had about 22

1 fish and vessel losses, sinkings, 12 fatalities,  
2 seven fires that were significant enough to  
3 report, 44 groundings, and a number of  
4 terminations for unsafe voyage.

5 And I just want to comment to kind of  
6 plant the thoughts that our top three lifesaving  
7 which captures PFDs, immersion suits, life raft  
8 deficiencies, communications issues such as  
9 EPIRBs and your alarms. Firefighting was number  
10 three. And that has to do with critical fire  
11 extinguishers and fixed systems.

12 But again number one being lifesaving.  
13 And we're going to be addressing lifesaving a  
14 little bit later on in the meeting with regards  
15 to our tasks that we're going to be offering up.

16 So that said, obviously our ultimate  
17 goal is to bring those numbers down always. You  
18 know, one death is unacceptable and so we have to  
19 push forward. And I know that's your goal also.

20 This meeting has been published in the  
21 Federal Register under docket USCG-2019-0751.

22 And we will be introducing Task Statement 01-19

1 for CFSAC committee input and adoption. And so  
2 we hope you'll be adopting that.

3 And that said, I just wanted to remind  
4 everyone also, and we'll be blurting out  
5 websites, and emails to contact us with, which  
6 we're trying to grow our communication efforts.  
7 But the FRN, the proposed Task Statements along  
8 with the CFSAC meeting minutes, we will be  
9 posting it on our website.

10 And I'm going to say it slow, but  
11 we'll be, I'll say this again before we wrap up  
12 today, but our site accommodates public viewing.  
13 It's <https://www.dco.uscg.mil/fishsafe>, one word,  
14 fishsafe. And if anyone wants to after this  
15 meeting, if you have any alibis or pointed  
16 questions, we also ask that you email us directly  
17 at [cgfishsafe@uscg.mil](mailto:cgfishsafe@uscg.mil), [cgfishsafe@uscg.mil](mailto:cgfishsafe@uscg.mil),  
18 okay.

19 And again, welcome aboard. And Mr.  
20 Chair, Mr. Woodley, I hand it off to you, sir.

21 CHAIR WOODLEY: Good morning everyone,  
22 Chris Woodley here, out in Seattle. Thank you,



1 Coast Guard and Members of the Advisory Committee  
2 for your participation today and all the work  
3 that goes into putting something like this  
4 together.

5 I know it's going to especially  
6 challenging because we're on a teleconference  
7 today. But I expect that we should be able to  
8 get some good things accomplished and start in on  
9 a specific direction.

10 I just wanted to, you know, as the --  
11 I guess this is my first official meeting as  
12 Chair. And so thank you for all of you. Thanks  
13 everybody who I've been talking to over the last  
14 couple of days and trying to put some focus on  
15 this.

16 So, you know, from my point of view,  
17 I'm very very interested, you know, during my  
18 term in this position to really focus on using  
19 data from NIOSH and the Coast Guard, and focusing  
20 Coast Guard Headquarters, the Regional District  
21 Coordinators, and local fishing safety examiners  
22 to identify the best practices and prevention in

1 response to accidents and fatalities which, you  
2 know, result in the largest numbers of lives  
3 lost.

4 And I think that as we look at, you  
5 know, this world of research and data, and that  
6 varies, you know, region to region obviously.  
7 But in the end I think that the best way to  
8 translate, you know, research into action in the  
9 field is to use the platform of the Fishing  
10 Vessel Safety Exam for both Coast Guard examiners  
11 to both educate and learn from fishermen. And  
12 that goes, you know, fishermen learning from the  
13 Coast Guard.

14 It's my view the dockside exam is the  
15 single most interaction that occurs between a  
16 fisherman and the Coast Guard. And it's  
17 important to focus that limited interaction on  
18 the most important issues.

19 I mean typically a dockside exam goes  
20 from an hour to two hours. And during that time  
21 I think that we can, you know, I'm hopeful that  
22 as the Advisory Committee we can identify best

1 practices and information to be passed between  
2 the Coast Guard, between the fishermen and vice  
3 versa so that, you know, we're using that limited  
4 time effectively.

5 And, you know, I understand what may  
6 be important and a priority, may depend on region  
7 and fishery type. And I think, you know, this is  
8 a good approach to take. And I've reached out to  
9 the individual Advisory Committee Members, and  
10 some of the District Coordinators.

11 But, you know, I'm always interested  
12 and open to hearing what your priorities and  
13 concerns are. And what you would like to see  
14 this committee take up. So that will wrap up my  
15 comments. And I look forward to working with  
16 everybody.

17 CAPTAIN EDWARDS: Thanks, Chris.  
18 Appreciate that and very nice opening statements.

19 We'll roll right into old business at  
20 this point in time. Just wanted to mention real  
21 quickly the Seattle minutes, the 39th Commercial  
22 Fishing Safety Advisory Committee meeting.

1 That's up on our webpage that Mr. Myers  
2 mentioned, as well as all the information for  
3 this meeting to date. And that webpage again, is  
4 [www.dco.uscg.mil/fishsafe](http://www.dco.uscg.mil/fishsafe).

5 And just one note with that, some of  
6 you may have noticed that that's a pure  
7 transcription, so it's not a summary. So based  
8 on the feedback from the Seattle meeting, the  
9 full transcription will be posted, rather than a  
10 summary.

11 So at this point in time, we'd also  
12 like to just bring everybody up to speed. I know  
13 there's always been questions out there regarding  
14 the two reg projects. We have the de-reg project  
15 and then the regulatory project that most of you  
16 are familiar with as well.

17 And we invited Mr. Butturini to this  
18 meeting just to give you some feedback from the  
19 reg side of the house. Mr. Butturini.

20 MR. BUTTURINI: Thank you everybody.  
21 This is Roger Butturini. And I am in the Office  
22 of Standards Evaluation and Development here at

1 Coast Guard Headquarters.

2 Just to put things in context, my  
3 office is responsible for running the rulemaking  
4 process. We are project managers and economic  
5 analysts, environmental analysts, technical  
6 writers, and such like that. And our job is to  
7 support the technical offices like, Mr. Myers in  
8 reaching their administrative goals. I mean  
9 their, pardon me, their regulatory goals.

10 So the technical decisions or  
11 strategic decisions rest with them. And we look  
12 after the process. And we safeguard the  
13 integrity of it. So with regard with our current  
14 regulatory work, we don't have any fishing vessel  
15 related active rulemaking projects that are on  
16 the Unified Agenda.

17 And if you're unfamiliar with the  
18 Unified Agenda, that's OMB's list of regulatory  
19 work going on in government. And you can find it  
20 by googling Unified Agenda and working your way  
21 down to Homeland Security and us.

22 We do have an old project that is on

1 the Unified Agenda that dates back to the 2010  
2 and 2012 legislation regarding fishing vessels,  
3 training, safety standards, equipment, record  
4 keeping, dockside exams. And some of that was  
5 statutory and became automatically effective.

6 We made that particular rulemaking  
7 inactive at the beginning of 2017 or thereabouts  
8 when our regulatory environment changed to one  
9 that focused on deregulation.

10 In other words it became important for  
11 us, from our direction through the administration  
12 to -- as you've heard a lot about I'm sure -- to  
13 look at our regulations and see how we could  
14 reduce regulatory burdens rather than add to  
15 them. So we made that project inactive.

16 In the meantime, you're probably  
17 familiar with the notice we published in the  
18 Federal Register, the public soliciting  
19 deregulation suggestions. We followed that later  
20 with taskings for the Advisory Committees  
21 including yours, for further deregulation  
22 suggestions.

1           As a result, we received about 1700  
2 suggestions from a number of different sources,  
3 including the Advisory Committees, and the  
4 public, and the industry, and Coast Guard people,  
5 and academia, you name it. There were a lot of  
6 people who had ideas.

7           Now, it was a pretty big group, 1700  
8 different suggestions, or 1700 total suggestions.  
9 Now, I'm from the great state of Tennessee. And  
10 in Tennessee we know a thing or two about  
11 distillation. So, we distilled all these  
12 comments into something like just under 400  
13 distinct comments, by removing duplicates, and  
14 combining a few things into similar topics and  
15 such.

16           From there, we divided the comments we  
17 had amongst the various technical offices here at  
18 Coast Guard Headquarters and of course some had  
19 to do with marine equipment. Some had to do with  
20 lifesaving equipment, firefighting equipment,  
21 licensing issues, and so forth.

22           From that, the technical offices

1 identified high, medium and low projects that  
2 they could work on. For instance we had many  
3 comments, and I'm sure you're again, you're  
4 familiar with some of these that had to deal with  
5 statutory mandates. And we had to essentially  
6 strike these from our regulatory tasks, because  
7 we can't help those.

8 The remaining comments that related to  
9 our regulations were prioritized based --

10 CAPTAIN EDWARDS: Excuse me, I'm sorry  
11 to interrupt. This is Captain Edwards, but if  
12 someone who just joined could put their phone on  
13 mute. We're getting a lot of feedback here on  
14 the line.

15 All right, go ahead, please.  
16 Hopefully that gets better, okay.

17 MR. BUTTURINI: Well anyway the point,  
18 the short story is that we have prioritized all  
19 these comments for the balance between the  
20 biggest deregulatory payoff and their importance  
21 to the submitters.

22 As I mentioned, none of those have



1 currently risen to being announced in the Unified  
2 Agenda. That doesn't mean that we aren't giving  
3 them consideration for future work. Or that we  
4 considered them unimportant. It's really a  
5 matter of prioritizing along with all the other  
6 technical offices objectives here at Coast Guard  
7 Headquarters.

8 We do expect that deregulation will be  
9 our environment for the foreseeable future. And  
10 we would welcome any future suggestions for  
11 deregulation activities that you may have in the  
12 future. I hope that helps answer what happened  
13 to the suggestions that everybody put in.

14 But I certainly am willing to try to  
15 answer questions if you have any about that  
16 process. Thank you, Mr. Chairman.

17 MR. WENDLAND: Okay, does anybody have  
18 any questions?

19 MR. HOCKEMA: I do, Hal Hockema.

20 MR. WENDLAND: All right, go ahead  
21 Hal.

22 CAPTAIN EDWARDS: Again, we'd like to,

1 somebody joined the call, or if everybody could  
2 just check their phones. We're getting a lot of  
3 feedback. So if you could check your phones, and  
4 put them on mute if you're not speaking, thank  
5 you.

6 MR. HOCKEMA: Yes, thank you. So  
7 there have been laws in place since 2010 with no  
8 regulatory implementing regulations. The laws  
9 still apply. And so this is what's confusing to  
10 me, and I understand the situation with the  
11 President and everything. But there are laws  
12 passed by Congress that are in place, and that  
13 mandates enforcement of those laws.

14 So, how does the Coast Guard handle  
15 laws that are in place, but no implemented  
16 regulations?

17 MR. BUTTURINI: Hi, this is Roger  
18 again, and I think the best thing for me to do is  
19 probably defer that question to our legal and  
20 program experts. I'm happy to give you an  
21 opinion, but it's, it may in other words conflict  
22 with the real experts.

1 MR. MIELKE: Good afternoon. This is  
2 Tom Mielke, I'm the project counsel for the  
3 committee. And that's a very good question. A  
4 lot of it depends upon how Congress actually  
5 writes the law. And the legal term is whether or  
6 not it's self-executing or not. If a law is  
7 self-executing that means it doesn't need any  
8 regulations to be enforced.

9 If it's broad enough so that  
10 regulations are going to be required to interpret  
11 what Congress said, or to give you industry the  
12 directions it needs to comply with the law, then  
13 it's not self-executing. If you have a self-  
14 executing law like some of them are, then it will  
15 be enforced as it is written. Does that clarify  
16 your question?

17 MR. HOCKEMA: Yes, okay, understood.  
18 Thank you.

19 MR. WENDLAND: Are there any other  
20 questions regarding the reg projects?

21 CHAIR WOODLEY: Jonathan, this is  
22 Chris. I have a question when others have had

1 their chance.

2 MR. WENDLAND: Okay. Anybody else?

3 Mr. Chairman, go ahead.

4 CHAIR WOODLEY: Yes, I've got two  
5 questions. I guess the first one is as it  
6 relates to the 1700 comments that were distilled  
7 down into, I wrote down 490 separate topic areas.  
8 Is that a written document anywhere that's  
9 available for the committee to review to see what  
10 made at least that initial cut and what didn't?  
11 That was my first question.

12 And then my second question is  
13 regarding the self-actuating or self, that  
14 legislation that can take effect automatically.  
15 My understanding was the most recent rulemaking  
16 identified those sections in the law which were  
17 self-starting so to speak.

18 So I guess my question is, it was our  
19 understanding that even though they were self-  
20 actuated there still needed to be a regulation  
21 which allowed them to go into effect. So my  
22 question is, is that just a misunderstanding?

1 And I guess the specific question I would ask  
2 would be, do state-numbered vessels now have to  
3 meet the requirements of federal, which were in  
4 place for federal documented vessels?

5 MR. MIELKE: I would have to take a  
6 look to see the actual wording of the statute to  
7 tell you the truth. I'm not that, I don't have  
8 it committed to memory, let's put it that way.  
9 It could be very difficult to make that decision.  
10 And there's a lot of case law that goes into it.  
11 And it's not really all that easy to do.

12 You know, the law says paint your hull  
13 blue, that's pretty easy. But paint it some  
14 shade of blue, then you've got all kinds of  
15 different things you can do to it. So, again,  
16 I'd have to take a look and see exactly what the  
17 wording on the statute is on that one, and  
18 probably do a little research on it.

19 CHAIR WOODLEY: Well all right, thank  
20 you. This is Chris again. Yes, I guess I would  
21 ask that for that entire rulemaking project that  
22 the committee be advised as to what things are

1 self-actuating and what aren't.

2 Because that was, I mean when that  
3 rulemaking came out, the implication was that the  
4 things identified in that rulemaking were those  
5 things where the Coast Guard did not need to  
6 exercise administrative oversight or expertise  
7 and were there for self-actuating.

8 However, there still needed to be a  
9 regulation put into place to start that process.  
10 So, yes follow up on that would be greatly  
11 appreciated. Thank you.

12 MR. MIELKE: I'd like to be correct  
13 about that sir. Unfortunately what happened  
14 right after that is that Congress passed some  
15 more legislation which changed the original  
16 legislation we were writing the regulations on.

17 CHAIR WOODLEY: I have no further  
18 questions, thanks.

19 MR. BUTTURINI: I'm sorry Chris, this  
20 is Roger again. I wasn't following entirely what  
21 you were saying. And forgive me for asking you  
22 to repeat part of that. Did this have to do with

1 the five-year documentation interval, no?

2 CHAIR WOODLEY: No, what it has to do  
3 with is the -- I forget which statute it was  
4 because there are so many that address fishing  
5 vessel safety issues.

6 But it was the one which would  
7 establish an equivalent between a state-numbered  
8 vessel and a documented vessel in terms of  
9 enforcement of fishing vessel safety regulations.

10 Under the old statute, it was a  
11 documented vessel that operated beyond three  
12 miles, had to do x, y, and z. And under the new  
13 statute it didn't matter if it was state or  
14 documented, as long as it operated beyond three  
15 miles, it needed to meet x, y, and z.

16 MR. BUTTURINI: Okay.

17 CHAIR WOODLEY: So it established a  
18 parity between state-numbered vessels and  
19 documented vessels.

20 MR. BUTTURINI: Yes, okay. Thank you  
21 for indulging me. I was hoping that I might be  
22 able to help on that. But that's a topic that

1 I'm not familiar with and again I would have to  
2 defer. And I imagine it's something that -- so  
3 Joe.

4 MR. MYERS: And I was just going to  
5 add, this is Joe Myers. Chris, to help us to  
6 provide you with a very clear response, do you  
7 think after this meeting you can send us a clear,  
8 just a very clear, the clarity of the question?

9 Because I know we don't have reference  
10 material in front of us, as you may not either.  
11 And it would probably help us if you just maybe  
12 sent us an email. Or we talk on the phone and  
13 get very clear direction on what you'd like us to  
14 feed back to you.

15 CHAIR WOODLEY: Yes, I'd be glad to  
16 write something up. And I'll send it to you.  
17 Thanks.

18 MR. MYERS: Sure.

19 MR. BUTTURINI: And then we're on the  
20 same page.

21 MR. MYERS: Yes, sir.

22 MR. BUTTURINI: Thank you, very much.



1 And Mr. Chairman with regard to the first part of  
2 your question there. Frankly, I can't think of a  
3 reason why we could not provide you with our  
4 distilled list of comments. Because all the  
5 comments themselves are in the docket.

6 I do think I probably would have to  
7 clear that, you know, with our legal staff and  
8 maybe with some of the managers who are kind of  
9 the owners of that information. But it's not  
10 information that has any sensitivity to it as far  
11 as I can tell.

12 And I guess I would echo Joe's comment  
13 that if you wouldn't mind sending an email,  
14 probably the same email, into either Joe or  
15 Jonathan, or whomever would like to get it. Then  
16 I'd be happy to follow up on it.

17 CHAIR WOODLEY: Roger, thank you.

18 MR. WENDLAND: Thank you, Roger. Does  
19 anybody else have any further questions on the  
20 regulation projects?

21 Okay, hearing none, I'd like to move  
22 to the last item on old business. And that will

1 be to Mr. Myers to give a brief discussion on  
2 grants. Mr. Myers.

3 MR. MYERS: Greetings everyone. I  
4 wanted to give everyone just a quick update on  
5 our Training and Research Grants project, and  
6 actually two projects. One the 2019 Fiscal Year  
7 Grant and Research projects. And then I'll talk  
8 briefly on the Fiscal Year 20.

9 But the Fishing Vessel Training and  
10 Research Grants in partnership with NIOSH were  
11 awarded in 30 September, 2019. A little over a  
12 couple months ago, or a month and a half ago.

13 Ten applications were received in  
14 early 2019. All ten applications were approved  
15 for funding. One institution declined funding  
16 for their second research grant application  
17 because of concerns of meeting the 15 percent  
18 cost matching requirement. But so again, you  
19 know, one applicant decided to not to forego.

20 But in accordance with the Coast Guard  
21 and NIOSH funded, they funded four out of five  
22 commercial fishing occupational safety research

1 cooperative agreement applications. And all five  
2 project grant applications. The training project  
3 grant applications.

4 There are plans, and all the grantees  
5 have been contacted. And measures are moving  
6 forward with NIOSH, because NIOSH is managing  
7 this project on our behalf. We, the Coast Guard  
8 still remains as technical experts and provides  
9 guidance on certain areas.

10 But the managing of the grants process  
11 is still with NIOSH. And they are moving forward  
12 with the Fiscal Year 20 applicant process. And  
13 that obviously kicked off earlier this month.

14 So right now, NIOSH is now writing a  
15 new funding opportunity announcement for each  
16 program for Fiscal Year 20. And they will be  
17 providing information on that forthcoming. I'm  
18 thinking, I hate to put a date on it, but I'm  
19 thinking within the next several months. But  
20 again, that's always subject to change.

21 There have been appropriations already  
22 committed for the upcoming grants projects. And

1 when I say grants, that's both training and  
2 research grants. And so \$6 million have been  
3 appropriated for Fiscal Year 20 through 21. So  
4 basically that \$6 million covers two fiscal  
5 years.

6 Where the last grants projects covered  
7 one fiscal year. So, but there's going to be  
8 details flushed out in that in the near future.  
9 Again, NIOSH will be posting a public  
10 announcement and the Coast Guard will likely post  
11 a similar announcement under Maritime's Commons  
12 Blog.

13 And so that is basically the brief on  
14 the Training Grants project as it stands. Are  
15 there any questions?

16 VICE CHAIR DAMERON: Thank you. Mr.  
17 Chairman.

18 CHAIR WOODLEY: Yes.

19 VICE CHAIR DAMERON: Mr. Chairman,  
20 this is Tom Dameron. I have a couple question  
21 for the Coast Guard under old business.

22 MR. WENDLAND: Yes, Tom. I think you

1 might be on mute. Go ahead.

2 VICE CHAIR DAMERON: This is Tom  
3 Dameron a couple questions for the Coast Guard  
4 under old business. The first question is with  
5 the change to the way the 39th meeting minutes  
6 were captured. Is the committee still going to  
7 vote to approve those minutes? Or has that  
8 process changed?

9 And the second question for the Coast  
10 Guard is during our last meeting there was  
11 several motions made. In particular that the  
12 Coast Guard work with Tom on setting traffic  
13 lanes through wind energy areas. There was a  
14 motion to address fishing vessels that must  
15 remain in class, if they would no longer be  
16 required to be built to class, currently.

17 And there was a motion made on more  
18 frequent Advisory Committee teleconferences and  
19 meetings. I was wondering if the Coast Guard  
20 might have any updates on any of those motions?  
21 Thank you.

22 MR. WENDLAND: Yes, Tom. I can

1 address your first couple of questions there.  
2 And on the first one regarding the minutes, in  
3 the past the purpose of doing a committee vote to  
4 accept the minutes was because it was a summary.

5 So at this point in time, the decision  
6 with the pure transcript it is as it's spoken.  
7 So there's really no need to do an acceptance of  
8 the minutes. So therefore the decision was made  
9 not to have a vote on the minutes, because  
10 there's really no need.

11 VICE CHAIR DAMERON: Okay, thank you  
12 for that clarification. And on the updates on  
13 any of the motions that the committee made at our  
14 39th meeting, is there any updates on those?

15 MR. MYERS: This is Joe Myers  
16 speaking. And I know I can comment on one of the  
17 two at least. One being, that yes, there were  
18 comments that there were more frequent face-to-  
19 face meetings with the Advisory Committee. And I  
20 believe what we passed and again, I'll let  
21 Captain Edwards comment if I'm stating this  
22 wrong.

1           But our position is that if we have a  
2           valid tasking for the committee, we are -- and it  
3           warrants meeting -- we are more than happy to  
4           schedule a meeting and, you know, go through the  
5           process. But if there are no valid taskings it  
6           would be a moot point to meet. And so that's  
7           what I think our position is. And the way the  
8           bylaws are, is we at least try to accommodate one  
9           meeting, but if more meetings are needed they are  
10          as deemed necessary.

11                   MR. WENDLAND: Captain.

12                   CAPTAIN EDWARDS: Yes, this is Captain  
13           Edwards. I would say, you know, so one of the  
14           goals of this meeting is to provide the Council  
15           with a task statement that will, you know,  
16           provide the foundation to hold future meetings  
17           that we can go over in person and adopt the  
18           outcome of that.

19                   VICE CHAIR DAMERON: Thank you for  
20           that clarification. This is Thomas Dameron  
21           again. So one of the motions at the last meeting  
22           was that the committee recommended that the Coast

1 Guard advise the U.S. House Subcommittee on Coast  
2 Guard and Maritime Transportation, and also the  
3 Senate Subcommittee on Oceans, Atmosphere, and  
4 Fisheries that we were not in favor of keeping  
5 the requirement to continue to remain in class  
6 for fishing vessels that wouldn't have to be  
7 built to class today.

8 Do you know if those, that advice was  
9 given to the committee? Thank you.

10 CAPTAIN EDWARDS: No, no advice was  
11 given to the committee.

12 MR. WENDLAND: Tom, does that answer  
13 all your questions?

14 VICE CHAIR DAMERON: That does, thank  
15 you.

16 MR. WENDLAND: Okay, very good. Does  
17 anybody else have any questions on the old  
18 business before we move to the new business?

19 Okay, hearing none, I'd just like to  
20 give a quick update on the membership. Many of  
21 you know that we currently have 11 out of 18  
22 slots filled. Back in May we solicited for



1 applications, seven vacancies on the committee.

2 We received those applications. There  
3 have been selections for those seven positions.  
4 That has been forwarded to DHS. And I believe it  
5 is now at the White House. So that's where it  
6 resides. You know, the process is what it is.

7 And we did have an administration  
8 meeting back in June. We had some discussions  
9 about this. We've advised the committee what was  
10 coming up. And also at that meeting -- it was a  
11 purely administration meeting, no business.

12 In which the committee elected the  
13 Chair, and the Vice Chair of this committee.  
14 Hence the reason why there is no vote on the  
15 Chairmanship or the Vice Chairmanship since no  
16 new members since that time joined this  
17 committee.

18 So I'd also like to mention that this  
19 committee, the Commercial Fishing Safety Advisory  
20 Committee expires technically on September 30th  
21 of 2020. The 2018 Auth Act had language in it  
22 regarding the National Commercial Fishing Safety

1 Advisory Committee, so there's discussion right  
2 now to try to at least extend this committee  
3 through December 4th of 2020.

4 But the guidance at this point in time  
5 has been those that are on this current committee  
6 will have to reapply to the new committee. So  
7 that's going to create some administration  
8 challenges. We recognize this, because that  
9 means at least all 11 people on this committee  
10 will have to reapply. And potentially if the  
11 seven new applicants are approved by the White  
12 House before September 30th in 2020, will also  
13 have to reapply.

14 So with that, does anybody have any  
15 questions regarding this committee, the  
16 membership, or the legislative National  
17 Commercial Fishing Safety Advisory Committee in  
18 the 2018 Auth Act?

19 VICE CHAIR DAMERON: Mr. Chairman,  
20 this is Tom Dameron. I do have a question on  
21 that.

22 CHAIR WOODLEY: Go ahead, Tom.

1                   VICE CHAIR DAMERON: Thank you, and  
2 another question for the Coast Guard. I believe  
3 that the 2018 Auth Act gave the Commercial  
4 Fishing Safety Advisory Committee the authority  
5 to make recommendations directly to Congress  
6 without advising the Coast Guard directly.

7                   Is that true or did I misread  
8 something there? Thank you.

9                   MR. WENDLAND: Tom we're looking into  
10 the specific language at this time. We believe  
11 that is not the case, but we're going to have to  
12 take a closer look at that.

13                   So give us two minutes here if you  
14 would, or 30 seconds.

15                   (Pause.)

16                   MR. MIELKE: Hi, this is Tom Mielke  
17 again. What it does say in the administration  
18 section for the Advisory Committees, "Each  
19 committee established under this chapter shall  
20 submit, in writing, to the Secretary its advice,  
21 reports, and recommendations, in a form and at a  
22 frequency determined appropriate by the

1 committee."

2 Our position has always been that the  
3 committee works to advise the Coast Guard of its  
4 recommendations. And that's precisely what the  
5 language says here.

6 MR. HOCKEMA: Mr. Chairman, this is  
7 Hal Hockema.

8 CHAIR WOODLEY: Yes, go ahead Hal.

9 MR. HOCKEMA: Has that law been passed  
10 or is it still in, yes, has it been passed yet or  
11 is it still in process?

12 CAPTAIN EDWARDS: So this is Captain  
13 Edwards. I know that there is probably some  
14 draft language that is being worked on, on the  
15 Hill. But that is, we're not aware of anything  
16 that has been passed by Congress that has that  
17 provision in it.

18 MR. HOCKEMA: Okay, thank you. That  
19 was my assumption too.

20 CHAIR WOODLEY: Yes, this is Chris  
21 Woodley, just further clarification to Hal's  
22 question.

1           So the Coast Guard Authorization Act  
2           in 2018 does have language in there regarding the  
3           National Fishing Vessel Safety Advisory  
4           Committee.

5           And the Coast Guard Authorization Act  
6           that was, is in the Senate right now, also has  
7           some amendments to the 2018 Act. But again, that  
8           has not passed the House and the Senate. I  
9           believe that bill is currently in pre-conference  
10          between the two bodies. So moving slowly.

11          MR. WENDLAND: Okay, thank you, Mr.  
12          Chairman. Does anybody else have any other  
13          questions regarding this committee, the  
14          membership, or the National Commercial Fishing  
15          Safety Advisory Committee in the 2018 Auth Act?

16          VICE CHAIR DAMERON: This is Tom  
17          Dameron. I have one more question, Mr. Chairman.

18          CHAIR WOODLEY: Go ahead, Tom.

19          VICE CHAIR DAMERON: So since it seems  
20          like this is a new committee, so will the old  
21          term limit carry over for this new committee? Or  
22          will that all be reset? Thank you.

1                   CHAIR WOODLEY: Yes, Tom. I can have  
2 Melanee Libby from FACA address that. Thank you.

3                   MS. LIBBY: Good afternoon. This is  
4 Melanee Libby from the Office of Business and  
5 Commandant Prevention and Policy. When that old  
6 committee expires in December 4th of 2020. Those  
7 membership goes away as well.

8                   So like Jonathan was saying, everyone  
9 will need to reapply for the position. We will  
10 advertise as soon as they're vacant, once the  
11 committee has been established and filed.

12                  MR. WENDLAND: Does that answer  
13 everybody's questions?

14                  VICE CHAIR DAMERON: This is Tom  
15 Dameron. So if I heard right, it is a new  
16 committee. So the old term limits from the  
17 Commercial Fishing Vessel Safety Advisory  
18 Committee will not apply to the new committee?

19                  MR. WENDLAND: Yes, everything is  
20 going to reset, Tom. So there's going to be a  
21 new charter, new bylaws, and everyone that's  
22 currently on the committee will have to reapply,

1 as it stands right now.

2 MR. BOEHMER: Mr. Chairman, this is  
3 Kris Boehmer.

4 CHAIR WOODLEY: Go ahead, Kris.

5 MR. BOEHMER: I think, I hear what  
6 Tom's asking and I haven't heard a clear answer  
7 either. Let's say that I'm on my second term  
8 right now. And in 2020, I reapply. Do they look  
9 at those as that I'm reapplying for the third  
10 term, or am I starting for a fresh for a first  
11 term? Is the question that I haven't had, heard  
12 clearly answered.

13 MR. WENDLAND: Ms. Libby, do you have  
14 any response?

15 MS. LIBBY: Yes, this Melanee Libby  
16 again. Once again, I want to clarify. When that  
17 committee terminates. Everyone starts new.

18 MR. BOEHMER: Thank you.

19 MR. WENDLAND: Okay. Does anybody  
20 else have any questions on that?

21 We recognize it's going to, as that  
22 continues there's going to be some administrative

1 potential hiccups with that. But they'll be  
2 addressed as we can as time moves forward. Okay,  
3 last opportunity regarding that. Anybody else  
4 have any questions?

5 Okay, hopefully everyone had a chance  
6 to review the coordinator updates. As we  
7 mentioned earlier that we're not going to have  
8 all the coordinators do a presentation. But we  
9 wanted to give the committee an opportunity at  
10 this point in time to ask any questions of the  
11 coordinators that are currently on the call at  
12 this point in time. Does anybody have any  
13 questions on any of the presentations?

14 MR. WENDLAND: Okay, hearing none --

15 CHAIR WOODLEY: Okay, Jonathan, yeah,  
16 this is Chris. I appreciate the effort that went  
17 into putting these quick summaries together.

18 And I guess one of the things that I  
19 was wondering was whether it would be possible  
20 during our next iteration, so the next time we  
21 meet, to further break down the number of exams  
22 that are being performed for documented versus



1 state vessels.

2 And the reason I ask that is that the  
3 requirement to have a dockside exam is for boats,  
4 I believe over 50 feet, that operate more than  
5 three miles beyond the boundary line, if I'm not  
6 mistaken.

7 And so, what I was trying to  
8 understand was to what extent are the boats that  
9 are required to have exams actually getting those  
10 exams, and is there a need for better enforcement  
11 of the dockside exam requirements? Does that  
12 make sense?

13 MR. WENDLAND: Yeah, it does, and I  
14 can address that, I think, Mr. Chairman. The  
15 first part is it doesn't matter on the size  
16 operating outside of three nautical miles.

17 It's not 50 feet, it's any vessel  
18 operating outside of three nautical miles.  
19 Whether it's state or federally documented, it's  
20 required to have a mandatory exam.

21 Now, in regard to your question, can  
22 we break that down?

1                   We certainly can ask the coordinators  
2                   to provide us the information of which ones, and  
3                   how many are state, and how many are documented.

4                   CHAIR WOODLEY: Yeah, thank you  
5                   Jonathan, and the reason that I bring that up, I  
6                   was specifically looking at the 17th District  
7                   Coordinator's report where they have a population  
8                   of, you know, nearly 9,000 vessels in the state  
9                   and 1,600 dockside exams completed in FY19.

10                   But I'm willing to bet about three or  
11                   4,000 of those vessels are probably skiffs, is  
12                   what I'm trying to say, probably under 28 feet,  
13                   and probably don't operate beyond three miles.

14                   You know, in some of the districts, it  
15                   looks like they're doing a great job in hitting  
16                   the entire target population, but in other areas,  
17                   the numbers don't quite suggest that, and I think  
18                   that's more a question of better defining the --

19                   MR. WENDLAND: Denominator.

20                   CHAIR WOODLEY: The denominator, who  
21                   needs to have an exam, as opposed to vessels that  
22                   may not require it. So that was my point in

1 trying to drill down on this.

2 MR. WENDLAND: Okay, understood. You  
3 know, we can take one minute here, I think.

4 I think Scott Wilwert and Dan Hardin  
5 -- I don't want to put them on the hook, but if  
6 they can address the question perhaps, regarding  
7 these vessels being skiffs or otherwise.

8 I'd certainly open it up to D13 and  
9 then D17 quickly to comment on that.

10 MR. WILWERT: Hey Jonathan, this is  
11 Scott Wilwert up in D17. I can speak to Chris's  
12 question a little bit.

13 Yeah, certainly, you know, we take our  
14 vessel numbers from the Commercial Fishing Entry  
15 Commission Database, so that 8,500 to 9,000  
16 vessel estimate does include anyone who's  
17 registered with the Alaska Department of Fish and  
18 Game to fish in some capacity. Those aren't  
19 permit holders, but actual vessels.

20 Between just vessels that operate on  
21 the inside waters of Southeast Alaska, regardless  
22 of their size and whether they're documented or

1 state-registered, there are quite a few vessels  
2 who can make a living on the inside waters of  
3 Southeast Alaska, which doesn't require them to  
4 go beyond three miles from a territorial sea  
5 baseline, so that accounts for, you know, a  
6 portion of vessels.

7 I don't have that number off the top  
8 of my head.

9 And then certainly, with all the set  
10 net and gill net type fisheries in remote  
11 communities that are accomplished in skiffs,  
12 again, obviously skiffs are going to be state-  
13 registered, but regardless of whether they're  
14 state-registered or not, they again are not  
15 operating beyond three miles from the territorial  
16 sea baseline, mostly because as you know, most of  
17 these fisheries happen within three miles in the  
18 first place.

19 So, the reason that it appears that we  
20 have eight or 9,000 vessels, but only did 1,600  
21 exams -- and with exams being cyclical, whether  
22 people are getting them every other year to meet

1 a requirement, or every fifth year, sure the math  
2 doesn't seem to add up.

3 It would imply that we're not seeing  
4 a lot of the fleet, but actually, you know, we're  
5 meeting the call for everyone who is a mandatory  
6 exam candidate, and quite a few voluntary exam  
7 candidates.

8 And I think the issue up here in  
9 Alaska is, I think I can comfortably say that  
10 almost half of the vessels probably don't need a  
11 mandatory exam decal.

12 MR. HARDIN: Mr. Chairman, this is Dan  
13 Hardin.

14 CHAIR WOODLEY: Sorry, go ahead Dan,  
15 I was on mute.

16 MR. HARDIN: Yeah. So, just my  
17 comment about this question is I would ask you to  
18 remember that a mandatory dockside exam is  
19 required once every five years, so think about it  
20 in those terms when you prepare the numbers.

21 CHAIR WOODLEY: Right, yeah, so Dan,  
22 I think that's a -- number one, Scott, thank you,

1 and Dan, to your point, yeah, that's what I want  
2 to get a better handle on -- is whether the boats  
3 that are out there operating have decals and are  
4 just in rotation, you know, during a five year  
5 cycle, or whether there's still a large component  
6 of the fleet that is operating without a dockside  
7 exam, when in fact they require one.

8 MR. HARDIN: This is Dan Hardin, 13th  
9 District.

10 I can certainly say that it's becoming  
11 pretty rare for us, when we're doing boarding, to  
12 find a vessel that doesn't have, or met that five  
13 year requirement. It's very rare.

14 MR. WILWERT: Yeah, so Mr. Chairman,  
15 this is Scott Wilwert from D17. I can definitely  
16 second that.

17 I can actually only think of two or  
18 three instances where we issued, you know,  
19 a letter to a vessel informing them of their  
20 requirement to get a mandatory dockside exam.

21 We do have some boats, because of our  
22 agreement with PELLA (phonetic) and the Observer

1 Program, we'll follow up for a two year decal  
2 regiment, then the five.

3 And that's just because of the  
4 Observer embarkation, but there are quite a few  
5 vessels here in Alaska that do not embark  
6 observers, say trawlers, other fishery types that  
7 go beyond three miles, that are on that five year  
8 cycle, so that may account again for the  
9 disparity in the numbers that you're seeing  
10 between exams conducted and amount of vessels.

11 CHAIR WOODLEY: All right. Yeah, this  
12 is Chris.

13 Yeah, Scott and Dan, thank you for  
14 that amplifying information.

15 And again, that's why I think it might  
16 be -- you know, I'm not sure what the best way is  
17 to collect the data, but I believe that what I'm  
18 hearing from you is, at least anecdotally, and  
19 it's your perception that, you know, most of the  
20 boats that require an exam have an exam, whether  
21 it be one year, you know, issued in the last year  
22 or in the last five years.

1                   And I guess what I would like to find  
2                   out is, you know, from the other districts,  
3                   whether there's a way to drill down into those  
4                   numbers a bit more to see whether or not -- did  
5                   the preponderance of boats that are required to  
6                   have dockside exams have dockside exams, and can  
7                   the Coast Guard do a better job, can the advisory  
8                   committee do a better job in promoting fishing  
9                   vessel safety exam?

10                   MR. WENDLAND: Thank you, Mr.  
11                   Chairman. We definitely can look into that in  
12                   regard to the numbers.

13                   Moving forward, I think just doing a  
14                   quick time check here, it's 14:20, so we'd like  
15                   to just keep this moving if there's no further  
16                   questions on that.

17                   MR. DOOLEY: Mr. Chairman, Bob Dooley  
18                   here.

19                   CHAIR WOODLEY: Yeah, go ahead, Bob.

20                   MR. DOOLEY: I'd just like to add to  
21                   that, if I could, conversation a bit, is there a  
22                   way that the -- do they have a way of identifying



1 vessels that are out of compliance, that are not  
2 complying?

3 Because you have the two year with  
4 people who are observers, and definitely to carry  
5 observers, you have the five year mandated right  
6 now, so to identify vessels that are really not  
7 in compliance with at least the five year, and  
8 two year?

9 Is there a way to identify those  
10 vessels currently in practice, or not?

11 CHAIR WOODLEY: Jonathan, maybe you  
12 can answer that question, then we'll move on to  
13 the next topic to just keep things going, but I  
14 think Bob's got a good question there.

15 MR. WENDLAND: So, I'm sorry, if we  
16 understood your question, you wanted to know the  
17 vessel names that were in compliance or not in  
18 compliance?

19 MR. DOOLEY: Yeah. Yes.

20 MR. WENDLAND: Yeah, the -- we'll take  
21 that back to consider, but you know, initially,  
22 it's probably not something that we would

1 normally release.

2 And yeah, I don't know on a  
3 vessel-by-vessel basis.

4 I think if we generalized them, in  
5 terms of what are the statistics, we're probably  
6 in a safe area there, but when we get down to  
7 vessel names, I think we're starting to stray in  
8 areas that we just can't release that  
9 information.

10 MR. DOOLEY: All right.

11 MR. MYERS: And with close to 58,000  
12 vessels out there, we may not easily snatch this,  
13 so there would have to definitely be a need. I  
14 mean, there's such a large population.

15 CHAIR WOODLEY: This is Chris.

16 Yeah, what I heard Bob ask was whether  
17 -- not so much whether or not the Coast Guard  
18 would release that information, but does the  
19 Coast Guard have the ability through their  
20 existing database to identify vessels on a name-  
21 by-name basis, and determine whether or not they  
22 have a required exam, or whether they're required

1 to have an exam. I think that was the question.

2 MR. MYERS: And our missile database  
3 identifies vessels that have either attempted or  
4 have issued completed dockside exams.

5 Now, populations that have not applied  
6 for a dockside exam, that makes it a little more  
7 tricky.

8 So, the field examiners, they have a  
9 better pulse on their population and their  
10 customer.

11 So I guess, yes, I mean, the  
12 information that we have identifies vessel names  
13 and owners, et cetera, and expired exams,  
14 efficiencies, and a lot of details.

15 MR. WENDLAND: And Mr. Chairman, if I  
16 could just add onto that. This is Jonathan.

17 The Coast Guard database doesn't have  
18 the full complement of state-registered vessels.  
19 So, we don't know all the state-registered  
20 vessels that are out there.

21 We have, as you may well know, you  
22 know, all the federally documented vessels in the

1 system.

2 CHAIR WOODLEY: All right, well, yeah,  
3 this is a good discussion.

4 I think maybe what we could do at the  
5 end of this meeting is we could have, you know, a  
6 follow-up on questions from me to the CVC-3  
7 staff, to better kind of line out what  
8 information is there and not there, and whether  
9 or not it will be appropriate to make an  
10 additional data request of the Coast Guard for  
11 the next meeting. If that works for you guys?

12 MR. MYERS: Right. I think we can  
13 have an offline discussion on that, Chris.  
14 Thanks.

15 CHAIR WOODLEY: All right, thank you.

16 MR. WENDLAND: Okay, at this point in  
17 time, we'd like to move it along to industry  
18 updates.

19 Is there anybody from industry that  
20 would like to provide any updates to the Coast  
21 Guard?

22 (No audible response.)

1                   MR. WENDLAND: An opportunity for  
2 anybody from industry to give an update to the  
3 Coast Guard.

4                   (No audible response.)

5                   MR. WENDLAND: Okay, hearing none,  
6 there were a couple of comments we received in  
7 the Federal Register. I think we addressed the  
8 UFA comments.

9                   However, I want to give an opportunity  
10 to anybody that may think that we didn't address  
11 those comments completely, to ask us questions at  
12 this time.

13                   CHAIR WOODLEY: This is Chris Woodley.  
14 I'm actually a member of the UFA Board, and I  
15 believe that we're going to get to the issue of  
16 the task in the moment, which was largely the  
17 biggest focus of the UFA public comment letter.

18                   So, I'll withhold anything there, but  
19 as far as old business, I think that you all did  
20 address the issues of new appointments, and the  
21 -- I'm not sure, what's the other thing? An  
22 update on the regulatory reform.

1           So I think those two items have been  
2 sufficiently covered. Thank you.

3           MR. WENDLAND: Thank you, Mr.  
4 Chairman. Mr. Myers, did you want to provide an  
5 update on second comment?

6           MR. MYERS: Sure, yes. We had a  
7 comment from Garrett Norton Farrell and Norton,  
8 and there were some concerns to address the  
9 alternate safety and compliance suspension.

10           And what Garrett Norton Farrell and  
11 Norton commented on was they discussed their  
12 adoption of the Coast Guard issued Voluntary  
13 Safety Initiatives and Good Marine Practices  
14 Guide.

15           But they also commented that they  
16 would like us, the Coast Guard, to initiate the  
17 Alternate Safety Compliance Program, and  
18 recommend the Coast Guard mandate the ASCP.

19           And so, I just wanted to remind, or  
20 include in this response, that the Coast Guard  
21 Authorization Act of 2010 and 2012 did require  
22 the Coast Guard to prescribe an Alternate Safety

1 Compliance Program for certain commercial fishing  
2 industry vessels that are 25 years of age or  
3 older.

4 The Alternate Safety Compliance  
5 Program provisions in the acts required the older  
6 vessels to meet new safety measures, in addition  
7 to existing safety requirements found in 46 CFR  
8 Part 28. I'm sure many of you are aware of this.

9 However, without existing regulations  
10 for these older vessels already in place, there  
11 are no regulations in which to develop an  
12 alternative standard.

13 So, in July 2016, the Coast Guard  
14 published Marine Safety Information Bulletin 11-  
15 16 to clarify the Coast Guard's decision to stop  
16 development of the Alternate Safety Compliance  
17 Program.

18 So, the Coast Guard's position in  
19 response to this comment is currently, there are  
20 no plans by the Coast Guard to initiate an  
21 Alternate Safety Compliance rule project.

22 Are there any questions?

1 (No audible response.)

2 MR. MYERS: Thank you.

3 CHAIR WOODLEY: This is Chris, I did  
4 have one clarifying question.

5 MR. MYERS: Sure.

6 CHAIR WOODLEY: My understanding  
7 though was that does not include the existing  
8 Alternate Safety Compliance Agreement that's in  
9 place for the freezer longline sector and the  
10 Amendment 80 trawl catcher/processor sector out  
11 in Puget Sound in Alaska.

12 But that program still remains in  
13 effect?

14 MR. MYERS: That's correct. Yes.

15 MR. HOCKEMA: Now Mr. Chairman --

16 MR. MYERS: Thank you.

17 MR. HOCKEMA: This is Hal Hockema.

18 Yeah, I'd just like to reiterate --

19 CHAIR WOODLEY: Go ahead Hal.

20 MR. HOCKEMA: Yeah, I'd just like to  
21 reiterate my comments from our last committee  
22 meeting.



1                   Airing my frustration was the fact  
2                   that one word in the title of that section of the  
3                   law had discounted the entire process.

4                   And I don't think that's a reasonable  
5                   assumption to make, that one word being alternate  
6                   that has dismantled the entire process.

7                   CHAIR WOODLEY: So, yeah, thank you  
8                   for that comment, Hal, and we unfortunately are  
9                   bound by certain language or languages in how we  
10                  proceed forward with regulatory projects.

11                  So, you know, it's hard to respond,  
12                  and so again, I understand your point, but we  
13                  have our restrictions.

14                  MR. DOOLEY: Mr. Chairman, I'd like to  
15                  ask Mr. Myers, has the Coast Guard brought that  
16                  problem of language to the attention of Congress  
17                  in any Coast Guard hearings?

18                  CAPTAIN EDWARDS: So, this is Captain  
19                  Edwards.

20                  I can't say for certain if there's  
21                  been a hearing, but I know we did have an  
22                  assistant commandant for prevention policy, to

1 have that discussion with some of the  
2 congressional staff at the time.

3 And that is where we came out with the  
4 Enhanced Oversight Program, and then later it  
5 came into the voluntary program that we have in  
6 place now.

7 MR. DOOLEY: But the law remains in  
8 effect, is that correct?

9 CAPTAIN EDWARDS: That's correct.

10 MR. DOOLEY: Okay. It just doesn't  
11 seem like the constructive way to go to me, but  
12 I'll leave it at that.

13 CAPTAIN EDWARDS: All right.

14 CHAIR WOODLEY: Thanks, Hal. Any  
15 other questions from the other members of the  
16 board on this topic?

17 (No audible response.)

18 CHAIR WOODLEY: All right. Jonathan,  
19 what's up next?

20 MR. WENDLAND: Yes, thank you, Mr.  
21 Chairman.

22 At this point in time, we set aside a

1 little time for public comments, so is there  
2 anybody from the public?

3 We didn't see anybody send us any  
4 emails as of yet, but lacking no emails, we'd  
5 like to give the opportunity for anyone in the  
6 public to express comments.

7 And it looks like we need to limit  
8 these to three minutes because we're getting a  
9 little tight on time.

10 (No audible response.)

11 MR. WENDLAND: Anybody from the  
12 public?

13 (No audible response.)

14 Okay. Going once, twice. Hearing  
15 none, we are going to move to the meat of the  
16 meeting today, and that is the tasking.

17 And so at this point in time, I'd like  
18 to pass it over to Mr. Myers to do an  
19 introduction of the tasking, Task Number 01-19-B.  
20 Mr. Myers?

21 MR. MYERS: Hi everyone. And since we  
22 don't have all the luxury of looking at what I'm

1 going to be reading, I will read this task out in  
2 its entirety.

3 But note please that if you already  
4 have made your way over to our website, our  
5 fishsafe site, this will be made available for  
6 all the public to review.

7 And so, NIOSH published a falls  
8 overboard in commercial fishing report that  
9 covered years 2000 to 2016.

10 This report was delivered in April of  
11 2018, just last year. And the report was offered  
12 by Samantha Case, Dr. Jennifer Lincoln, and Dr.  
13 Devin Lucas. I should say Samantha Case MPH.

14 The report reflects that the  
15 commercial fishermen experienced fatalities at a  
16 higher rate than that of all U.S. workers,  
17 partially driven by falls overboard, a leading  
18 cause of work-related deaths in the industry.

19 During the 2000-2016 year span, 204  
20 commercial fishermen died from unintentional  
21 falls overboard.

22 Fifty nine percent of the falls were

1 not witnessed, and 89.3 percent of these victims  
2 were not found.

3 Among 83 percent witnessed falls, 22  
4 victims were recovered but not resuscitated.  
5 None wore a personal flotation device.

6 Prevention strategies can be  
7 implemented to prevent future fatalities,  
8 including reducing fall hazards, using PFDs, man  
9 overboard alarms and recovery devices, and  
10 training crew members on resuscitating and  
11 treatment.

12 This detailed report, along with  
13 public comments to the Coast Guard, with regards  
14 to fishing industry's fall overboards, and  
15 resulting fatalities has influenced the Coast  
16 Guard to seek CFSAC input of the development of a  
17 Lifesaving Man Overboard Voluntary Best Practice  
18 Guide.

19 And so, the task statement is as  
20 follows.

21 Task Statement 01-19-B, lifesaving man  
22 overboard, MOB, in parentheses, Voluntary Best

1 Practice Guide.

2 The background. Man overboard loss of  
3 life, is one of the leading areas of fatalities  
4 in the commercial fishing industry, as  
5 highlighted in the 2018 National Institute for  
6 Occupational Safety and Health NIOSH report.

7 And by the way, when you go to this  
8 tasking, we have created a hyperlink so you can  
9 read the full report. It details all the  
10 numbers.

11 Contributors to falls overboard can  
12 result from complacency, fatigue, impairment,  
13 weather conditions, work environment, and more.

14 The Coast Guard aims to reduce loss of  
15 life to a voluntary based practice guide, and  
16 dockside safety exam outreach.

17 The task, develop a lifesaving man  
18 overboard voluntary best practices guide to be  
19 used by the commercial fishing industry to reduce  
20 occurrences of falls overboard.

21 The guide is intended to be used by  
22 the commercial fishing industry.

1                   The guide should factor vessel size,  
2 length, vessel design or fisheries, vessel type,  
3 i.e., fishing vessel, fish tender, or fish  
4 processing vessel.

5                   It should include a geographic area as  
6 applicable, number of persons that may work on  
7 board, vessel recovery equipment technologies  
8 that may be available, relevant available data,  
9 i.e., Coast Guard or NIOSH studies, human  
10 factors, i.e., human factor engineering, and  
11 training.

12                   The due target date, 6 March of 2020.  
13 And there's an area for the name and phone number  
14 of the CFSAC committee member to sign.

15                   And flipping over to page 2, the task  
16 title again remains the same.

17                   The description of tasks. Develop a  
18 voluntary based practice guide to be used by the  
19 commercial fishing industry for the prevention of  
20 man overboard situations.

21                   The guide should consider human  
22 factors and design that contributes to man

1 overboard. Additionally, preferred lifesaving  
2 response actions by responders should be  
3 reflected in the guidance.

4 The guide should address industry-  
5 preferred recovery methods, and equipment that  
6 considers fishing vessel type, operations and  
7 geographic areas, fish, and worked.

8 The Fishing Safety Man Overboard  
9 Voluntary Best Practice Guide is intended to be  
10 incorporated with the Voluntary Safety  
11 Initiatives and Good Marine Practices for  
12 commercial fishing industry vessels by both the  
13 fishing industry and the U.S. Coast Guard  
14 dockside examiners as an outreach educational  
15 tool during dockside safety exams.

16 Recommended action. The Coast Guard  
17 seeks CFSAC input on the development of the  
18 Lifesaving Man Overboard Best Practice Guide that  
19 can be adopted by the commercial fishing industry  
20 to promote safety-oriented procedures that may  
21 contribute to lives saved through the pre-  
22 planning and adoption of best practices by the



1 commercial fishing industry and their crews.

2 The framework should be flexible,  
3 accommodating a variety of fishing vessel types,  
4 operations, and geographic areas in which they  
5 operate.

6 The CFSAC assigned work group should  
7 seek input from industry technical experts, as  
8 maybe needed for consultation during the drafting  
9 of the document.

10 And again, the time frame that's  
11 targeted is to be completed 6 March of 2020.

12 And this has been signed by our DFO,  
13 Captain Matt Edwards, and it has yet to be  
14 accepted by the committee, but once accepted, we  
15 would ask that the committee chair also sign the  
16 document.

17 And that being said, that is the  
18 reading of the document.

19 And one thing I just wanted to add  
20 before the discussion ensues, once the  
21 subcommittee and subcommittee chair are  
22 identified, I, Joseph Myers, or Mr. Wendland can

1 be reached as a point of contact to assist in  
2 setting up meetings, conference calls, and  
3 posting related information on our site, if that  
4 is the desire of the committee.

5 And our office being CVC-3, the  
6 Fishing Vessel Safety Division, at Coast Guard  
7 headquarters, is available for guidance that may  
8 arise during this whole process.

9 Subcommittees do not have to be  
10 announced on the Federal Register. Captain?

11 CAPTAIN EDWARDS: Yeah, this is  
12 Captain Edwards.

13 You know, I'll just add that, you  
14 know, that this is kind of the first of a series  
15 of tasks that we envision that the committee will  
16 take, that we look at the different systems on  
17 board a ship, and those systems from the  
18 construction design, maintenance, and operation  
19 of those vital systems, and how they can improve  
20 the safety on board.

21 As Mr. Woodley said early on, you  
22 know, man overboards and lifesaving is one of the

1 leading causes of deaths and injury, so this  
2 seems logical to address this vessel system  
3 first. So, with that, yeah.

4 MR. MYERS: Thanks, Captain. And that  
5 being said, that is the reading of the task, and  
6 I guess we will hand it over to our chair.

7 CHAIR WOODLEY: Thank you for the  
8 reading of the task statements.

9 So what I'd like to do is open it up  
10 for discussion with the committee members, and I  
11 thought maybe just to keep then any public  
12 comment on it, as well.

13 I think I got everybody's names here  
14 as we went through the roster, so I'll start at  
15 the top with Mr. Hewlett, if he's available, and  
16 then we can just go down the list.

17 And so, Mr. Hewlett, are you  
18 available, or do you have a comment on this?

19 MR. HEWLETT: Yeah, I think it's a  
20 pretty good idea. Can you hear me?

21 CHAIR WOODLEY: Yeah, we sure can. Go  
22 ahead.

1 MR. HEWLETT: I said I think it's a  
2 good idea. I think it's a good tool.

3 CHAIR WOODLEY: All right. Glenn,  
4 anything else on that?

5 MR. HEWLETT: No, not really.

6 CHAIR WOODLEY: All right, fair  
7 enough. Mr. Dennehy?

8 (No audible response.)

9 CHAIR WOODLEY: Hello, are people  
10 still there?

11 MR. WENDLAND: Yeah Chris, we're still  
12 on.

13 CHAIR WOODLEY: Okay, sorry. Yeah,  
14 Mr. Dennehy, are you on the phone?

15 (No audible response.)

16 CHAIR WOODLEY: All right, we'll move  
17 on here. Hal Hockema?

18 MR. HOCKEMA: Yes. I'm here.

19 CHAIR WOODLEY: Any comment on this,  
20 on the task?

21 MR. HOCKEMA: No, other than I think  
22 high bulwarks are a good idea.

1                   CHAIR WOODLEY: Oh, all right. How  
2 about Tom Dameron?

3                   VICE CHAIR DAMERON: Yes Mr. Chairman,  
4 Tom Dameron here. Thank you for the opportunity.  
5 I'm actually a little bit confused about this  
6 task statement as it has been presented.

7                   I was under the impression reading  
8 what's in the Federal Register that the task  
9 statement would have to do with construction,  
10 maintenance, and repair.

11                   The way I heard the task statement  
12 described, it seemed to me that those tasks would  
13 have been better served with the Voluntary Safety  
14 Initiatives and Good Marine Practices for the  
15 commercial fishing industry that was released in  
16 January 2017.

17                   And I'm wondering did I miss something  
18 here? What happened to the construction,  
19 maintenance, and repair task statement? Thank  
20 you.

21                   CAPTAIN EDWARDS: So this is Captain  
22 Edwards.

1                   And again, we see the lifesaving  
2                   system on board a vessel as one system that is  
3                   included in the construction, maintenance, and  
4                   repair, as well as the operations of that system.

5                   So, you know, the things that the  
6                   group may look at are, you know, are there  
7                   construction techniques that are being done in  
8                   fishing vessels now that would reduce the  
9                   likelihood of a man overboard for particular  
10                  fisheries?

11                  Is there equipment that's being  
12                  installed on now? Is the maintenance of that  
13                  equipment appropriate?

14                  So, again, I would go back to if a  
15                  system on board a vessel that we would see during  
16                  the construction and maintenance phase of the  
17                  vessel.

18                  VICE CHAIR DAMERON: So Mr. Chairman,  
19                  this is Tom Dameron. If I could continue? So,  
20                  it seems --

21                  CHAIR WOODLEY: Yes, go ahead.

22                  VICE CHAIR DAMERON: It seems to me

1 that our task has been considerably narrowed  
2 without -- we weren't given a heads-up about  
3 this, and I'm curious as it seems like this  
4 narrow task has been sprung on us when the  
5 original task was Voluntary Best Practice Guide  
6 for construction, maintenance, and repair, and  
7 now we're talking about a very small and limited  
8 subsection.

9 It would seem to me that it would be  
10 proper practice for a subcommittee to be set up,  
11 and that subcommittee make a determination on  
12 which subsystems should be addressed first.

13 Thank you.

14 CHAIR WOODLEY: Yeah, this is Chris.  
15 So, Tom -- and I guess two things with it.

16 You know, that we did receive public  
17 comment expressing concern over the breadth of  
18 the initial task statement, and I agree with  
19 those comments, and I felt that perhaps what we  
20 could do for our in-person meeting this spring  
21 was to go back and look -- you know, as Captain  
22 Edwards suggested, some of the broader things

1 that we could look at -- I mean, quite frankly  
2 though, I think that in terms of this committee,  
3 you know, this committee actually already put in  
4 a fair amount of effort to developing some best  
5 practices and procedures for the, you know,  
6 construction of new vessels that was put together  
7 as a draft NVIC.

8 I'm not sure if that NVIC is still  
9 being worked on, but I thought instead of tasking  
10 the committee with something that may be already  
11 in the works, that a better use of this  
12 committee's time would be to focus, you know,  
13 more focus on the lifesaving and man overboard  
14 aspect, which does account for about 30 percent  
15 of the fatalities in the U.S., and is a -- you  
16 know, there's a lot of good solutions out there  
17 that are readily available to fishermen, and that  
18 we hold off on the broader question until we can  
19 actually meet in person when we have more time  
20 and more preparation to do the foundational work  
21 to address as broad of a task as was originally  
22 brought up.



1                   VICE CHAIR DAMERON: Mr. Chairman,  
2                   Thomas Dameron here. If I could respond to that?

3                   Again, I want to repeat that it seems  
4                   like the task that was announced in the Federal  
5                   Register has been significantly narrowed without  
6                   open debate by this committee.

7                   It seems like some decisions have been  
8                   made behind closed doors, when those decisions  
9                   should've been openly debated today by this  
10                  committee, and I would be remiss if I didn't call  
11                  a point of order, that I don't think that this  
12                  task, as it was published in the Federal  
13                  Register, is being properly addressed. Thank  
14                  you.

15                  CHAIR WOODLEY: All right, thanks for  
16                  your comment. All right, further going down the  
17                  list then. Kris Boehmer?

18                  MR. BOEHMER: Yes. I guess I kind of  
19                  agree with Tom.

20                  I think it looks like that we're  
21                  taking a very reactive approach to lifesaving  
22                  than proactive.

1                   And although I agree that preventing  
2 man overboard is important, we have a lot of  
3 stuff that we've worked on about stability and  
4 other design things that are necessary to improve  
5 the safety of both old vessels and new vessels.

6                   And it does seem like the task that I  
7 thought we were addressing has been changed  
8 significantly, and I don't understand how that's  
9 happened either.

10                   So, I guess ditto to what Tom said.

11 Thank you.

12                   CHAIR WOODLEY: Okay, going down the  
13 list. Jimmie Martin?

14                   MR. MARTIN: Jimmie Martin here. Man  
15 overboard is very, very important to me.

16                   I think there's a lot of things that  
17 we could do to protect against people falling  
18 overboard, and in the construction of a new  
19 vessel, it would be very important to look at the  
20 height of the bulwarks.

21                   So I think we should bead on trying to  
22 protect people from falling overboard.

1 CHAIR WOODLEY: And yeah, thank you  
2 for your comment, Jimmie.

3 And so, in my understanding in reading  
4 the task is that that preventative aspect of man  
5 overboard as it relates to construction or vessel  
6 arrangement would be part of this Voluntary Best  
7 Practice Guide.

8 Is that correct, Mr. Myers?

9 MR. MYERS: Correct, and I know you  
10 have a copy in front of you, Mr. Chair.

11 If you look at the guide, the  
12 factoring elements in 3B, it does discuss vessel  
13 design, vessel type, vessel size, length.

14 And so yes, you know, I think those  
15 can all be factored in in the scope.

16 CHAIR WOODLEY: All right --

17 MR. DENNEHY: Mr. Chair, this is Ed  
18 Dennehy.

19 CHAIR WOODLEY: I'm sorry, who is  
20 that?

21 MR. DENNEHY: Ed Dennehy.

22 CHAIR WOODLEY: Ed Dennehy? Go ahead,

1 Ed.

2 (Simultaneous speaking.)

3 MR. DENNEHY: I apologize. I had a  
4 phone malfunction when you called on me, but I  
5 think I put my two cents worth in.

6 I like this topic because I think it's  
7 something that we can actually accomplish within  
8 the time frame, and this is something that once  
9 it's done, the Coast Guard can put out without  
10 going through all of the regulatory process,  
11 which means something will actually get done,  
12 where we could be really spinning our wheels on a  
13 lot of things which involve regulations, and  
14 could sit around, and nothing ever happened.

15 CHAIR WOODLEY: All right, thanks Ed  
16 for your comment. Bob Dooley? Bob, if you're --

17 (Simultaneous speaking.)

18 MR. DOOLEY: Mr. Chair, sorry.

19 CHAIR WOODLEY: Go ahead.

20 MR. DOOLEY: Yes, I was on mute. I  
21 agree with it. I think this is a very focused  
22 topic that we should do some good work on. I

1 agree with it.

2 I think if we take into account the  
3 fact of these differences in regions, differences  
4 in vessel sizes, differences in weather per  
5 region, all of those things into account -- it's  
6 not a one size fit all -- I really support this.

7 I think there's some work we do, and  
8 I think we could do some good work on it. Thank  
9 you.

10 CHAIR WOODLEY: All right, thanks Bob.  
11 Mr. Mahoney, are you -- I don't think you were on  
12 when we first called.

13 (No audible response.)

14 CHAIR WOODLEY: I think he might be  
15 out fishing. All right, moving on. Tim Vincent?

16 MR. VINCENT: Yeah, hi Chris. Tim  
17 Vincent here. Yes, I completely agree with this.  
18 I think it's a very good idea.

19 I myself went overboard in Bristol Bay  
20 several years back, and like a fool, I wasn't  
21 wearing a life vest, and thank god I was able to  
22 survive.

1                   One big consideration I feel for this  
2 is fatigue factor in wearing, you know, a vest  
3 and whatnot.

4                   That should be like, certainly  
5 something that doesn't fatigue the wearer because  
6 I believe fatigue is one huge part of fishing  
7 vessel safety in general.

8                   So, we want to, you know, make sure I  
9 agree with the previous person that it does need  
10 to be targeted by region, by type, and things  
11 like that.

12                   It isn't necessarily one size fits  
13 all. I also completely agree with higher  
14 bulwarks as necessary, and then safety rails or  
15 portable safety rails, also.

16                   I see a lot of instances as a marine  
17 surveyor, you know, where you have situations  
18 where there's, you know, no protective bulwark,  
19 or a portable safety rail or a safety chain would  
20 be appropriate. Things like that.

21                   So, I am in complete agreement with  
22 this.

1                   CHAIR WOODLEY: All right, thanks Tim.  
2                   And then last up, Nicholas Howland?

3                   MR. HOWLAND: Yeah, thank you Mr.  
4                   Chair.

5                   Putting aside the procedural issues,  
6                   I also think this is a great way to narrow the  
7                   scope of the task, focusing on prevention and  
8                   survivability.

9                   The caveat is that I am the  
10                  representative of a manufacturing industry,  
11                  specifically lifesaving manufacturing, but when I  
12                  poll the industry, including Survitec,  
13                  VIKING, Mustang Survival, Zodiac, ACR, and a  
14                  handful of marine safety service stations, the  
15                  one thing that keeps coming back to us is PFDs,  
16                  wearing PFDs.

17                  Of course, out of water survival craft  
18                  is a recurring theme too, which probably would  
19                  make people chuckle, but mostly it's wearability  
20                  of PFDs.

21                  So, I approve of this scope change,  
22                  from my perspective.

1                   CHAIR WOODLEY:  So we've taken comment  
2                   from the committee members.  Is there anybody in  
3                   the public who is attending who would like to  
4                   comment?

5                   MR. DAVIS:  This is Alan Davis.  If  
6                   the chair would entertain a couple of comments, I  
7                   would appreciate it.

8                   CHAIR WOODLEY:  Yeah, please go ahead.

9                   MR. DAVIS:  I think that this is a  
10                  highly valuable task, and it is something that  
11                  would be achievable by March, where the previous  
12                  concept that was discussed was so huge that I'm  
13                  not sure that it was readily achievable.

14                  Based on what I see here in Section  
15                  3B, where things are bulleted out, based on my  
16                  experience and some of the comments that I've  
17                  heard here today, I would suggest adding three  
18                  more bullets.

19                  More so that they don't get lost in  
20                  the noise as a subcategory.  One would be the  
21                  topic of a rescue swimmer.

22                  We had a tragedy in the Bering Sea



1 some years ago, and the Coast Guard's report  
2 based on that tragedy recommended equipment and  
3 training for rescue swimmers, which at the time,  
4 I was not a fan of.

5 But, what we've seen is that when  
6 somebody goes overboard, invariably, somebody  
7 goes in after them.

8 And much like compliance-based  
9 rescues, somebody going in after them trying to  
10 save a man overboard by personally going in is  
11 putting themselves at great risk.

12 So, I would like to see the topic of  
13 rescue swimmer added as an issue to look at, and  
14 I would be willing to contribute the body of  
15 knowledge that we have gained in my company.

16 The other bullets that I would  
17 recommend is putting a bullet in for man  
18 overboard alarms.

19 Getting somebody to wear a PFD is  
20 fantastic, but then if nobody knows that you're  
21 overboard, sometimes they don't get found.

22 So I would like that one spelled out

1 and focused on, and again would be willing to  
2 share any information I have gathered, and some  
3 irritations that I have with some of the man  
4 overboard alarm devices that I have tested.

5 And then the last one that is kind of  
6 summed up in a variety of the bullets, but might  
7 get lost, is man overboard prevention.

8 We've talked about bull rails and  
9 other things, but there's also some ideas that  
10 longliners in Alaska have started doing that have  
11 already saved one life that I know of that I  
12 think bears sharing on a national level.

13 So those three bullets are things that  
14 I would recommend calling out specifically and  
15 adding to this list, and I'm willing to assist  
16 and facilitate with all three of them. Thank  
17 you.

18 CHAIR WOODLEY: All right. Alan, I  
19 want to ask you just one quick question.

20 So, with regard to those three  
21 additional systems, is there anything else that  
22 you see that could be added, or is that it?

1 I feel like some of the things, like  
2 recovery equipment technologies available, that's  
3 broadly stated, but I think man overboard alarm  
4 could be included under that subcategory.

5 But I agree that the rescue swimmer is  
6 probably something that needs to be added.

7 MR. DAVIS: Yeah, I think that man  
8 overboard alarms would fit under the recovery  
9 equipment technologies, but I would just like it  
10 to be called out, even if it's a subset, so that  
11 it doesn't get lost in the task statement.

12 Because there is quite a bit of meat  
13 to cover, depth and breadthwise, in this task.

14 CHAIR WOODLEY: Okay. All right. Any  
15 other questions of Mr. Davis before we move on to  
16 the next person for public testimony?

17 MR. VINCENT: Yeah, Chairman Chris.  
18 Tim Vincent here. I'd ask Alan to speak --

19 CHAIR WOODLEY: Hey Tim.

20 MR. VINCENT: Yeah, I don't want to  
21 take a whole lot of time, but on his rescue  
22 swimmer, you know, relating to confined space, I

1 just sort of wonder what the issue there is.

2 We actually saved a guy using a rescue  
3 swimmer in the Bering Sea, so I'd like some  
4 clarification there.

5 MR. DAVIS: So, before I got lost and  
6 wound up in the exciting world of commercial  
7 fishing, I was a confined space rescue  
8 technician, high angle rescue technician, on  
9 volunteer fire departments and industrial teams.

10 So, a statistic that I know from  
11 confined space rescue is that two out of three  
12 people that die in confined spaces are trying to  
13 save someone else who's very likely already dead  
14 anyway.

15 I don't know that we have enough data  
16 to call out whether or not we have lost people in  
17 rescue attempts when people go into the water,  
18 but I perceive that that is a risk.

19 And I know of at least one event where  
20 I was part of the critical incident stress  
21 debriefing team for a man overboard suicide, and  
22 got to talk to the young man who put on a regular

1 survival suit, jumped in the water, and tried to  
2 rescue the guy.

3 So, I know at least anecdotally and  
4 from that experience that people go in, they do  
5 try to rescue people. Some of them succeed, some  
6 of them fail.

7 And since the requirement,  
8 recommendation -- whatever the term is -- within  
9 the Galaxy Report, we've done a lot of work in  
10 this area on this issue, although I would not say  
11 that we are perfect by any stretch of the  
12 imagination.

13 So, I think that it's worth a chapter  
14 in whatever guide we create.

15 MR. VINCENT: Yeah, Tim Vincent here  
16 again. Yeah, no, Alan, I think that's a good  
17 point.

18 There probably certainly needs to be  
19 sufficient training, you know, for the designated  
20 swimmer, and I would agree completely with you  
21 that you wouldn't want anybody just randomly  
22 hopping in a survival suit and going rogue type

1 thing, so that's a good point, and point taken.

2 MR. DAVIS: All right.

3 MR. BOEHMER: All right, Mr. Chairman,  
4 Kris Boehmer.

5 CHAIR WOODLEY: Yeah Kris, go ahead.

6 MR. BOEHMER: Yeah, just to add to  
7 what Alan said, I can think of two cases. I  
8 don't remember the exact circumstances of the  
9 first one.

10 One guy went over, another guy went  
11 in, and we lost both of them.

12 And then the second one, the rescue  
13 swimmer was a captain. He jumped overboard, and  
14 unfortunately had a heart attack and perished.  
15 So I think that is a valid point, Alan.

16 CHAIR WOODLEY: Thank you. All right,  
17 any other questions for Mr. Davis?

18 (No audible response.)

19 CHAIR WOODLEY: All right, thank you  
20 for your comment. Is there anybody else wishes  
21 to make public comment?

22 MR. KEMERER: Mr. Chair, this is Jack

1 --

2 MS. SCHUETTE: Hi Mr. Chair.

3 CHAIR WOODLEY: Oh okay, gentleman  
4 first. I didn't catch who you were, and then I  
5 believe that may have been Samantha Case after  
6 that, but I don't know, so Mr. -- who is it?

7 MR. KEMERER: Chairman, this is Jack  
8 Kemerer.

9 CHAIR WOODLEY: Yes. Go ahead, Jack.

10 MR. KEMERER: If you accept or adopt  
11 this task, which is certainly good, I would  
12 encourage the committee or the subcommittee  
13 working on it to look into past studies -- safety  
14 and research studies that were done on man  
15 overboard prevention and PFD wear.

16 Some of those were sponsored by NIOSH  
17 I believe, and there may be some ongoing studies  
18 right now regarding that. It may save you some  
19 work. Thanks.

20 CHAIR WOODLEY: All right, Mr.  
21 Kemerer, thank you. Any questions from the  
22 committee to Mr. Kemerer?

1 (No audible response.)

2 CHAIR WOODLEY: All right, and I'm  
3 sorry, I didn't catch who followed up behind Mr.  
4 Kemerer?

5 MS. SCHUETTE: Hi Mr. Chairman, this  
6 is Suzanne Schuette from Phoenix Processor  
7 Limited Partnership.

8 CHAIR WOODLEY: Yeah, hi. Go ahead.

9 MS. SCHUETTE: Hi. So, just to follow  
10 up a little bit on the technology of man  
11 overboard alarm, I would like to see something  
12 specifically written for equipment not just based  
13 in the wheelhouse, but whether it's like -- think  
14 of like, an emergency stop alarm, right, that is  
15 on the deck, right?

16 For our large factory trawlers in the  
17 Bering Sea, a lot of times with the wind and the  
18 engines and the factory running, it cannot be  
19 heard, the basic premise of pointing your finger  
20 and yelling man overboard. Right?

21 If there was an emergency switch for  
22 that man overboard, whether it's tied into the



1 GPS, right -- as master mariners, right, we all  
2 have the MOB button on our GPSs, right, to log  
3 that position.

4 But if we could have something more  
5 accessible to the deck crew, that would be  
6 fantastic to look at. Technology for that.

7 The other thing is I have done some  
8 research on and done some data tests, if you  
9 will, on different man overboard transponders for  
10 PFDs, right?

11 As they're over, outside, and it's  
12 rough, et cetera, I feel like a lot of them are  
13 cumbersome, and a lot of them range in expense.

14 And so, I believe there was a comment  
15 made by the committee member that this is not one  
16 size fits all.

17 As we have tested a SART-based man  
18 overboard transponder on a PFD, it's really  
19 difficult to find that in large swell and rough  
20 weather, right?

21 Which is most likely when it's going  
22 to happen.

1                   So, we've transferred over our data  
2 tests to start looking at AIS transponders, which  
3 in turn seem to be a little bit tricky, or maybe  
4 a little bit complex for the deck guys that are  
5 wearing them on board, right?

6                   So, just something to be considerate  
7 of, that this is not one size fits all for the  
8 region and location and type of fishing, and type  
9 of vessel that this is for. Thank you.

10                   CHAIR WOODLEY: Thank you Ms. Schuette  
11 for your comments. Any questions of Ms.  
12 Schuette from the board?

13                   (No audible response.)

14                   CHAIR WOODLEY: All right, hearing  
15 none, are there any other people who wish to  
16 testify on this topic?

17                   (No audible response.)

18                   CHAIR WOODLEY: All right. So, I have  
19 a question. This is Chris Woodley.

20                   I have a question for the Coast Guard  
21 as it relates to the request to add on a couple  
22 of bullet items to this.

1                   Do we need to do a motion to add these  
2 things in, or can we add them in at a later date  
3 once it is assigned to the subcommittee or  
4 committee?

5                   CAPTAIN EDWARDS: So, this is Captain  
6 Edwards. I think you have latitude within what  
7 it says the guide should cover. Let's see.

8                   Right, responders are listed in  
9 description of task, but in the task itself, in  
10 areas where it talks about recovery equipment  
11 technology, different types, I think we have  
12 latitude to include all of that as part of a  
13 system approach.

14                  MR. MYERS: That's the way I  
15 interpreted it.

16                  CAPTAIN EDWARDS: Is that --

17                  CHAIR WOODLEY: Yeah, I think what I  
18 would like to do -- it'd just be for today --  
19 would be to -- talking specifically about Mr.  
20 Davis's comments, would be to make note of those,  
21 and then in the assignment of the task to a  
22 subcommittee, that we flesh those specific items

1 out so it is part of their tasking.

2 CAPTAIN EDWARDS: Yep, that sounds  
3 good.

4 CHAIR WOODLEY: Okay, so we've had the  
5 task written, we've taken comments in from the  
6 committee members and received public comment. I  
7 guess, are we ready to take action on this task?

8 And I'll start off by asking, are  
9 there any objections?

10 VICE CHAIR DAMERON: This is Tom  
11 Dameron, Mr. Chairman. Again, I'm going to  
12 object on a point of order.

13 Task 01-19-B was not the task that was  
14 identified in the Federal Register and was  
15 identified for this meeting.

16 I do want to go on record that I agree  
17 with everything that's been said here by the  
18 public and by committee members, and I would not  
19 disagree that this task should be high on the  
20 list of the task that we sunk under the bigger  
21 task of 01-19.

22 But I am not happy with the way this

1 has been introduced during a committee meeting.  
2 And my original point of order, which should've  
3 been addressed, has not been addressed.

4 CHAIR WOODLEY: Captain Edwards, or  
5 Mr. Myer, or Mr. Wendland? I'm not a  
6 parliamentarian. I'm --

7 CAPTAIN EDWARDS: So --

8 CHAIR WOODLEY: I'm looking for some  
9 guidance on how to take into account Mr.  
10 Dameron's objection.

11 CAPTAIN EDWARDS: So, I think it comes  
12 down to whether the committee wants to take the  
13 task fraction or not.

14 I mean, if you don't want to take a  
15 fraction, and you want some revisions done, we  
16 would have to revise that, and we'll have to set  
17 up another meeting in a few months later to meet  
18 all of the Federal Register wickets, and  
19 everything else.

20 But in the end, it's the committee's  
21 call whether they want to accept this as-is, or  
22 not.

1 MR. MARTIN: This is Jimmie Martin.

2 I move that we accept it as it is.

3 CHAIR WOODLEY: All right. Do I hear  
4 a second?

5 MR. VINCENT: Tim Vincent, I second.

6 CHAIR WOODLEY: Motion by Mr. Martin  
7 to accept the task as-is seconded by Mr. Vincent.  
8 Committee members have commented.

9 One objection has been noted. I think  
10 at this point, it would probably be best to take  
11 a voice vote.

12 MR. WENDLAND: Yeah, Mr. Chair?

13 (Simultaneous speaking.)

14 CHAIR WOODLEY: Or we'll -- excuse me.  
15 Yeah, go ahead Jonathan. I'm sorry.

16 MR. WENDLAND: Yeah Mr. Chairman, my  
17 recommendation at this point in time is just to  
18 go down through the roll call to make sure we  
19 didn't lose any of the people that were on the  
20 call previously, and that way you can make a  
21 decision on the quorum -- on the vote.

22 CHAIR WOODLEY: Okay, we have a

1 quorum, correct? So it's just a question of --

2 MR. WENDLAND: We do, but we want to  
3 make sure that everybody's still on the line.

4 CHAIR WOODLEY: Okay, got it. All  
5 right, understand.

6 Okay, so this is going to be a roll  
7 call vote on the motion made by Jimmie Martin to  
8 accept the task as written. So Mr. Hewlett?

9 MR. HEWLETT: Yes, I think accept it.

10 CHAIR WOODLEY: Mr. Dennehy?

11 MR. DENNEHY: I approve of the motion  
12 as presented.

13 CHAIR WOODLEY: All right. Mr.  
14 Dameron, I'm assuming that you are a no? Is that  
15 correct?

16 VICE CHAIR DAMERON: No, I'm going to  
17 approve. I approve.

18 CHAIR WOODLEY: I'm sorry, I should  
19 have just let you spoken your piece. I  
20 apologize. Mr. Hockema?

21 MR. HOCKEMA: Approve.

22 CHAIR WOODLEY: Mr. Martin?

1 MR. MARTIN: Yes.

2 CHAIR WOODLEY: Mr. Dooley?

3 MR. DOOLEY: I approve.

4 CHAIR WOODLEY: Mr. Mahoney?

5 (No audible response.)

6 CHAIR WOODLEY: Oh, Mr. Mahoney's not  
7 online. I apologize. Mr. Vincent?

8 MR. VINCENT: I approve.

9 CHAIR WOODLEY: Mr. Howland?

10 MR. HOWLAND: Yes, I approve.

11 CHAIR WOODLEY: All right, and I  
12 approve, as well. So, motion passes unanimously.

13 MR. WENDLAND: Mr. Chairman?

14 CHAIR WOODLEY: Yes?

15 MR. WENDLAND: Yeah, I think we just  
16 missed Mr. Boehmer.

17 CHAIR WOODLEY: Oh, I apologize, Mr.  
18 Boehmer.

19 MR. BOEHMER: How could you miss 320  
20 pounds in the room? I approve.

21 CHAIR WOODLEY: All right. Thank you.  
22 I apologize, I got out of order there. Thank you



1 for the catch.

2 Okay, is there any other action that  
3 we need to take on this agenda item?

4 What I would propose that we do --  
5 again, I don't know if we need to do this, but  
6 again, I'm looking to Captain Edwards and the  
7 Coast Guard as whether the establishment of the  
8 subcommittee and the people who had participated  
9 in this task need to be identified at this point?

10 I would start off -- You know, what I  
11 would look for would just be volunteers, and then  
12 I can assign a subcommittee chair, and send all  
13 of that out to the group, or we can do it here.

14 Captain Edwards, what's the proper  
15 approach here?

16 CAPTAIN EDWARDS: Right, we just need  
17 to ensure that there is a subcommittee chair that  
18 is from the membership that's going to be  
19 responsible for this.

20 So, if among you, you can establish  
21 the subcommittee chair today, that would be  
22 great.

1 CHAIR WOODLEY: Okay. Do I have a  
2 volunteer for the subcommittee chair?

3 (No audible response.)

4 CHAIR WOODLEY: Today, if not, then we  
5 can follow up.

6 CAPTAIN EDWARDS: Yeah, that's fine.  
7 You can give us the name later.

8 CHAIR WOODLEY: Okay. And just as a  
9 question, I'm assuming I can't volunteer for  
10 that?

11 CAPTAIN EDWARDS: Yeah, I think you're  
12 allowed to. I don't think there's a prohibition  
13 on that.

14 CHAIR WOODLEY: Okay, what I'll do is  
15 I'll put it out to the group in an email to the  
16 committee members, and if I end up being the  
17 subcommittee chair, we will report back to the  
18 entire group, as well as to the Coast Guard.

19 Okay. So I think we've cleared that  
20 agenda item. We've done public comments. I  
21 think we're down to comments by the designated  
22 federal officer.

1                   CAPTAIN EDWARDS: Do you have any  
2 other closing remarks that you'd like to give?  
3 Chris?

4                   CHAIR WOODLEY: No. In approaching  
5 future tasks for this group -- and I don't know  
6 if we're going to get to the topic of trying to  
7 set dates for a future in-person meeting -- but I  
8 would like to possibly establish a process by  
9 which the committee could suggest tasking to the  
10 Coast Guard that could then be considered by the  
11 Coast Guard for a formal task.

12                   And I don't know in terms of formality  
13 what would be the best way to do that, but we did  
14 hear conversation in the last agenda item to  
15 consider best practices for hull construction,  
16 and things like that.

17                   And so, I would like to see what would  
18 be the best way for that and other things, to get  
19 that information to the Coast Guard to consider  
20 for future tasking.

21                   And then, no, not that necessarily  
22 those items would become tasks, but just to

1 identify a process by which the committee could  
2 provide that input to the Coast Guard.

3 CAPTAIN EDWARDS: Yeah, Mr. Chairman,  
4 I think the most efficient way to do that is  
5 through communication with you to us, as the  
6 items that the committee members are bringing to  
7 you.

8 You know, if you want to, we can have  
9 those discussions. You know, in the end, all the  
10 task statements and everything has to originate  
11 from the Coast Guard to the --

12 CHAIR WOODLEY: Committee.

13 CAPTAIN EDWARDS: Committee.

14 But you know, if there's certain areas  
15 -- and definitely if we can have alignment  
16 between areas that the committee is interested  
17 in, and topics that the Coast Guard is trying to  
18 work on, I think that's the venue.

19 CHAIR WOODLEY: Okay, all right.  
20 Well, with that being said, I'm not sure that we  
21 have -- other than the final comments from you,  
22 Captain Edwards, I have no further comments for

1 this meeting.

2 We're 15 minutes over, but that's not  
3 too bad considering the amount of information  
4 that we took in today.

5 So, thank you everybody for your work,  
6 and those are all of my comments for today.

7 CAPTAIN EDWARDS: Right, thanks. And  
8 I'll also be brief.

9 And again, I just want to reiterate  
10 thanks to everybody calling in today and giving  
11 us your time.

12 And you know, please feel free to  
13 continue to feed information up through the  
14 chairman, and we'll be in contact with him.

15 We look forward to seeing what the  
16 results are of the task, and as you go along the  
17 process, please feel free to engage us if there's  
18 further questions.

19 CHAIR WOODLEY: And --

20 CAPTAIN EDWARDS: Go ahead.

21 CHAIR WOODLEY: Captain Edwards, this  
22 is Chris again.

1           So, and just for clarification with  
2 this tasking, because this is going to the  
3 subcommittee level, we are free as a group to  
4 conduct communications internally without going  
5 through the public register process, correct?

6           CAPTAIN EDWARDS: That is correct.

7           (Simultaneous speaking.)

8           CHAIR WOODLEY: Federal Register  
9 process, okay? Got it.

10          CAPTAIN EDWARDS: That's correct.

11          CHAIR WOODLEY: Okay. Got it. Okay,  
12 all right, I just wanted to make sure --

13          (Simultaneous speaking.)

14          CAPTAIN EDWARDS: And --

15          CHAIR WOODLEY: So --

16          CAPTAIN EDWARDS: Yeah, sorry. And I  
17 also just want to clarify, just in case there was  
18 any questions.

19                 You can include public members on your  
20 committee. They don't have to be of the  
21 membership. So, I think you knew that, but I  
22 just wanted to make sure. Yeah. Okay. Good?

1 CHAIR WOODLEY: Yep.

2 CAPTAIN EDWARDS: All right. Well  
3 again, thanks everyone. I appreciate your time,  
4 and this is those of us at the Coast Guard  
5 headquarters signing out.

6 CHAIR WOODLEY: All right, so I think  
7 we need to have a motion to adjourn the meeting.

8 I'll entertain a motion to adjourn.

9 MR. HOWLAND: This is Nick Howland.  
10 I move to adjourn the meeting.

11 CHAIR WOODLEY: All right, second?

12 MR. VINCENT: Tim Vincent, I second.

13 CHAIR WOODLEY: All right. Meeting is  
14 adjourned. Thank you everybody.

15 (Whereupon, the above-entitled matter  
16 went off the record at 3:27 p.m.)

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**A**

**ability** 58:19  
**able** 7:21 17:7 31:22  
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**aboard** 13:22 16:19  
**above-entitled** 111:15  
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In the matter of: Commercial Fishing Safety Adv. Comm.

Before: USCG

Date: 10-30-19

Place: teleconference

was duly recorded and accurately transcribed under my direction; further, that said transcript is a true and accurate record of the proceedings.

  
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Court Reporter

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