

**In the Matter Of:**

National Commercial Fishing Vessel Safety

**ADVISORY COMMITTEE MEETING VOL. III**

*April 11, 2024*



**Vet Command  
14810 Brick Road  
Carson, VA 23830**

NATIONAL COMMERCIAL FISHING VESSEL SAFETY

ADVISORY COMMITTEE MEETING

FERNANDINA BEACH, FL

HAMPTON INN & SUITES

19 SOUTH 2ND STREET

FERNANDINA BEACH, FL

APRIL 9, 2024 - APRIL 11, 2024

VOL. III OF III

VETERANS COMMAND, LLC

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1 APPEARANCES

2 MEMBERS PRESENT:

- 3 Gerald Dzugan, Chairman
- 4 Matthew Alward, Vice Chair
- 5 Christopher B. Daughtry, Member
- 6 James G. Kelly, Member
- 7 Greg Londrie, Member
- 8 Eric O. Rosvold, Member
- 9 Michael W. Theiler, Member
- 10 David A. Turner, Member
- 11 Frank A. Vargas, Member
- 12 Kristian L. Boehmer, Member
- 13 Barbara A. Hewlett, Member
- 14 Thomas Dameron, Member
- 15 Michael Terminel, Member

16 ALSO PRESENT:

- 17 Captain Mark Neeland, DFO
- 18 John Wendland, ADFO
- 19 Angel Calderon, Technical Advisor
- 20 Samantha Case, NIOSH

21 PUBLIC REGISTERED/PRESENTERS:

- 22 Gary George
- 23 Walter Hoppe
- 24 Omar La Torre Reyes
- 25 Mike Rudolph

- 1 John Sherlock
- 2 Trevor Cowan
- 3 Stephanie Groleau
- 4 Katie Knifong

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P R O C E E D I N G S

(8:02 a.m.)

RECONVENE/GENERAL COMMENTS

MR. WENDLAND: Day three National Commercial Fishing Safety Advisory Committee. Hope everybody had an awesome evening. I've got a little rain passing through today. I just wanted to -- I have a couple of reminders. We put a sign-up sheet for flight numbers over there, so if anybody is still looking for rides and wants to coordinate, put your name down on a flight and then contact and people can get together and, you know, make sure you get out of here on time. As we were advised, sometimes it can be a challenge with the Ubers leaving here.

Again, as a reminder, if you didn't sign in yesterday, I put that sign-in sheet on the podium. The new sign-up sheet for today is on the sidebar over there, so please sign in.

And, also, something to think about throughout the day here is the next meeting, so kind of think about your calendars. You know, we're thinking the second and third week of September are opportunities because of the fiscal constraints that were -- that may be on the horizon to get those in, to get another meeting in, you know, this

1 calendar year. So, those are the dates that were,  
2 you know, from Coast Guard Headquarters or, you  
3 know, the best possible dates for us to meet. But  
4 just to think about that through this meeting and  
5 before we close, if we could have general dates  
6 that you folks think could work for you and pass  
7 those on so we could get that figured out.

8 And the last thing I just wanted to mention,  
9 and I'll coordinate with Jerry on this is the --  
10 there's one question about the task that you had  
11 that was maybe rewritten wrong, and we can  
12 coordinate on that to get that squared away in the  
13 minutes. He sent me that email regarding -- let me  
14 call it up here on my computer -- regarding task  
15 12-23, which was -- involved the watch alarms and  
16 the boundary line, and so we can -- we can get that  
17 squared away as part of -- before we conclude here.

18 VICE CHAIR ALWARD: Good step.

19 MR. WENDLAND: Yes, sir. And that's all that  
20 I have. I'll turn it over to the Chair. Thank  
21 you.

22 CHAIR DZUGAN: Thank you. Captain, anything  
23 flash in front of your brain in the last 20 minutes  
24 you want to talk about?

25 CAPT NEELAND: Thank you, Mr. Chairman. I

1 just want to reiterate, I appreciate all the good  
2 dialogue yesterday, and I look forward to the  
3 discussions today.

4 CHAIR DZUGAN: So, I think we're ready to  
5 start bringing some of the motions out of  
6 subcommittee into the committee as a whole right  
7 now. Are you good with that?

8 VICE CHAIR ALWARD: You guys are first anyway.

9 CHAIR DZUGAN: So, we're first up. Yeah,  
10 (indiscernible) down from Tom. Tom, do you want to  
11 state these motions?

12 MR. DAMERON: I can do whatever you want.

13 CHAIR DZUGAN: Yeah. That'd be great.

14 MR. DAMERON: Mr. Chairman, so you want me to  
15 go through the motions that --

16 CHAIR DZUGAN: One at a time, yeah. We'll put  
17 them up on the board, talk about them.

18 MR. DAMERON: Okay. Let's --

19 VICE CHAIR ALWARD: Let Angel do it.

20 MR. DAMERON: -- let Angel --

21 CHAIR DZUGAN: Just wait till Angel's ready.

22 MR. CALDERON: So, 10 April '24 is the first  
23 one?

24 MR. DAMERON: Act --

25 MR. CALDERON: Just send me the --



1 MR. DAMERON: 15-24's going to be the first  
2 one, 16 the second, 17, and then we'll go back to  
3 14, please.

4 (Whereupon, Mr. Alward and Mr. Calderon speak  
5 off the record.)

6 SUBCOMMITTEES REPORTS/RECOMMENDATIONS TO FULL COMMITTEE

7 CHAIR DZUGAN: So, just for the record, this  
8 is the training subcommittee motions that we're  
9 going to roll into here.

10 MR. CALDERON: So, Tom, so 15's -- so 15 is  
11 (indiscernible).

12 (Whereupon, Mr. Calderon and Mr. Dameron speak  
13 off the record.)

14 MR. WENDLAND: Hang on one sec. Hey, Mike  
15 Terminel, could you just flip that far switch down.  
16 There you go, thanks.

17 MR. DAMERON: Mr. Chairman, I think we're -- I  
18 think we're ready here. So, to the whole National  
19 Safety Advisory Committee, the task subcommittee  
20 came up with these recommendations.

21 The first one we're going to go over is for  
22 task 15-24. And the task description on that is  
23 for the committee make recommendations regarding  
24 the US -- whether the US Coast Guard should explore  
25 obtaining legislative authority to require

1 commercial fishing vessel operators of less than  
2 200 gross tons hold a valid US Coast Guard-issued  
3 merchant mariners credential and additional  
4 measures to require crew members of commercial  
5 fishing vessels whole crew competency certificates  
6 or merchant mariner documents.

7         So, we -- we have a few references here.  
8         Whereas, the commercial fishing industry has a  
9 storied traditional fostering skill, development,  
10 and safety consciousness through hands-on  
11 experience and mentorship without relying on formal  
12 licensure for operators of commercial fishing  
13 vessels of less than 200 gross tons;

14         Whereas, an analysis by the Coast Guard in  
15 1971 underscored the potential for significant  
16 economic hardship on the fishing industry from the  
17 (indiscernible) standards, inspection, and  
18 licensing, which could jeopardize the livelihoods  
19 of numerous fishermen;

20         Whereas, public feedback on the proposal for  
21 commercial fishing vessel operators of less than  
22 200 gross tons to require a valid US Coast  
23 Guard-issued merchant mariners credential and for  
24 crew members to possess crew competency credentials  
25 or a merchant mariners document has overwhelmingly

1 indicated concerns about the economic and social  
2 impacts and operational challenges these  
3 requirements would pose;

4       Whereas, the industry and maritime education  
5 stakeholders advocate for enhancing safety and  
6 operational efficiencies through US Coast Guard  
7 accepted and/or approved training programs that  
8 emphasize essential skills and practical knowledge  
9 over formal certification;

10       Whereas, initiatives such as proposed rule  
11 docket number US Coast Guard 2012-0025 had aimed to  
12 improve safety with stipulations for equipment  
13 maintenance, crew instruction, drills, and training  
14 that enhance accountability and compliance without  
15 mandating credential for commercial fishing vessel  
16 operators and crew;

17       Whereas, the Commercial Fishing Safety  
18 Advisory Committee acknowledges the intent behind  
19 licensing as a means of establishing responsibility  
20 and enforcing discipline but believes these goals  
21 can be effectively achieved through less burdensome  
22 members, such as a -- docket number US Coast Guard  
23 2012-0025, which mandates the maintenance of  
24 onboard records and adherence to safety protocols  
25 for vessels operating beyond three nautical miles

1 from shore;

2           Whereas, statistics from the National  
3 Institute of Occupational Safety and Health  
4 indicate a significant reduction in commercial  
5 fishing fatalities in the United States with a 52  
6 percent decrease from -- from 2000 through 2022  
7 Demonstrating the effectiveness of the current  
8 safety measures in industry practices.

9           So, this is from the subcommittee -- the sub  
10 training committee -- the training subcommittee to  
11 the full National Commercial Fishing Safety  
12 Advisory Committee. Be it resolved --  
13 recommendation to be it resolved the National  
14 Commercial Fishing Safety Advisory Committee  
15 recommends against the pursuit of legislative  
16 authority by the United States Coast Guard to  
17 mandate that commercial fishing vessel operators of  
18 less than 200 gross tons obtain the US Coast Guard  
19 issued merchant mariner credential and similarly  
20 opposes requirements for crew members of commercial  
21 fishing vessels to hold competency certificates or  
22 merchant mariner documents;

23           be it further resolved, the committee  
24 encourages ongoing support for and expansion of  
25 existing, emerging, accepted, and/or approved

1 training programs that foster critical competencies  
2 in seamanship, safety in vessel operation. These  
3 programs are deemed sufficient for ensuring the  
4 competency and safety of commercial fishing vessel  
5 operators and crew without necessitating formal  
6 licensing or certification;

7 Be it further resolved that the National  
8 Commercial Fishing Safety Advisory Committee  
9 advocate -- advocates for continued emphasis on  
10 practical experience-based training and safety  
11 measures, which have proven effective in reducing  
12 fatalities and accidents within the industry. This  
13 approach ensures the maintenance and safety and  
14 competency standards without imposing undue  
15 regulatory or financial burdens in the commercial  
16 fishing sector. In addition, the Commercial  
17 Fishing Safety Advisory Committee wishes to  
18 underscore the significance of the 2010 United  
19 States Coast Guard Authorization Act, specifically,  
20 section 604(a)(4), which amends 46 USC 4502-G.  
21 This amendment mandates a training program for  
22 individuals in charge of commercial fishing vessels  
23 under subpart (c). This legislative requirement  
24 covers the central competencies critical to the  
25 safety and efficacy of commercial fishing vessel

1 operations, including seamanship, stability,  
2 collision prevention, navigation, firefighting and  
3 prevention, damage control, personal survival,  
4 emergency medical care, emergency drills, and  
5 communication and weather forecasts. The  
6 implementation of the US Coast Guard 2010  
7 Authorization Act represents a pivotal step towards  
8 enhancing mariner competency and operational safety  
9 across the commercial fishing industry. Given the  
10 substantial decrease in commercial fishing  
11 fatalities and accidents, as well as the proactive  
12 training and safety measures now in place, the  
13 committee believes that the objectives of the  
14 current accident investigation recommendation are  
15 being met through the eleven -- being met through  
16 these legislative and industry efforts.

17       Therefore, we recommend that the United States  
18 Coast Guard consider the impact of these training  
19 requirements and the observed improvements in the  
20 industries -- industry safety as a basis for  
21 closing out the current accident investigation  
22 recommendation without further regulatory action.  
23 This approach aligns with the committee's view that  
24 current training and safety initiatives are  
25 effectively addressing the primary safety concerns

1 identified thereby negating the need for additional  
2 regulatory measures at this juncture.

3 CHAIR DZUGAN: That's -- that's a motion? Is  
4 there a second to the motion?

5 MR. BOEHMER: I second it.

6 CHAIR DZUGAN: Okay. That was -- want to  
7 state your name, the second for the record?

8 MR. BOEHMER: Kris, Kris Boehmer.

9 CHAIR DZUGAN: Thank you.

10 VICE CHAIR ALWARD: Jerry, point of order that  
11 might say it was little time. I think  
12 recommendations coming out of subcommittees do not  
13 need seconds.

14 CHAIR DZUGAN:

15 VICE CHAIR ALWARD: That might help save some  
16 time or whatever.

17 CHAIR DZUGAN: Okay. Thanks.

18 VICE CHAIR ALWARD: Did you prepare a motion?  
19 Did you make a recommendation? That's not a motion  
20 from the committee that's official action to the  
21 Coast Guard. So, if you want it to be action from  
22 the full committee, it needs to be a motion and  
23 seconded.

24 CHAIR DZUGAN: So, we have a motion and a  
25 second that's being brought to the full committee.

1 Any discussion? Mike?

2 MR. TERMINEL: Mike Terminal. So, I just want  
3 to be clear here, the commercial fishing industry  
4 as a whole, as far as I'm aware, is still one of  
5 the most dangerous occupations in the United  
6 States, correct? I'm asking.

7 VICE CHAIR ALWARD: Yeah.

8 MR. TERMINEL: And we're recommending no  
9 competency training. We have a record of the  
10 highest injury rate. And I just want to put myself  
11 on the record -- the highest injury rate, deaths,  
12 and we're not recommending any training. I just  
13 find that -- I -- I -- I can't comprehend that. I  
14 heard yesterday that we're voting the same  
15 consistently for the last 20 years, yet we have the  
16 highest fatality rate, yet we have the most  
17 dangerous industry, and we continually vote the  
18 same. I -- I just -- I just -- I can't comprehend  
19 that.

20 CHAIR DZUGAN: Matt?

21 VICE CHAIR ALWARD: Matt Alward. Well,  
22 this -- this task is about obtaining a  
23 legislative -- recommending obtaining legislative  
24 authority to make sure operators hold a valid Coast  
25 Guard merchant mariner's credential, which is not



1 training about safety or anything. That's -- you  
2 could -- you could have sea time serving drinks on  
3 a passenger vessel, never been in a wheelhouse, and  
4 get your sea time and pass the test and get your  
5 credentials. I think this committee strongly  
6 supports training, anything that will improve  
7 safety, but getting a merchant mariner license is  
8 not that, in my opinion.

9 MR. TERMINEL: Mike Terminel. But in this,  
10 it's saying that we're recommending no further  
11 training.

12 MS. HEWLETT: It doesn't say that.

13 MR. THEILER: Can you scroll back up?

14 MR. DAMERON: Sure.

15 MR. BOEHMER: Mr. Chair? Kris Boehmer.

16 CHAIR DZUGAN: Kris.

17 MR. BOEHMER: I guess, I think that it's  
18 saying that we want to continue on the path  
19 that's -- the training that's in place, and the  
20 Auth. Act is bringing further training requirements  
21 and it's already addressed in --

22 MR. TERMINEL: Scroll -- scroll down a little  
23 bit. So, without further regular -- Mike Terminel.  
24 Without further regulatory action, we recommend no  
25 further regulatory action, which will mean that

1 they will not put forth the competency training.  
2 That's what we're asking them. I just don't see  
3 that.

4 CHAIR DZUGAN: Just for a point of  
5 information, and sitting in on that subcommittee,  
6 there was emphasis on the training that's already  
7 in that 2010 Act, which hasn't been implemented yet  
8 regulatorily, and that's what we're referring to.  
9 And there is competency training already in  
10 (indiscernible) training, which has been going on,  
11 we trained 25,000 people since 1991. That's just  
12 AMSEA alone, not Prevention -- PFVOA, Fishermen's  
13 Partnership, and others, first aid, medical  
14 training, fisherman's courses, so people can train  
15 under that. Stability training under the reg is  
16 ongoing, and that's responsible for flooding and  
17 stability, responsible from the Dickey report from  
18 the ninth -- middle double loss is responsible for  
19 about 50 percent of all the fatalities. So,  
20 that's -- that's available. It's not being  
21 enforced because it's not a regulation yet, but  
22 voluntary that's available. We still have the  
23 other things in the Authorization Act from 2010  
24 that haven't been put into regulations yet.

25 And I think the -- what I heard from the

1 subcommittee was we need to get those regulations  
2 done first before we go on to other training. In  
3 terms of not having an effect, we documented 306  
4 people that have survived because of the training  
5 just from our network that we know about through  
6 media reports. So, I think we can't -- I think we  
7 can say that it's having impact. There's more that  
8 can be done under the Coast Guard's already  
9 existing authority from Congress. And the feeling  
10 was that we would like to see that implemented  
11 first before we go on to any further steps that  
12 would disrupt the industry.

13 Any other comments for the full committee?

14 VICE CHAIR ALWARD: Matt Alward. I mean, I  
15 think all of us support actual competency training,  
16 any training program that will improve safety and  
17 prevention of accidents. We already have drill  
18 instructor training to survive when things do go  
19 wrong. But when you look at countries like Ireland  
20 and Iceland, they have actual training programs you  
21 have to go to a school that's already established  
22 through programs that are already established to  
23 get an actual license to get on the  
24 (indiscernible). I think we would support  
25 something like that, but we don't have that

1 infrastructure in place and to try to regulate  
2 something that's not even in place yet doesn't  
3 work.

4 So, if the country was to, actually, want to  
5 fund this to move forward to kind of create a real  
6 training program that was A to Z on how to operate  
7 a safe fishing operation, I think there would be  
8 support for that, but we don't have that in place  
9 yet. Until we start developing that and getting  
10 that in place, we can't regulatory require it.

11 CHAIR DZUGAN: Any other comments from the  
12 full committee? We ready to call for the question,  
13 anybody? Tom?

14 MR. DAMERON: Tom Dameron. Mr. Chair, I'd  
15 like to call the question.

16 CHAIR DZUGAN: What's that.

17 VICE CHAIR ALWARD: Can the maker of the  
18 motion call the question?

19 MR. DAMERON: Oh, I don't know.

20 VICE CHAIR ALWARD: I'll call the question.

21 CHAIR DZUGAN: Okay. Matt just called for the  
22 question. All in favor -- all in favor of passing  
23 the motion as is written signify by raising your  
24 hand.

25 MR. TERMINEL: Do that again. Just keep

1 going.

2 CHAIR DZUGAN: Two, three, four, five, six,  
3 seven, eight, nine, ten, (indiscernible) got to  
4 count myself. So, that's eleven. Any opposed?  
5 One, two, two opposed.

6 MR. THEILER: I think there are three.

7 CHAIR DZUGAN: Three, thank you. Yeah, three  
8 opposed, 11 yays, the motion passes.

9 Do you have another task to a motion and talk  
10 about?

11 MR. DAMERON: We do, Mr. Chairman. Task  
12 number 16-24, please, Angel. Thank you.

13 Mr. Chairman, I'll proceed with task 16-24.  
14 The task description is (reading): Committee make  
15 recommendations on the feasibility of a multi-year  
16 phase-in implementation that all commercial fishing  
17 vessel mariners on commercial fishing vessels of  
18 less than 200 gross tons and operating three miles  
19 beyond the bound -- boundary line in a near coastal  
20 zone obtain and maintain a merchant mariner  
21 credential without a transportation worker  
22 identification credential, T.W.I.C., requirement.

23 Applicable references: Whereas, commercial  
24 fishing industries core principle of independence  
25 and experimental learning and mentorship have long

1 fostered a unique and effective safety and  
2 competency culture without the need for formal  
3 certification for operators of commercial fishing  
4 vessels of at least 200 gross tons;

5         Whereas, the National Commercial Fishing  
6 Safety Advisory Committee has consistently  
7 highlighted concerns about the significant  
8 financial and operational impacts of mandatory  
9 credentialing as discussed in task 15-24, which  
10 could threaten the livelihoods of many in the  
11 fishing community and pose undue challenges to this  
12 sector;

13         Whereas, the committee has taken note of the  
14 substantial progress in advancing safety within the  
15 industry as evidenced by the National Institute for  
16 Occupational Safety and Health statistics showing a  
17 52 percent decrease in commercial fishing  
18 fatalities in the United States from 2000 to 2020  
19 suggesting the effectiveness of current safety and  
20 training measures;

21         Whereas, the United States Coast Guard  
22 authorized Authorization Act Section 604(a)(4)  
23 amends 46 USC 2502(g) (sic) to require a  
24 comprehensive training program for individuals in  
25 charge of commercial fishing vessels under subpart

1 (c). This mandate encompasses essential  
2 competence -- competencies, such as seamanship,  
3 stability, collision, prevention, emergent -- and  
4 emergency response, underscoring a legislative  
5 commitment to improving safety and competency  
6 within the industry;

7       Whereas, the emblem -- imposition of a  
8 requirement for all commercial fishing vessel  
9 mariners on vessels of less than 200 gross tons  
10 operating beyond three nautical miles of the  
11 baseline in near coastal zones to obtain and  
12 maintain a merchant mariner credential, excluding  
13 the requirement for a transportation worker  
14 identification credential may not align with the  
15 demonstrated progress and current legislative  
16 directions aimed at enhancing mariner competency  
17 through targeted training rather than broad  
18 credentialing mandate.

19       The recommendation from the training  
20 subcommittee, which I will make as a motion: Be it  
21 resolved, the National Commercial Fishing Safety  
22 Advisory Committee advises against proposing a  
23 multi-year phase-in for commercial fishing vessel  
24 mariners to obtain and maintain a merchant mariner  
25 credential. The committee believes that the

1 emphasis should remain on practical, accessible,  
2 and industry-specific training programs, which have  
3 proven effective in promoting safety and competency  
4 without imposing unnecessary burdens on the  
5 industry;

6 Be it further resolved, the committee  
7 encourages the continued support and expansion of  
8 the training program by the United States Coast  
9 Guard 2010 Authorization Act allowing sufficient  
10 time to assess its impact on mariner competencies  
11 and overall industry safety. This approach aligns  
12 with the established legislative framework, which  
13 already provides a comprehensive basis for  
14 improving safety standards within the commercial  
15 fishing industry;

16 Be it finally resolved that the National  
17 Commercial Fishing Safety Advisory Committee  
18 supports strategies that facilitate commercial  
19 fishing industry growth, enhance maritime safety,  
20 and promote environmental stewardship through  
21 practical training and competency measures rather  
22 than through additional regulatory credentialing  
23 requirements. The committee advocates for a focus  
24 on reinforcing or building upon the success  
25 achieved through existing legislative mandates and



1 industry practice. In addition, the National  
2 Commercial Fishing Safety Advisory Committee wishes  
3 to underscore the significance of the United States  
4 Coast Guard Authorization Act, specifically section  
5 604(a)(4), which amends 46 USC 4502(g). This  
6 amendment mandates a comprehensive training program  
7 for individuals in charge of commercial fishing  
8 vessels under subpart (c). This legislative  
9 requirement covers essential competencies critical  
10 to the safety and efficacy of commercial fishing  
11 vessel operators. Including seamanship, stability,  
12 collision prevention, navigation, firefighting and  
13 prevention, damage control, personal survival,  
14 emergency medical care, emergency drills, and  
15 communication and weather forecasting. The  
16 implementation of the 2010 Authorization Act  
17 represents a pivotal step towards enhancing mariner  
18 competency and operational safety across the  
19 commercial fishing industry. Given the substantial  
20 decrease in commercial fishing fatalities and  
21 accidents, as well as the proactive training and  
22 safety measures now in place, the committee  
23 believes that the objectives of the current  
24 accident investigation recommendation are being met  
25 through these legislative and industry efforts.

1 Therefore, we recommend that the United States  
2 Coast Guard consider the impact of these training  
3 requirements and the observed improvements and  
4 industry safety as a basis for closing out the  
5 current accident investigation recommendation  
6 without further regulatory action. This approach  
7 aligns with the committee's view that current  
8 training and safety initiatives are effectively  
9 addressing the primary concerns identified thereby  
10 negating the need for additional regulatory  
11 measures at this juncture.

12 CHAIR DZUGAN: The motion -- there's a motion  
13 on the table. Do we have a second for that?

14 MR. ROSVOLD: Second.

15 CHAIR DZUGAN: Eric Rosvold second.  
16 Discussion? Hearing no discussion, all in favor of  
17 that motion signify it by raising your hand.  
18 Eleven yays. Those opposed, raise your hand. So,  
19 motion passes 11 to three.

20 Moving on to the next motion from our  
21 subcommittee.

22 MR. DAMERON: Number 17, please, Angel. Thank  
23 you. For the record, Tom Dameron. Applicable  
24 references for -- well, let me start with the task  
25 description.

1           Committee make recommendations on the  
2           feasibility of a multi-year phase-in implementation  
3           that all commercial fishing vessel mariners serving  
4           as master operators of commercial fishing vessels  
5           of less than 200 gross tons and operating three  
6           miles beyond the baseline in a near coastal zone  
7           obtain and maintain an operator of uninspected  
8           passenger vessel merchant mariner credential  
9           without a TWIC requirement.

10           For this one, we'd would like the Coast Guard  
11           to reference responses to task statements 14-24,  
12           15-24, and 16-24. The National Institute for  
13           Occupational Safety and Health Reports a 52 percent  
14           Decrease in commercial fishing fatalities in the  
15           United States from 2000 to 2022. The foundational  
16           efforts of the Commercial Fishing Safety Advisory  
17           Committee from 2011 to 2016, and the 2010 United  
18           States Coast Guard Authorization Act, specifically,  
19           section 604(a)(4), which amends 46 USC 4502(g).

20           I make a motion that after careful  
21           deliberation and analysis of the feedback from task  
22           statements 14-24, 15-24, and 16-24, the National  
23           Commercial Fishing Safety Advisory committee  
24           recognizes the critical importance of ensuring the  
25           safety and competency of masters, operators of

1 commercial fishing vessels of less than 200 gross  
2 tons, particularly those operating beyond three --  
3 three miles from the baseline in near coastal  
4 zones. Despite this the committee recommends  
5 against the proposal for a multi-year phase-in for  
6 all such commercial fishing mariners to acquire and  
7 maintain an operator of uninspected passenger  
8 vessel merchant mariner credential for reasons  
9 including, but not limited to regulatory and  
10 financial impacts.

11 The committee reiterates its concern as voiced  
12 and task statements between 15-24 and 16-24 about  
13 the additional regulatory and financial burdens  
14 that mandatory OUPV credentialing would impose on  
15 commercial fishing vessel masters, operators. This  
16 would challenge the economic viability and  
17 competitive edge of the American fishing industry.

18 Number two. Barriers to industry entry and  
19 sustainability. Mandatory OUPV credentialing, even  
20 if phased in over several years might deter  
21 individuals from entering or continuing in the  
22 profession -- profession of commercial fishing  
23 vessel master operators due to increase complexity  
24 and the cost of compliance. Such a barrier --  
25 barrier contradicts the committee's dedication to

1 promoting accessibility and sustainability within  
2 the commercial fishing industry.

3         Number three. Questions on efficacy and  
4 necessary -- necessity. There is a lack of clear  
5 evidence linking -- linking the possession of an  
6 OUPV credential directly to the improved safety and  
7 competency for commercial fishing vessels masters  
8 and operators. The unique operational and safety  
9 challenges of the commercial fishing industry may  
10 not be fully addressed by the standard OUPV  
11 curriculum suggesting a need for more specialized  
12 and flexible training solutions.

13         Number four. Alternative training approaches.  
14 Echoing insights from task statement 14-24, the  
15 National Commercial Fishing Safety Advisory  
16 Committee recommends further exploration and  
17 expansion of existing and new training programs  
18 tailored to the commercial fishing industry's  
19 specific needs. Such programs can provide  
20 practical, evidence-based learning opportunities  
21 directly relevant to the commercial fishing vessel  
22 masters, operators without the broad requirements  
23 for OUPV credentialing. Significantly, the  
24 National Institute for Occupational Safety and  
25 Health Reports a 52 percent decrease in commercial

1 fishing fatalities in the United States from 2000  
2 to 2022, highlighting the efficacy of current  
3 safety measures and practices without the  
4 imposition of additional credentialing  
5 requirements.

6 The committee that strongly encourages the  
7 United States Coast Guard to build upon the  
8 foundational efforts of the Commercial Fishing  
9 Safety Advisory Committee from 2011 to 2016. This  
10 will involve developing a safety and competency  
11 certification program based on the 2010 Act with  
12 modules on drills, fire, flooding, first aid,  
13 stability, navigation, and weather. These modules  
14 could be completed in segmented periods with a  
15 total of five years for completion and mandatory  
16 refresher training every five years through US  
17 Coast Guard-accepted courses. This approach  
18 ensures that training remains relevant, accessible,  
19 affordable, and emphasizes hands-on competencies  
20 meeting the unique demands of the commercial  
21 fishing industry. Furthermore the committee calls  
22 for regulatory adjustments to prevent the National  
23 Maritime Center from dismissing courses and  
24 instructors for not meeting international standards  
25 irrelevant to the fishing vessels not engaged in

1 international voyages. Therefore, the Commercial  
2 Fishing Safety Advisory Committee advises the US  
3 Coast Guard to reconsider the proposed  
4 credentialing requirements and instead focus on  
5 supporting access to tailored training and  
6 certification programs that address the specific  
7 competencies needed by commercial fishing vessel  
8 masters, operators. This approach will enhance  
9 safety and operational efficacy in a practical  
10 manner sensitive to the economic and reg --  
11 regulatory realities of the industry.

12 In addition, the National Commercial Fishing  
13 Safety Advisory Committee wishes to underscore the  
14 significance of the 2010 United States Coast Guard  
15 Authorization Act, specifically, section 604(A)(4),  
16 which amends 46 USC 4502(g). This amendment  
17 mandates a training program for individuals in  
18 charge of commercial fishing vessels under subpart  
19 (c). This legislative requirement covers the  
20 essential competencies critical to the safety and  
21 efficacy of commercial fishing vessel operators,  
22 including seamanship, stability, collision  
23 prevention, navigation, firefighting and  
24 prevention, damage control, personal survival,  
25 emergency medical care, emergency drills, and

1 communication and weather. The implementation of  
2 the 2010 Authorization Act represents a pivotal  
3 step towards enhancing mariner competency and  
4 operational safety across the commercial fishing  
5 industry. Given the substantial decrease in  
6 commercial fishing fatalities and accidents, as  
7 well as the proactive training and safety measures  
8 now in place, the committee believes that the  
9 objectives of the current accident investigation  
10 recommendations are being met through these  
11 legislative and industry efforts.

12 Therefore, we recommended the United States  
13 Coast Guard consider the impact of these training  
14 requirements and the observed improvements in  
15 industry safety as a basis for closing out the  
16 current accident investigation recommendation  
17 without further regulatory action. This approach  
18 aligns with the committee's view that current  
19 training and safety initiatives are effectively  
20 addressing the primary safety concerns identified  
21 thereby negating the need for additional regulatory  
22 measures at this juncture.

23 CHAIR DZUGAN: Okay. We have another motion  
24 on the table on 17 -- task statement 17-22. Is  
25 there a second for the motion?



1 MR. WENDLAND: 17-24, just a correction on  
2 that. 17-24.

3 CHAIR DZUGAN: 17-24, sorry. I misspoke.

4 MS. HEWLETT: Barb Hewlett, second.

5 CHAIR DZUGAN: We have a second from Barb  
6 Hewlett. Any discussion? Mike?

7 MR. TERMINEL: Mike Terminel. Although I'm in  
8 favor of the licensing part and competency  
9 documentation, OUPV is a contradiction to federal  
10 law, right. I can't believe I'm saying this, but  
11 OUPV is limited to undocumented vessels of five net  
12 tons or less. So, it's a bit -- it's 46 CFR  
13 11.20 -- if I'm reading it right -- 11 -- 46  
14 11.201, OUPV limited to undocumented vessels --

15 CHAIR DZUGAN: That -- that's interesting,  
16 because I have a -- I've had an OUPV for 20 years.  
17 I have a documented vessel over 5 net tons.

18 MS. HEWLETT: It could be a hundred if the  
19 boat -- it's a six pack.

20 MR. TERMINEL: 46 11.201.

21 MR. THEILER: (Indiscernible) Limited to  
22 uninspected --

23 UNIDENTIFIED SPEAKER: Uninspected.

24 MR. TERMINEL: Yeah, (indiscernible) --

25 MS. HEWLETT: It has to be --

1 MR. WENDLAND: Through the chair.

2 MS. HEWLETT: Oh.

3 CHAIR DZUGAN: Let's bring the discussion back  
4 to order again. Any other comments? Yeah?

5 MR. VARGAS: Thank you, Chairman. Frank  
6 Vargas. I just want to know, of that 52 percent  
7 decrease, how many of those people were documented  
8 that were offering the vessels, and of the 48, how  
9 many people were undocumented?

10 CHAIR DZUGAN: I don't have that answer. I  
11 don't know what the NIOSH has that answer at the  
12 tip of her fingers, but we could get that for you  
13 later. If not at the meeting today, we can send  
14 that out to people. Thank you.

15 Any other comments? Captain?

16 CAPT NEELAND: Mr. Chair, I think it was  
17 clarified before, but I just want to make sure.  
18 Regarding the OUPV, there's Coast Guard inspected,  
19 which you are issued a COI and an uninspected where  
20 not issued a COI. A documented is based off the  
21 tonnage of the vessel. If you're below 15 tons,  
22 you could be state registered -- I'm sorry,  
23 (indiscernible) -- when you go above five, you're  
24 going to have to be federally registered. So, I  
25 just want to be sure there's not confusion between

1 the two just for clarification. Thank you.

2 CHAIR DZUGAN: Anything you want to say, Vice  
3 Chair, Matt?

4 VICE CHAIR ALWARD: Matt Alward. What I was  
5 going to say was (indiscernible) but I just want to  
6 point out according to the US Bureau of Labor  
7 Statistics for 2022, just so we all know for the  
8 record, logging workers have a fatality rate of  
9 100.7 workers per 100,000, full-time equivalent  
10 workers, roofers are at 57.5 workers per 100,000,  
11 and fishing and hunting workers, which are grouped  
12 together, at 50.9. So, while we are dangerous,  
13 we're not nearly the most dangerous.

14 CHAIR DZUGAN: Any other comments?

15 CHAIR DZUGAN: I'm just going to give my  
16 perspective as a trainer. We have been  
17 consistently -- since 1991 been very interested in  
18 the efficacy of training, mostly what's been  
19 required and enforced is the drill conductor  
20 course. So, periodically NIOSH does research to  
21 see if trained people have a higher -- just in the  
22 drill conductor course itself -- has any efficacy.  
23 And they have found that people have a higher  
24 chance of survival if they'd taken that training  
25 alone than they wouldn't have if they hadn't had

1 the training -- if they didn't have the training  
2 within five years, which by the way, is in the 2010  
3 Auth. Act as a requirement but hasn't been  
4 enforced. We've also done our own surveys of  
5 people, blind surveys where we don't know who they  
6 are, we call them up. We know that they're on our  
7 list of people we trained, and we did -- a couple  
8 of years ago we contacted several hundred people,  
9 just through their numbers out of our database of  
10 trained people. We were, actually, kind of shocked  
11 to find out that 90-91 percent of them said that  
12 the behavior -- the training itself had changed  
13 their behavior. They did something on the boat to  
14 improve safety. They either got an abandoned ship  
15 kit or they started doing monthly drills or they --  
16 and this is blind. There was no reward for saying  
17 yes or no or anything like that. Even more  
18 shocking was the fact that about a third of them  
19 said -- they gave us anecdotal incidences of how  
20 the training actually helped them in an emergency  
21 or prevented an emergency from happening. That's  
22 just from one -- one- to two-day course. And so, I  
23 think there's lots of anecdotal as well as research  
24 that shows that.

25 There's training that is going on right now

1 that's effective. There needs to be more. It's  
2 already a 2010 Act. And to make a general  
3 statement, from my observations from people have  
4 talked to and from our subcommittee meeting, there  
5 is, I'll just say it, there is some doubt that  
6 since the Coast Guard has not implemented it in  
7 almost 15 years, other training aspects that are  
8 already in the 2010 Act, the idea that they're  
9 going to bring in even a higher level of training  
10 and implement that in any kind of time period  
11 that's going to be quick doesn't seem to be very  
12 likely from past experience.

13 David.

14 MR. TURNER: David Turner here. Mr. Chairman,  
15 I just want to make the observation that the  
16 response that the subcommittee has put together  
17 here is much broader to the question of the  
18 applicability of the OUPV. That's all.

19 CHAIR DZUGAN: Frank?

20 MR. VARGAS: Frank Vargas. On this training  
21 that, you know, the undocumented people, is it just  
22 a one-time deal or is it every five years or year,  
23 like licensed people have to renew it every five  
24 years? So, what's going to be the time on that?

25 CHAIR DZUGAN: On which training? On the

1 drill conductor training?

2 MR. VARGAS: Any of the training, like  
3 (indiscernible) stability?

4 CHAIR DZUGAN: Right now, there's a law from  
5 the 20 -- from 2010 that says the trading should be  
6 done every five years. That hasn't been made into  
7 a regulation yet. And again, that's one of the  
8 very unfair things about this for fishermen is  
9 they're more aware of regulations than a law. So,  
10 there is a risk to fishermen not knowing that  
11 there's a law that they do this every five years  
12 because it's not being -- they're not being  
13 educated about it. So, in a civil lawsuit, for  
14 example, you know, that puts fishermen at risk.

15 Any other comments before someone calls for  
16 the question?

17 MR. ROSVOLD: Call for the question.

18 CHAIR DZUGAN: The question's been called by  
19 Eric Rosvold. Those in favor signify by raising  
20 your hand. That's 11 yays. Those opposed, hands.  
21 Two. Two nays, unless I'm missing somebody?

22 (Whereupon, multiple members speak  
23 simultaneously.)

24 CHAIR DZUGAN: Abstention?

25 MS. HEWLETT: Yeah, abstentions.

1 VICE CHAIR ALWARD: Ask for abstentions.

2 CHAIR DZUGAN: Oh. Any abstentions? Thanks.  
3 One abstention. Thank you. Moving on.

4 MR. CALDERON: Want to put this one with it?

5 MR. DAMERON: Number 14, Angel. That's our  
6 meeting minutes. Thank you, Angel.

7 Mr. Chairman, our task description for 14-24:  
8 Committee, make recommendations on processes to  
9 assess, document, and maintain mariner competency  
10 to operate commercial fishing vessels of less than  
11 200 gross registered tons, including local  
12 knowledge and recency.

13 The applicable references that we would like  
14 to -- we would like to point out, the United States  
15 Coast Guard Authorization Act, Section 604(a)(4)  
16 amends 46 USC 4502(g). Whereas, United States  
17 Coast Guard Authorization Act, Section 604(A)(4)  
18 amends 46 USC 4502(g) to mandate a training program  
19 for individuals in charge of commercial fishing  
20 vessels under subpart (c) covering essential  
21 competencies, including seamanship, stability,  
22 collision prevention, navigation, firefighting and  
23 prevention, damage control, personal survival,  
24 emergency medical care, emergency drills and  
25 communications, and weather;

1           And whereas, per regulations under 46 CFR  
2 28.270, instructions, drills, and safety  
3 orientations does not fully address the  
4 requirements set forth in the Coast Guard  
5 Authorization Act for mariner competency,  
6 particularly in providing formal certification  
7 process and periodic refresher training.

8           The recommendation that come -- came out of  
9 the training subcommittee, and I'll make this in  
10 the form of a motion, be resolved, the National  
11 Commercial Fishing Safety Advisory Committee  
12 recommends that the Secretary of Homeland Security  
13 initiate regulatory action to amend 46 CFR. The  
14 amendment should, as per the 2010 Authorization  
15 Act, introduced a requirement for the issuance of a  
16 certificate upon the completion of a training -- of  
17 the training program for mariners in charge of  
18 commercial fishing vessels less than 200 gross  
19 registered tons operating outside three nautical  
20 miles from the baseline thereby ensuring evidence  
21 of mariner competency; mandate periodic refresher  
22 training at intervals not to exceed five years to  
23 maintain the validity of training program cert --  
24 certificate for the 2010 Authorization Act, thereby  
25 ensuring members remain competent in essential



1 skills and knowledge areas. Further, the committee  
2 recognized -- recognizes that while local knowledge  
3 and recency of experience are valuable, they do not  
4 substitute for the mariner competency necessary to  
5 safely operate commercial fishing vessels of less  
6 than 200 gross registered tons, as defined by the  
7 specific training program requirements.

8 In addition, the Commercial Fishing Safety  
9 Advisory Committee wishes to underscore the  
10 significance of the United States Coast Guard  
11 Authorization Act, specifically, Section 604(a)(4)  
12 which amends 46 USC 4502(g). This amendment  
13 mandates a training program for individuals in  
14 charge of commercial fishing vessels under subpart  
15 (c). This legislative requirement covers essential  
16 competencies critical to the safety and efficacy of  
17 commercial fishing vessel operators, including  
18 seamanship, stability, collision prevention,  
19 navigation, firefighting and prevention, damage  
20 control, personal survival, emergency medical care,  
21 emergency drills and communication, and weather  
22 forecasting. The implementation of this mandate  
23 represents a pivotal step towards enhancing mariner  
24 competency and operational safety across the  
25 commercial fishing industry.

1           Given the substantial decrease in commercial  
2 fishing fatalities and accidents, as well as the  
3 proactive training and safety measures now in  
4 place, the committee believes that the objectives  
5 of the current accident investigation  
6 recommendation are being met through legislative  
7 and industry efforts. The National Commercial  
8 Fishing Safety Advisory Committee recognizes the  
9 critical role of accident investigations in  
10 enhancing the safety and efficacy of the commercial  
11 fishing industry. While these investigations are  
12 vital for identifying immediate causes and  
13 potential safety improvements, the National  
14 Commercial Fishing Safety Advisory Committee wishes  
15 to highlight the importance of considering a wider  
16 array of factors when evaluating the feasibility  
17 and the impact of the recommendations derived from  
18 these investigations.

19           It is crucial to acknowledge that the  
20 commercial fishing industry is diverse and  
21 multifaceted with variations in regional fishery --  
22 fisheries, characteristics, fleet compositions, and  
23 the socioeconomic and cultural context of fishing  
24 communities. Specific areas that merit  
25 consideration include the diverse characteristics

1 and economies of regional fisheries which may  
2 affect the applicability and impact of safety  
3 recommendations. The composition and operational  
4 specifics of the commercial fishing fleets,  
5 including vessel types and sizes which can  
6 influence the effectiveness of proposed safety  
7 measures, the qualifications training and cultural  
8 practices of fishermen which are pivotal for  
9 ensuring that safety recommendations are both  
10 practical and culturally sensitive. The existence  
11 of regional safety improvement resources and  
12 programs which may already address some of the  
13 concerns identified in accident investigations.  
14 The National Commercial Fishing Safety Advisory  
15 Committee believes that while accident  
16 investigation recommendations are essential for  
17 improving safety, there must be an understanding  
18 that these recommendations are part of a broader  
19 system of factors influencing the commercial  
20 fishing industry.

21 Consideration of these additional factors is  
22 crucial for ensuring that recommendations are not  
23 only technically sound but also practically  
24 implementable and culturally appropriate across the  
25 diverse landscapes of the commercial fishing

1 industry that the National Commercial Fishing  
2 Safety Advisory Committee represents. The  
3 committee has engaged in thoughtful consideration  
4 of these broader aspects when assessing the  
5 implications and practicality of implementing the  
6 investment -- investigation recommendations. This  
7 approach will help ensure that the safety measures  
8 are both effective and respectful of the complex  
9 ecosystems within which the commercial fishing  
10 community operates.

11 Therefore, we recommend that the United States  
12 Coast Guard consider the impact of these  
13 comprehensive training requirements and the  
14 observed improvements in the industry safety as a  
15 basis for closing out the current accident  
16 investigation recommendation without further  
17 regulatory action. This approach aligns with the  
18 committee's view that the current training and  
19 safety initiatives are effectively addressing the  
20 primary safety concerns identified thereby negating  
21 the need for additional regulatory measures at this  
22 juncture.

23 CHAIR DZUGAN: Is there a second to that  
24 motion? Ben? I'm sorry, Kris?

25 MR. BOEHMER: Kris Boehmer, I second.

1 CHAIR DZUGAN: Second by Kris. Discussion?

2 Mike?

3 MR. THEILER: Mike Theiler. We probably  
4 struggled as a committee with this one more than  
5 the rest. And -- and we went back to it after --  
6 after the second day, and I thought there was a  
7 little more to this, Tom, actually -- not that I --  
8 we need more, but there were some suggestions -- U

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20 MR. THEILER: No, no. Well, yeah, This one  
21 was a little bit tough because if you -- if you  
22 look at the -- at the task, it was to document and  
23 assess -- these are processes to assess, document,  
24 and maintain. And if we go back to the -- some of  
25 the verbiage in here, training programs, training

1 certification. We don't even have a lot of that  
2 stuff yet, so it's like the chicken and the egg.  
3 And I know, you know, we -- we -- as a committee,  
4 like I said, we just struggled with it a little  
5 bit.

6 CHAIR DZUGAN: Jim? Or Matt. Thank you.

7 VICE CHAIR ALWARD: Thank you. I don't have  
8 any problem with the motion, although I'll say out  
9 of the, literally, thousands of motions I've been  
10 involved in, this is by far the longest I've ever  
11 seen. And I think the motion could have been the  
12 last paragraph and all the rest would have been  
13 rationale behind it. That being said, I'll still  
14 support the motion as written.

15 CHAIR DZUGAN: Any other comments to the  
16 motion? Tom?

17 MR. DAMERON: Mr. Chair, Tom Dameron, I'd like  
18 to just respond to Matt's comment. I think the --  
19 I think the rationale behind so much of the -- the  
20 references made in the motion are because the Coast  
21 Guard has 20-25 years of recommendations that  
22 they're closing out, and they stated on day one  
23 that they're -- they're looking for our input to  
24 determine what their stance is on these going  
25 forward. So, the committee don't that the more

1 information that we gave them to develop that  
2 stance, the better.

3 CHAIR DZUGAN: Matt?

4 VICE CHAIR ALWARD: Matt Alward. I fully  
5 agree. Like I said, I'll support it as written.  
6 But I think just process wise, making a shorter  
7 motion with rationale backing it up, it's on the  
8 record. It's the exact same thing as putting all  
9 the rationale in the motion, so. No big deal.

10 MR. DAMERON: Thank you.

11 CHAIR DZUGAN: Yeah, this Jerry. I think in  
12 the past, we haven't provided enough rationale  
13 sometimes. We were pretty sure on that. Maybe we  
14 went too far in the other direction now. No, I --  
15 any other comments from the committee thought?  
16 Frank?

17 MR. VARGAS: Frank Vargas. I see all the  
18 training and stuff here. Why wouldn't they just  
19 include, you know, (indiscernible) documentation  
20 instead of a certificate (indiscernible)?

21 MS. HEWLETT: I don't know.

22 CHAIR DZUGAN: Go ahead, Mike.

23 MR. TERMINEL: Mike Terminel. We were just  
24 discussing that. I think we had voluntarily, at  
25 the minimum, used form seven --



1 MR. THEILER: 719S.

2 MR. TERMINEL: -- 719S as a way to document  
3 the -- potentially something that's already out  
4 there, something that's already used for sea  
5 service for the mariner to possess themselves so if  
6 they go from boat to boat to boat, they carry  
7 their -- their sea service with them, but I think  
8 we missed that.

9 MS. HEWLETT: Yeah, (indiscernible).

10 CHAIR DZUGAN: Mike?

11 MR. THEILER: Yeah, are you sure we didn't --  
12 I'm not sure that this is the motion we agreed on  
13 yesterday. For the record, I'd like --

14 VICE CHAIR ALWARD: This is the one that's on  
15 the floor.

16 CHAIR DZUGAN: Yeah, we -- we have a motion on  
17 the floor. We need to kind of focus on that one.  
18 And we will be taking a vote on this, unless we  
19 hear any other comments. And I think we're ready  
20 for the question to be called, if somebody would  
21 like to make that call for it. Mike?

22 MR. TERMINEL: Discussion here. I don't know  
23 if that's proper then for them to make a motion and  
24 then read it and then we're stuck with it, because  
25 that's not what we talked about.

1 MR. BOEHMER: (Indiscernible) amend it?

2 CHAIR DZUGAN: Tom?

3 MR. DAMERON: Mr. Chairman, if I could address  
4 that. Tom Dameron. So, we did have different  
5 language for a motion before we went and took care  
6 of 15, 16, and 17. And then after taking care of  
7 those three and some initial -- and some initial  
8 discussion around the two or three sentences that  
9 we had, we did revert to this. And this is what we  
10 worked on for the rest of the meeting. And this  
11 is -- this is how it was concluded.

12 CHAIR DZUGAN: Yeah, it was kind of a cart and  
13 horse situation. Yeah. So, we adapted --

14 MR. BOEHMER: Mr. Chair, Kris -- Kris Boehmer.  
15 I -- I just remember specifically citing that Coast  
16 Guard's 719S as part of this documentation, and I  
17 don't remember leaving that out. Did we then leave  
18 it out? I thought we included that as a reference.  
19 Matter of fact, I remember working on it was one of  
20 the last things we did.

21 CHAIR DZUGAN: Go ahead, Barb.

22 MS. HEWLETT: Yes. We had that in the  
23 beginning. And just the form is the sea service  
24 form for the captain -- captain's license if you're  
25 going to submit C form. It was a suggestion on the

1 way to document your time and area of fishing under  
2 part of this task where it said, you know,  
3 documenting your training. So, it was a -- in the  
4 beginning, it was just a reference saying, you  
5 know, you can document it with a form, suggest  
6 using this form. So, whether I think it's in there  
7 or not, it wasn't something that we were, you know,  
8 mandating or saying you have to use it. It was a  
9 suggestion. So, I think it doesn't matter if it's  
10 in there or not on this particular recommendation.

11

12 CHAIR DZUGAN: Any other comments to the  
13 motion as written? Does anybody wish to call for  
14 the question? Barb?

15 MS. HEWLETT: Barb Hewlett. Call the  
16 question.

17 CHAIR DZUGAN: Okay. All in favor of the  
18 motion as stated signify by raising your hand.  
19 Seven, eight, nine, gotcha, Greg. Those opposed?  
20 One, two, three, four. Any abstentions? Passes  
21 nine to four with one abstention.

22 Okay. I think -- has this subcommittee gone  
23 through its tasks? Okay. I think we're ready to  
24 move on unless we have anything else we need to  
25 cover before then?

1 Matt, does your subcommittee wish to make some  
2 -- bring up their motions?

3 VICE CHAIR ALWARD: Yes.

4 MR. KELLY: Mr. Chair?

5 CHAIR DZUGAN: Yeah?

6 MR. KELLY: Can we get a 5-minute break?

7 CHAIR DZUGAN: You know, I was thinking about  
8 that.

9 VICE CHAIR ALWARD: Can we just do a quick --

10 CHAIR DZUGAN: Can we do a quick stretch  
11 break. Don't get lost. Come back in --

12 (Whereupon, multiple members speak  
13 simultaneously.)

14 (Whereupon, a break was taken from 9:15 a.m.  
15 EDT until 9:22 a.m. EDT.)

16 MR. WENDLAND: Are back in session?

17 CHAIR DZUGAN: We're back in meeting again  
18 from our recess.

19 MR. WENDLAND: So, just a point of interest.  
20 There's a question -- kind of a comment to me  
21 about, you know, Coast Guard data, NIOSH data,  
22 Department of Labor data. And I'd just like to  
23 point out again, we've talked about this in the  
24 past. NIOSH looks at the data. And, of course,  
25 NIOSH is under the Health and Human Services, so

1 their data reflects heart attacks, drug overdoses,  
2 things like that. The Department of Labor, when  
3 they look at their statistics, as Mr. Oliver  
4 pointed out, a lot of times the fishing industry  
5 is -- is lumped in there with -- and this -- and  
6 this year it's hunting and fishing. And their data  
7 also reflects information, such as if a warehouse  
8 worker was moving a blue fish tuna, you know, off  
9 the rack and it fell on his head and killed him,  
10 you know, that's a fatality that they include. The  
11 Coast Guard --

12 And Angel, if you can, call the big fish data.

13 The Coast Guard looks at these -- you know,  
14 the fatalities and casualties from an operational  
15 standpoint. So, that's why our numbers differ from  
16 these other -- these other agencies. And so, we  
17 just wanted to point that out.

18 There should be a -- the big fish on the far -  
19 - yeah -- on the -- on the screen that we're all  
20 looking at. So, it's just, those numbers, if you go  
21 to the far left tab -- I mean, no. The meaning --  
22 of the meaning right there, the tabs on the bottom,  
23 I think, Angel. You might have to split it up.

24 In any case oftentimes you'll see the numbers  
25 that are different, and we track these and the

1 definitions of operational, Coast Guard INV is in  
2 this -- is in this. So, we will, you know, post  
3 that on our website. But as people, students, you  
4 know, other people do reports, it should -- we just  
5 want to be clear, like, you know, what we look at  
6 from the Coast Guard.

7 And, of course, those numbers of the  
8 fatalities and casualties have had a huge decrease  
9 over time from an operational standpoint. So,  
10 even, though, we've talked about one of the most  
11 hazardous, you know, it's -- I think it was clear  
12 it's not the most hazardous. So, there's been a  
13 lot of work to reduce that and many impacts,  
14 including this committee, different other agencies'  
15 involvement have all helped reduce those things.  
16 So, I just wanted to clarify that for the question  
17 that was posed.

18 CHAIR DZUGAN: Yeah, thank you, Jonathan.  
19 Just to add something to that. These are  
20 relatively small numbers when you're looking at per  
21 year. And so, for example, the loss of one boat  
22 was six -- one vessel with six or seven people on  
23 it all lost has a big impact on those annual  
24 numbers, as well. So, I think, kind of -- I guess  
25 what I'm saying is it fluctuates a lot. But the

1 numbers from what they used to be, 10, 20, 30 years  
2 ago, I think NIOSH graphs have shown a pretty  
3 steady increase in decline in fatalities as well.

4 I think we're ready when you're ready, Matt.

5 VICE CHAIR ALWARD: I need to put up  
6 (indiscernible).

7 MR. HOWLAND: Mr. Chair, I'd like to -- I  
8 think my community wants to introduce 18-24. Nick  
9 Howland. So, if we put it up, I'll read it aloud.  
10 Task 18-24, life raft servicing intervals.

11 The task description is (reading): The  
12 committee make recommendations on life raft  
13 servicing interval impacts with the commercial  
14 fishing industry and make recommendations to the US  
15 Coast Guard.

16 We didn't cite any applicable references, but  
17 if you go down to recommendation, I will start with  
18 the discussion there at the bottom, and then go up  
19 to the motion. So, the discussion was -- there was  
20 significant discussion around the life raft  
21 servicing intervals and the resulting market  
22 economics to the manufacturers, service stations,  
23 and boat owners. Certain boat owners are finding  
24 annual servicing requirements to be financially and  
25 operationally burdensome absent data showing a

1 critical safety need. That said, there was  
2 discussion that if service intervals were to be  
3 relaxed, manufacturer raft prices might potentially  
4 increase. It was decided to make a recommendation  
5 to have the Coast Guard collect data on life raft  
6 servicing to validate the need for annual  
7 inspections when the data is available and can be  
8 provided.

9 So, the motion is (reading): Request US Coast  
10 Guard collect data on Coast Guard approved,  
11 parentheses, domestic life raft repairs of the  
12 first service and the ten -- and up to year ten to  
13 determine if servicing requirements can change.  
14 This would require approved servicing facilities to  
15 provide service records to the US GC Commandant,  
16 parentheses, CG ENG-4, with pertinent information  
17 containing types and dates of repairs that occurred  
18 each servicing. To the extent possible, request US  
19 GC also collect historical repair data on Coast  
20 Guard approved domestic life raft repairs for the  
21 last 10 years.

22 I guess we -- the Chair would probably  
23 entertain someone to move that, if anyone is  
24 interested in moving it.

25 VICE CHAIR ALWARD: I think just make that as



1 a motion.

2 MR. DAMERON: I'll second it.

3 MR. HOWLAND: There you go, a motion and a  
4 second.

5 CHAIR DZUGAN: And Tom, that was a second.  
6 So, any discussion? Any comments on the motion?

7 MR. HOWLAND: I'll comment on the motion. I  
8 think from the perspective -- I'm the -- the safety  
9 product manufacturing representative on this  
10 advisory committee. From the perspective of  
11 commercial life raft manufacturers, collecting data  
12 would be encouraged, say for a potential concern  
13 about the small administrative burden that  
14 manufacturers might incur, or more importantly that  
15 the approved service stations might incur, to  
16 collect the data, and the amount of the  
17 administrative burden the Coast Guard might incur  
18 to collect, analyze, and read the data. And the  
19 reason is -- is because the SOLAS requirements for  
20 life rafts that have, basically, translated and  
21 modified and -- and -- by the US Coast Guard are  
22 there for a reason, and they're there on 30-plus  
23 year data on life rafts.

24 Life rafts -- commercial life rafts are not  
25 inflatable pool toys. There are dozens of SOLAS

1 and Coast Guard requirements, which are included in  
2 the fabrication of a life raft. There's dozens of  
3 requirements that commercial life rafts must adhere  
4 to from a testing perspective. And, frankly,  
5 there's hundreds of potential points of failure on  
6 any commercial life raft. They're -- they're  
7 pretty complicated systems. All -- all of you have  
8 seen their inflation, hopefully not in anchor,  
9 hopefully in a test facility. But they're  
10 complicated systems that save lives.

11 And we have a comment in the discussion and in  
12 the motion that potentially if we're looking at  
13 relaxing service intervals to save money, that's  
14 absolutely admirable. But one of the issues would  
15 be if you're going to now -- I think the data will  
16 show -- and I don't think manufacturers will be  
17 afraid of looking at the data -- because the data  
18 will show that there are repairs made based on the  
19 current constructions of life rafts that are  
20 generally the same among the US CG approved  
21 manufacturers. If there would be relaxed safety  
22 standards and relaxed inspection intervals, they  
23 might have to change how those rafts are fabricated  
24 and modernized and new methods of construction,  
25 which would probably make the raft more expensive

1 to -- so if it lasted and adhered to the same  
2 safety standards despite relaxed service intervals.

3 So, that's kind of what's behind the -- that  
4 said phrase there as a discussion. But with that,  
5 the manufacturing industry, from my perspective,  
6 would be fine with data collection. It just  
7 reinforces the need for critical safety products  
8 and protected commercial fishing...

9 CHAIR DZUGAN: Thank you. Matt?

10 VICE CHAIR ALWARD: Matt Alward. I'll admit  
11 I've been one of the guys and that's like -- pays  
12 the money every year and, like, why are we doing  
13 this. But after some really detailed presentation  
14 and then -- and then pretty intense conversation in  
15 the subcommittee, I was definitely convinced that  
16 we don't have the data to even attempt to try to  
17 justify changing services intervals, so. But I'll  
18 fully support not recommending any changes, but  
19 trying to actually get some data to see what --  
20 what it shows in the future. But for now, I think  
21 this is an appropriate way to go.

22 CHAIR DZUGAN: Tom?

23 MR. DAMERON: Mr. Chairman, Tom Dameron.  
24 Yeah, I'd like to hear from -- from Stephanie,  
25 Coast Guard ENG-4, on the effort that -- that might

1 be needed by the Coast Guard and the effort that  
2 might be needed from the service facilities if she  
3 has a -- has an opinion on that.

4 MR. BOEHMER: And there she is.

5 MS. GROLEAU: Mr. Chair, Stephanie Groleau, US  
6 Coast Guard. Yes, I was involved in this  
7 discussion on this subcommittee, too and was there  
8 while we were -- they were developing this motion.  
9 So, as I stated in our presentation and with the  
10 subcommittee, currently the only requirement is for  
11 condemnation data to be submitted. But, of course,  
12 lots of casualties and issues happen with life  
13 rafts that aren't, you know, completely unusable or  
14 must be condemned they cannot deploy due to any  
15 sort of repairs or -- or issues there. So, like  
16 our -- our Vice Chair said, we just simply don't  
17 have that data because we're not required to get  
18 it.

19 So, we had discussed that this data -- you  
20 know, it is collected by the original equipment  
21 manufacturers, the technicians sign in with their  
22 certificate before they do any sort of servicing,  
23 and they mark the parts they use in the servicing,  
24 any repairs there are, and then sign it back out.  
25 So, that they are entering that data in some sort

1 of database already, just the Coast Guard doesn't  
2 currently have access to it. You know, I would  
3 hope that this could mean, perhaps, be in some sort  
4 of central database that, you know, that we could  
5 pull reports, kind of like a Coast Guard VI sort of  
6 thing like we do from MISLE. But I -- I think  
7 during our discussion, we thought that the best way  
8 to get this was from the actual repair facilities  
9 as opposed to from the OEM's cloud databases,  
10 because that is what we tried in 2017. We tried  
11 going straight to the OEMs, getting it from their  
12 cloud databases, and they weren't -- they weren't  
13 as -- all as forthcoming as each other. We -- we  
14 had hoped for more. But I think the -- the data  
15 that the facilities are actually making it -- on a  
16 database -- on a daily basis, entering that, is  
17 probably the best way to gather that.

18 Now, as to the mechanism and how that would  
19 work and getting approval for data collection, you  
20 know, that's far above my paygrade. But I do agree  
21 that this would be a good way to go. And then  
22 personally (indiscernible) ENG-4, I would love to  
23 have this data. I think it would be very helpful  
24 for future policies, standards, high and low  
25 positions, international positions, and then, of

1 course, we are able to do a much more robust  
2 economic analysis during any rulemaking process to  
3 with this sort of data.

4 CHAIR DZUGAN: Thank you. Any other  
5 discussion about this motion? Anybody -- anybody  
6 wish to call for the question?

7 MR. DAMERON: Call for the question.

8 CHAIR DZUGAN: Tom. Question's been called.  
9 All in favor, signify an aye, by raising your hand.  
10 Fourteen. Fourteen yays. Any nays? I don't think  
11 we have enough people here for any nays. We have  
12 14 ayes. It passes. So, that motion passes.

13 VICE CHAIR ALWARD: Matt Alward. So, task  
14 20-24 task description (reading): Committee make  
15 recommendations on the process to review and  
16 implement commercial fishing vessel mariner fitness  
17 for duty service onboard commercial fishing vessels  
18 of less than 200 gross tons, fitness for duty and  
19 service should include an assessment of overall  
20 health and physical fitness and contain provisions  
21 for the elimination -- for the elimination of drug  
22 and alcohol usage and management of the fatigue.

23 So, conversation and rationales was after  
24 deliberation and consideration of public comments  
25 and potential adverse impacts of implementing

1 fitness for duty regulations on mariners on  
2 commercial fishing vessels of less than 200 gross  
3 tons, the committee has concluded that while the  
4 safety, health, and well-being of mariners are of  
5 most importance, mariner fitness for duty  
6 standards, including assessments of overall health,  
7 physical fitness, and the management of drug and  
8 alcohol usage and fatigue would not be feasible  
9 without posing significant financial and  
10 operational burdens on commercial -- on the  
11 commercial fishing industry, and these  
12 responsibilities should rescue vessel owners and  
13 operators.

14 Further -- further rationale. Practical --  
15 practical implementation challenges absent  
16 empirical data showing the benefit of the  
17 regulations and the burden of implementing  
18 standardized health physical fitness assessments  
19 and drug and alcohol policies across diverse and  
20 geographically dispersed commercial fishing  
21 industry could hinder effective enforcement and  
22 compliance. Such measures might not adequately  
23 account for the unique operational realities of the  
24 fishing community. Impacts on workforce  
25 accessibility and sustainability, mandatory fitness

1 for duty assessments could deter individuals from  
2 entering or remaining commercial fishing industry,  
3 especially in remote or rural areas where access to  
4 medical services for regular health assessments may  
5 be limited. This could exacerbate workforce  
6 shortages and negatively impact the industry's  
7 sustainability, existing alternatives, and industry  
8 efforts.

9 The committee recognizes existing efforts  
10 within the commercial fishing industry to promote  
11 mariner health, safety, and the responsible  
12 management of fatigue and substance use. Voluntary  
13 programs, industry-led initiatives, and existing  
14 regulations already addressed many concerns related  
15 to the mariner fitness for duty without the need  
16 for additional, potentially burdensome regulations.

17 So, the motion I'll make: Given these  
18 considerations, the committee recommends against  
19 the implementation of new comprehensive fitness for  
20 duty regulations for mariners on commercial fishing  
21 vessels of less than 200 gross tons. Instead, the  
22 committee encourages the following approaches:  
23 Enhance the support for voluntary health and safety  
24 programs; encourage and support the development and  
25 adoption of voluntary health safety and wellness



1 programs; fostering industry education and  
2 awareness; promote education and awareness  
3 campaigns on the importance of health, fitness, and  
4 responsible substance use, focusing on resources  
5 and strategies that mariners can implement; and  
6 collaborating with health care providers;  
7 facilitate partnerships between the fishing  
8 industry and local and national health care  
9 providers to improve access to health assessments  
10 and support services, particularly in rural and  
11 remote fishing communities; leverage the website to  
12 centralize information concerning the fitness for  
13 duty drug and alcohol usage, management of fatigue;  
14 best practices to manage fitness for duty, drug and  
15 alcohol usage, and management of fatigue should be  
16 incorporated into the voluntary best practices  
17 document. The committee believes these  
18 recommendations strike a balance between promoting  
19 mariner health and safety and maintaining the  
20 economic viability and operational effectiveness of  
21 the commercial fishing industry. Responsibility to  
22 implement best practices rests with the vessel  
23 owners and operators. Further, the committee  
24 recommends that the Coast Guard take no regulatory  
25 action and closes investigations.

1 CHAIR DZUGAN: Is there a second to that  
2 motion?

3 MR. KELLY: Second.

4 CHAIR DZUGAN: That's --

5 MR. KELLY: Jim Kelly, second.

6 CHAIR DZUGAN: Okay, Jim. Discussion? Mike?

7 MR. TERMINEL: In 2021, I'm a -- I have to do  
8 a physical every two years because I hold a MMC.  
9 \$50 copay. I have insurance. If you don't have  
10 insurance, it's about 120 bucks. I was diagnosed  
11 with stage three cancer going in for a Coast Guard  
12 physical, so to me you can't -- I can't argue --  
13 it's an argument.

14 But putting mariners, whether they're licensed  
15 or unlicensed, on a vessel hundreds of miles from a  
16 medical facility warrants knowing if that person  
17 has high blood pressure before they get on the  
18 boat, warrants whether if they're borderline  
19 diabetic that needs insulin and they don't know  
20 they're -- they're sleeping giants because it could  
21 awake at any moment, there's maintenance items that  
22 if you know these things, you can control it and  
23 work with it. Obesity, there's a number of things  
24 that a simple physicals for 100 bucks every two  
25 years is not -- how is that a financial hardship?

1 You do it anyways. That's all I got to say. Thank  
2 you.

3 CHAIR DZUGAN: Frank?

4 MR. VARGAS: Yeah, Frank Vargas. Yeah, we --  
5 so I agree with Mike there, and you know, we do it,  
6 all our officers, of course, for the MMC every five  
7 years, two years for STCW. We -- all our  
8 processing crew, we run them through the same  
9 protocol as for the license, not as intense, but we  
10 found a lot of people that have high blood  
11 pressure, diabetes, and people, you know, that  
12 (indiscernible). It saved us a lot of money from  
13 having (indiscernible) or having to return the ship  
14 to port.

15 CHAIR DZUGAN: Matt?

16 VICE CHAIR ALWARD: Matt Alward. I mean, I  
17 don't disagree with what you just said at all, but  
18 we felt that regulatorying (sic) it was going too  
19 far, and really the responsibility rests with the  
20 owner/operators. And it's a risk that we take if  
21 we decide not to have our guys get a physical  
22 before going fishing. So, we didn't feel like  
23 it -- that the committee at this time should be  
24 regulated but recommended and incorporated in both  
25 the best practices document and on the website that

1 we're working on.

2 CHAIR DZUGAN: Tom, and then we'll ask Katie  
3 to come up. But Tom's first.

4 MR. DAMERON: Thank you, Mr. Chair. Tom  
5 Dameron. So yeah, I am a government relations and  
6 fishery science liaison for Surfside Foods who  
7 is -- who has a fleet of, sometimes eight,  
8 sometimes nine vessels that are all under -- under  
9 200 gross ton, and -- and we regularly send our --  
10 send our crew members to -- to have physicals. And  
11 as was -- as was mentioned, we have run across --  
12 we have run across health issues with individuals  
13 that -- that needed intervention before we allowed  
14 those individuals to -- to go back off shore.

15 I think that's a -- that's a -- an example of  
16 the responsibility to implement best practices  
17 resting with the vessel owner and operator, and the  
18 right thing being done, and the -- and with -- with  
19 was the correct outcome.

20 CHAIR DZUGAN: Yeah, I'd like to ask Katie  
21 Knifong to come up, if she wants to after this,  
22 being from a -- the larger vessel perspective.

23 MS. KNIFONG: Can you scroll up? Katie  
24 Knifong. Can you scroll up a couple bullets? The  
25 second one, fostering industry education and

1 awareness, promote education and awareness  
2 campaigns, and the importance of health fitness and  
3 responsible substance abuse -- substance use --  
4 responsible substance use. So, does that mean  
5 we -- there's not a federal stance on zero  
6 tolerance on board anymore? I didn't know we can  
7 educate them on using a substance responsibility?

8 CHAIR DZUGAN: I think that's a little bit of  
9 a word mechanic thing there.

10 (Whereupon, Chair Dzugan and Vice Chair Alward  
11 speak simultaneously.)

12 VICE CHAIR ALWARD: We're referring to  
13 people's lifestyles while not on vessels at all,  
14 which we don't really have control over, but we can  
15 encourage healthier activities.

16 MR. BOEHMER: Could be alcohol, too, right?

17 VICE CHAIR ALWARD: Being responsive to the  
18 reality of the world we live in, but just -- it was  
19 not in reference to it, at all --

20 MS. KNIFONG: Okay. So it's just not --

21 VICE CHAIR ALWARD: -- being on board vessels.  
22 Could have made that more clear, but that's the  
23 motion in front of you.

24 CHAIR DZUGAN: Thank you, Katie.

25 VICE CHAIR ALWARD: It's open to amendments,

1 if you want to (indiscernible).

2 CHAIR DZUGAN: Any other comments or  
3 wordsmithing? Greg?

4 MR. LONDRIE: Greg Londrie. You know, I agree  
5 with your assessment until you enforce upon  
6 industries that deal with guys that don't show up,  
7 will go out for three hours. There's such rapid  
8 turnover in our industry. \$100 per man per boat  
9 each time. We're -- we're struggling to survive  
10 right now. We'd spend all our money on physicals  
11 for most guys that don't even work past 30 days,  
12 even if they make a full trip. We're -- we're a  
13 brand new crew almost every time we go out.

14 CHAIR DZUGAN: Barb?

15 MS. HEWLETT: Barb Hewlett. Yes, I agree with  
16 you, and I agree over here. It's a -- it's an  
17 interesting thing. You know, Butch has a captain's  
18 license, and I do, too, so we're required every  
19 five years to get a physical. And, you know, his  
20 last Coast Guard physical, because he doesn't go to  
21 the doctor, most guys just don't, you know, ended  
22 had a heart murmur and got him to the cardiologist.  
23 There's nothing bad, but, you know, it was -- it  
24 was an eye opener, and he probably wouldn't have  
25 known it if it didn't get a physical.

1           On the other hand, a lot of the industry has a  
2 quick turnover. We have a turnover with our crew,  
3 but I know we're not talking about crew. But I  
4 think if -- if you made it, you know, a law that,  
5 you know, so many years every captain had to get a  
6 physical, that's going to trickle down to crew  
7 requiring to get a physical. It'll be an open door  
8 for something else. And, you know, as much as I  
9 agree with getting physicals, I don't think it  
10 should be mandated.

11           So, I -- I agree with this as it's written,  
12 but best practices, I encourage all of my captains  
13 to just get a physical, no matter what, especially  
14 the older captains. You know, that're in the  
15 industry. So, I just wanted to comment on that.

16           CHAIR DZUGAN: Mike?

17           MR. THEILER: Mike Theiler. Just for the  
18 record, I -- I also hold my (indiscernible) as well  
19 as a commercial driver's license, and -- and what  
20 we're talking about in -- in most of what would be  
21 required, or I'm assuming would be required, is  
22 more of a DOT physical and not necessarily a  
23 comprehensive physical. The DOT physical, they're  
24 going to say, you know, hold up the card and, you  
25 know, look for color blindness and tell you hey,

1 what can you see the yellow number seven, you know.  
2 It's what they make of it.

3 So, you know, a doctor or chiropractor here in  
4 Florida can give you a D02 -- a DOT physical. So,  
5 it doesn't have to be a -- a -- a -- a  
6 comprehensive physical with bloodwork and  
7 everything that we're talking about. And God bless  
8 you for, you know, finding your issues so early.  
9 But in my last two DOT physicals, there was none of  
10 that done, none of it at all. So -- so, these are  
11 a little bit different than -- than your physical  
12 that you'd go from -- you know, from your general  
13 physician.

14 CHAIR DZUGAN: Any other comments? Ben --

15 MR. DAUGHTRY: I just have one. I -- Ben  
16 Daughtry for the record. The way we read this task  
17 is it didn't preclude the crew, necessarily. It  
18 doesn't just say for the master or whatever, so it  
19 could include crew in the recommendation. I might  
20 be wrong with that.

21 CHAIR DZUGAN: Matt?

22 VICE CHAIR ALWARD: No, we definitely  
23 interpreted this task statement as pertaining to  
24 all commercial fishermen. It's doesn't  
25 (indiscernible) whether you're an operator or not.



1 I would point out, too, if a physical includes  
2 blood work, which I personally do every year,  
3 insurance does not cover that, and they are way  
4 more than 100 bucks. If you can get blood work for  
5 a 100 bucks, tell me where, because I'll -- I'll be  
6 there, because it's a lot more than that.

7 CHAIR DZUGAN: Any other comments? This is a  
8 tough one, but I understand the financial and  
9 disruption that this can cause on -- especially on  
10 larger vessels where there's a ripple effect on  
11 everybody and the whole operation and how much time  
12 is money and money is time.

13 I think about people I know in western Alaska  
14 who, even though they have a set net site on the  
15 river, they have to go beyond three miles just to  
16 get back and forth to their community to access the  
17 river. So, they would fall under this.

18 VICE CHAIR ALWARD: It has nothing to do with  
19 three miles.

20 CHAIR DZUGAN: Understand. But --

21 VICE CHAIR ALWARD: This is all fishermen.  
22 All including --

23 CHAIR DZUGAN: Yeah, right. One in particular  
24 is an old friend of mine from a native village. We  
25 go back, like, 40 years. And his -- he's got a set

1 net site, and he is -- and his whole family, and he  
2 said his whole family depends on that every summer  
3 for salmon. He's got a pulmonary issues. He's  
4 only got, like, 40 percent lung capacity, and he  
5 sees a doctor regularly, even though he has to fly  
6 out of the village to do that, so it's very  
7 expensive.

8 His doctor doesn't tell him to not fish. I'm  
9 just wondering how -- what the standard for  
10 physical fitness would be that would prevent  
11 people, like, doing that -- that. Not only does  
12 his family depend on it for subsistence, as well as  
13 commercial, but just on his culture and what he  
14 does. Basically, he lives for the summer and set  
15 net. That's -- his whole life revolves around  
16 that. And it's -- all depends on that standard.  
17 So, if it's going to prevent him from fishing, that  
18 would be really hard thing, more than monetarily.  
19 Yeah.

20 So, this is -- I'm pointing out the difference  
21 between a small operation and a -- and a larger  
22 one, since we're talking about all fishermen. So,  
23 just another consideration. Like I said, for me  
24 personally, it's a really hard one, because I'm --  
25 I'm a big believer in health and wellness and doing

1 programs that we're involved in even more  
2 ourselves.

3 Like (indiscernible) Fisheries Partnership  
4 does in New England, where when you go to a drill  
5 class, there's a whole team of people there making  
6 sure you're up on your vaccinations and doing  
7 health checks and, you know, that's just the best  
8 thing possible. But requiring it, kind of -- think  
9 about the collateral damage from that sometimes,  
10 so. All the best to you on your thinking about  
11 this. Tough one.

12 Yeah, Mike?

13 MR. TERMINEL: Mike Terminel. So, I  
14 understand the -- the financial, the revolving  
15 door, but something else to think for vessel  
16 owners, when you're hiring someone to go in your  
17 boat, and they're heading down the road, and  
18 they're color blind. You didn't know that. And  
19 they can't tell the difference between the red  
20 buoy, the yellow buoy, the white buoy, and they do  
21 something. Something happens. And they're going  
22 to come back, guaranty it, depending on how many  
23 people are injured or what the value of the claim  
24 is or for what was damaged, it's either going to be  
25 the Coast Guard or NTSB, and they're going to ask

1 you did you know that this guy was color blind; no.  
2 Did you hear the five blasts on the whistle; well,  
3 I'm deaf. Did you know that person was deaf.  
4 There's -- there's things other than personal  
5 health with these physicals that they're checking  
6 that also mitigates the risk of having these  
7 individuals on board. Did you know that person has  
8 a back problem before.

9 You know, there's things that can help  
10 mitigate things down the road if we're worried  
11 about money. Because if that person had a bad back  
12 and it was discovered in that physical, would you  
13 want that person lifting a 100 pound tote on your  
14 back deck; probably not.

15 CHAIR DZUGAN: First Barb, and then  
16 (indiscernible).

17 MS. HEWLETT: Barb Hewlett. You're right, you  
18 know, if I'm going to hire somebody on my boat, I'd  
19 like to know that they're physically fit, but that  
20 would be my -- my rule for hiring on my boat. You  
21 know, if I -- if I care about the physical fitness  
22 of the guy that I'm going to hire, I can easily  
23 require him to go get physical and learn all about  
24 him before I put him on my boat.

25 I understand that on these -- these bigger

1 boats, the big industry, the larger vessels that do  
2 hire captains and crew that are on boats for a long  
3 time. But the majority of the industry is the  
4 little guy. And, you know, owner/operator, and  
5 who's to say -- and a captain's license, you get a  
6 physical and the doctor thinks you're not fit for  
7 duty, you can't renew your captain's license. You  
8 can't go fishing.

9 But in a commercial fishing sense, you know,  
10 he says, you know, you're color blind or, your --  
11 you know, your back's bad. You're going to tell  
12 him he can't go commercial fishing on his own boat  
13 with his own crew? It -- it just doesn't make  
14 sense. So, you know, again, as much as we  
15 encourage them to go get physicals, you know, the  
16 majority -- or not a majority, but a huge part of  
17 the industry, you know, it's a little guy.

18 You know, again, I -- I support the way it's  
19 written and, again, go back to best practices. And  
20 if your company wants to require a captain to get a  
21 physical, that's -- that's on you. Thank you.

22 CHAIR DZUGAN: Kris?

23 MR. BOEHMER: Kris Boehmer. (Indiscernible) a  
24 couple issues we have to think about here. First  
25 of all, there's the HIPAA laws. A guy can have

1 some conditions that are truly none of my business  
2 if he doesn't tell us.

3         However, I think a work around that we  
4 encourage all owners to do is to get  
5 (indiscernible) and ask if there's anything going  
6 on that we should be aware of, is there certain  
7 things he can't do. And if he says that he doesn't  
8 have an issue and he's lied about it  
9 (indiscernible) protection. You can ask them  
10 for -- to take a list of medications and keep it  
11 with them so that if, you know, something happens,  
12 pass that along.

13         I -- I just think that there's -- the best  
14 practices would be to, you know, suggest all this.  
15 I mean, if you get a Coast Guard license, or  
16 whatever license, they can, obviously, test you for  
17 color blindness, or I would hope. Well, I think  
18 the Coast Guard does. I just don't -- I don't  
19 know.

20         I think it's better that it's a company policy  
21 that you go around and -- you know, certainly it's  
22 in everybody's interest to find out what somebody's  
23 health issues are. And you may even want to, as an  
24 employment practice -- a company may decide, like  
25 I'm sure Frank's company does this, to have people

1 medically screened to say whether they're fit for  
2 duty or not by a doctor before you take them on.  
3 And that -- that will save you on your insurance  
4 premiums, deductibles, and all those kind of things  
5 if they happen to have a claim. So, I think it's  
6 (indiscernible) to do this.

7 CHAIR DZUGAN: Ben?

8 MR. DAUGHTRY: Ben Daughtry, for the record.  
9 Kris, I echo -- echo your feelings a lot. I think  
10 this is -- and also what Jerry said -- this is not  
11 a one-size-fits-all problem, unfortunately, for the  
12 industry. And Frank did talk to us about the  
13 screening that they do and -- on everybody, and how  
14 it saves them from having to bring a big ship in  
15 because of a medical issue, because somebody has  
16 diabetes or some other issue. So, there's  
17 certainly value to it for -- for somebody of that  
18 size in the industry. And then you look at Greg  
19 here to my right, and it's something that can be  
20 crippling for his industry that's already crippled.  
21 So, I personally -- because we put our people in  
22 the water, we do a screening for all of our divers.  
23 I mean, that's -- that's our company policy, and  
24 that's what we do. So, I think that it -- it's a  
25 hard one, because you do have other people's lives

1 that you're responsible for if you're the master of  
2 that vessel, and you have a responsibility to that  
3 too. But this is just one of those things to where  
4 I think our committee felt like a one size fits all  
5 would not fit all and could be just overly onerous  
6 and devastating to -- to different fisheries.

7 CHAIR DZUGAN: Yeah. Again, it's complicated.  
8 Just from the training perspective, we put people  
9 in the water. They get into suits or PFDs. They  
10 get into life rafts. And I've seen a number of  
11 fishermen -- well, in every class, I would say,  
12 there's at least one. Somebody's not healthy,  
13 they're overweight, they're -- they can't fit into  
14 the suit. They can't get into it in the water in  
15 even two minutes. They can't get into a life raft  
16 from the water without a lot of help. Should that  
17 person go to sea? Does the physical even cover  
18 that? They -- they don't test fitness for duty in  
19 that kind of way. It's hard to tell in a doctor's  
20 office if somebody could do that or not, get into a  
21 life raft, for example.

22 There's a fisherman who's got only one arm in  
23 town who comes to the drill class every year  
24 bringing his new crew member to train him in it, so  
25 we can help him in a suit. You know, that's the



1 way he deals with that. But yeah, these individual  
2 cases like this, it's really hard to -- Boy, I can  
3 tell you, each time I'd go to a -- a pool session  
4 and see somebody's not be able to get into a life  
5 raft, I'd would think, like oh, should I be -- do  
6 an intervention here, do I talk to them and  
7 convince them, maybe, it's time for them to exit  
8 the fishery.

9 VICE CHAIR ALWARD: Or get in shape.

10 CHAIR DZUGAN: What's that?

11 VICE CHAIR ALWARD: Or get in shape.

12 CHAIR DZUGAN: Yeah well, that too. But  
13 that's a harder thing to do for some people.  
14 Anyways, it's -- again, it's complicated.

15 MS. HEWLETT: Frank.

16 CHAIR DZUGAN: Frank? Sorry.

17 MR. VARGAS: Yeah, Frank Vargas. Yeah, when  
18 you're talking about survival training, that's part  
19 of our safety program, dump them in the water, get  
20 in survival suits. And our biggest problem is  
21 obesity, people that -- we can't buy survival suits  
22 that are big enough for their size.

23 CHAIR DZUGAN: And how do you deal with that  
24 when you see somebody who is not able to do a skill  
25 like that in an emergency? Do you still take them

1 on, or do you let them know they have to not have  
2 the job?

3 MR. VARGAS: Yeah, they're not hireable.  
4 They're not hired as part of our company policy.

5 CHAIR DZUGAN: I understand why.

6 Any other comments? Anybody wish to call for  
7 the question?

8 MR. DAUGHTRY: Mr. Chair, this is Ben. I call  
9 the question.

10 CHAIR DZUGAN: Ben called the question. All  
11 in favor of the motion as it stands? One, two,  
12 three... five, six, seven, eight, nine, 10, 11, 12,  
13 13. Opposed? Abstain? I'm missing somebody here.  
14 I don't believe I have a full count here, so let's  
15 -- we're going to do this again. Can I see all the  
16 ayes again? No nays, no abstentions. Thank you.  
17 Back to you.

18 VICE CHAIR ALWARD: While Angel's pulling up  
19 21-24, the task description was (reading):  
20 Committee develop guidance and make recommendations  
21 on fatigue-limiting strategies, as well as  
22 work/rest hour logging requirements. And then the  
23 one reference we did look at is the fairness  
24 integrity safety and health standard for crew,  
25 which is an international standard that you can get

1 audited for it to show that you have fair labor  
2 practices on -- on your vessels. So, we did look  
3 at the -- the fatigue and the work/rest  
4 requirements in there.

5 So, our discussion, the safety and  
6 effectiveness of commercial fishing vessel  
7 operations are significantly impacted by crew  
8 fatigue and sleep deprivation, which can compromise  
9 decision making and reaction times and overall  
10 vessel safety during multi-day voyage. To that  
11 end, the voluntary safety initiatives and good  
12 marine practices for commercial fishing industry  
13 vessels, (indiscernible) of January 2017 promotes  
14 safety and operational best practices within the  
15 commercial fishing industry.

16 For our motion, for multi-day voyages, the  
17 committee recommends the inclusion of the following  
18 fatigue-limiting strategies into Section 12 of the  
19 best practices document: One, vessel owners and  
20 operators should implement the structured work/rest  
21 schedule, which reflects the recommend --  
22 recommended guidelines for a scientifically based  
23 work/rest schedule optimizing crew alertness and  
24 prevent chronic fatigue and sleep deprivation; two,  
25 vessel owners and operators should facilitate

1 fatigue awareness and management training.  
2 Training should be provided for all crew members,  
3 owners, and operators to recognize the signs of  
4 fatigue and understand its impacts on safety and  
5 performance. In addition, this training should  
6 employ strategies to manage and mitigate fatigue  
7 and sleep deprivation, particularly -- particularly  
8 during periods of high workloads. The committee  
9 also recommends that the Coast Guard website  
10 centralized information concerning management and  
11 mitigation of fatigue and sleep deprivation.  
12 Further, the committee recommends that the Coast  
13 Guard take no regulatory action and closing the  
14 investigations.

15 CHAIR DZUGAN: Can we get a second so we can  
16 have a discussion?

17 MR. LONDRIE: Second.

18 CHAIR DZUGAN: Who was that over there?

19 MR. LONDRIE: Greg.

20 CHAIR DZUGAN: Okay, Greg. Thank you.

21 Discussion?

22 VICE CHAIR ALWARD: David.

23 CHAIR DZUGAN: David?

24 MR. TURNER: Davd Turner. I just noticed my  
25 name is actually wrong.

1 VICE CHAIR ALWARD: I see that.

2 MR. TURNER: I suspect it's wrong in  
3 (indiscernible).

4 MR. HOWLAND: It's Turner, not Taylor? That's  
5 my -- that's my fault.

6 VICE CHAIR ALWARD: We'll make sure Angel  
7 corrects that. I'm sorry.

8 (Whereupon, multiple members speak  
9 simultaneously.)

10 CHAIR DZUGAN: Kris?

11 MR. BOEHMER: Kris Boehmer. I don't think  
12 this is really -- has anything to do with the  
13 motion, but more of a policy. Some of the fishing  
14 vessel management plants, specifically the scallop  
15 industry that regulates (indiscernible) by number  
16 of men, if you're only allowed to take seven guys  
17 into an open area and you have 20 days to fish,  
18 you're really -- it's a real hardship tell these  
19 guys you're only allowed to be up so many hours.  
20 That -- they're going to try to maximize the time,  
21 so I hope the Coast Guard can effectively explain  
22 to the -- you know, the management system that  
23 maybe we shouldn't be regulating based on men if  
24 we're going to be dealing with fatigue issues.

25 CHAIR DZUGAN: Thanks. Matt?

1           VICE CHAIR ALWARD:  Matt Alward.  Well, we're  
2  not recommending regulation for things just like  
3  that, so we're not recommending Coast Guard  
4  implement relate -- regulations.  We're saying  
5  these are best practices, and we should make sure  
6  that the owners and operators understand and know  
7  the best practices.  I mean, in the same -- in the  
8  same in the salmon industry, the salmon swim by and  
9  go up the creek, and if you're not out to catch  
10 them, you're not going to catch them.  It's a  
11 risk -- it's a risk the owners and operators have  
12 to judge what's best for their operation and  
13 their -- their level of risk (indiscernible).

14           CHAIR DZUGAN:  Mike?

15           MR. THEILER:  Mike Theiler.  Just to comment  
16 on Kris's observation that nowadays most of the  
17 scallopers do have a do watch rotation of four on  
18 and four off or six on and six off.

19           CHAIR DZUGAN:  Any other comments?

20           UNIDENTIFIED SPEAKER:  No one's called.  No  
21 one's called.

22           (Whereupon, Chair Dzugan and Vice Chair Alward  
23 speak off the record.)

24           CHAIR DZUGAN:  One more call for any comments.  
25 I'm thinking of putting an amendment forward, but I

1 don't want to upset the applecart for what we have  
2 so far, and that is to add a bullet point that the  
3 Coast Guard encourage accident investigators to  
4 look for fatigue, sleep deprivation as potential  
5 factors of cause in investigations. The rationale  
6 for that being in the past, that wasn't -- it was  
7 rarely looked at. I see it increasingly show up  
8 more on -- I see it show up more on (indiscernible)  
9 personnel, but it's not consistent. And just be  
10 encouragement for Coast Guard to encourage their  
11 investigators to look for that, to consider that.

12 Go ahead, Ben.

13 MR. DAUGHTRY: Ben Daughtry, for the record,  
14 Mr. Chair. We had a pretty robust discussion about  
15 this, because one of the examples where -- where it  
16 was actually shown as one of the causative factors  
17 or potentially one of the causative factors in the  
18 incident was -- and I might not get it exactly  
19 right -- was that the crew that had not been asleep  
20 for 15 hours. And as we all talked about it, none  
21 of us have been asleep for over 16 hours on a  
22 normal day, if not 18. So, I do think that it is  
23 being put into some of their investigations, and I  
24 question whether or not -- and we did have some  
25 discussion about well, was that 15 hours of pure

1 work and no rest or not. But, of course, they  
2 were -- they were traveling at that time, which  
3 often is a time of rest for crew. So, I guess, the  
4 question is, is what -- what constitutes fatigue  
5 and -- and be careful what you ask for, because you  
6 might get it, you know, as a recommendation on  
7 almost every investigation.

8 CHAIR DZUGAN: Tom?

9 MR. DAMERON: Thank you, Mr. Chair. Tom  
10 Dameron. Looking at the description of this task  
11 and -- and your suggestion for an additional bullet  
12 point, I think that -- I'm not sure that that  
13 bullet point would actually fit under -- fit under  
14 this task and would like to recommend that if that  
15 motion is to be made, that it would be made  
16 separately than under this task.

17 CHAIR DZUGAN: Okay. Yeah, thanks for the  
18 feedback. I'm going to withdraw it. I just wanted  
19 to have that -- a little discussion about it.  
20 Thank you.

21 Frank?

22 MR. VARGAS: Yeah, Chairman, Jerry. Yeah.  
23 What I've seen more is -- the first time I saw the  
24 form for the Coast Guard on sleep, you know,  
25 patterns was about 10 years ago (indiscernible) we



1 have. Now every time we submit a 2692  
2 (indiscernible), the Coast Guard is asking for a  
3 sleep patterns forms.

4 CHAIR DZUGAN: Yeah, thank you. Any other  
5 discussion? Anybody wish to call for the question?

6 MR. DAMERON: I call for the question.

7 CHAIR DZUGAN: All those in favor of the  
8 motion as it stands, as it reads, signify by  
9 raising your hand. I see 14 hands for ayes. Any  
10 nays, abstentions? No -- could be members have  
11 shown up at the last minute (indiscernible) so, it  
12 passes unanimously.

13 VICE CHAIR ALWARD: Matt Alward. So, for task  
14 22-24, task description (reading): Committee,  
15 analyze fatigue and sleep deprivation impacts with  
16 the commercial fishing industry and make  
17 recommendations to the US Coast Guard. We also  
18 referenced the same fish standards for crew.

19 We need to fix David's name in this one, too.

20 So, our recommendation -- or recommendation  
21 for task 20-24 was reflected in the recommendations  
22 concerning mitigating fatigue in task 21-24. So,  
23 motion, pursuant to action taken on task 21-24, the  
24 committee recommends no action on task 22-44.

25 Further, the committee recommends that the US Coast

1 Guard take no regulatory action and closes  
2 investigations.

3 CHAIR DZUGAN: Do we have a second that?

4 MR. TURNER: Here.

5 CHAIR DZUGAN: Okay, David. Discussion?  
6 Barb?

7 MS. HEWLETT: Barb Hewlett. I just have a  
8 question. When you say -- I'm not sure. When you  
9 say it takes no action, does that mean remain open,  
10 or should it be takes no action and recommends to  
11 close this task?

12 UNIDENTIFIED SPEAKER: Yeah, it says closed.

13 MS. HEWLETT: Well, that's for the  
14 investigations, not the task. They're saying that  
15 you can use that to close your current  
16 investigations, but the task was recommends no  
17 action. So, should that say and close this task  
18 for further -- I think it leaves it open.

19 VICE CHAIR ALWARD: I mean, I would -- I would  
20 look to staff. I mean, I take it as takes no  
21 action means it's closing the task, but we could  
22 add -- certainly can do an amendment to add that  
23 and make it extremely clear.

24 CHAIR DZUGAN: Omar, would you like to shed  
25 some light? Please come up to the podium.

1 MR. LA TORRE REYES: Good morning. Omar La  
2 Torre. I just want to make a point of  
3 clarification. All these investigations that were  
4 part of these tasks are already closed. What's  
5 open are the safety recommendations. So, just for  
6 a point of clarification, the investigations are  
7 already closed. The -- what's open is the safety  
8 recommendations or tasks.

9 VICE CHAIR ALWARD: Is it good enough to make  
10 it clear to staff that's what we mean when we say  
11 that?

12 UNIDENTIFIED SPEAKER: It's in the record.

13 VICE CHAIR ALWARD: Just from your comments  
14 from the first day.

15 MR. WENDLAND: Yes, I believe that it's clear.  
16 The Coast Guard, we understand when you say  
17 recommend close, you're referring to the safety  
18 recommendations, not the actual investigation  
19 itself.

20 VICE CHAIR ALWARD: If my second's okay,  
21 Angel, I'll make -- amend my motion in the first  
22 sentence, recommends take no action on task 22-24  
23 and closes -- and close the task.

24 CHAIR DZUGAN: Is it okay with David, the  
25 second?

1 MR. TURNER: (Nods head.)

2 CHAIR DZUGAN: Okay. Any discussion about the  
3 amendment that was added or the motion itself as  
4 amended? Okay. Hearing no other discussion, all  
5 those in favor of the motion, signify by raising  
6 your hand. Okay. That's unanimous, 14 to zero,  
7 passes.

8 I might also state at this time, we're really  
9 right on our time for a break as per the schedule.  
10 So, if it's okay with the committee and the Coast  
11 Guard, I suggest that we take that break. It's  
12 10:17 now, and we're supposed to reconvene at -- at  
13 10:30, so we'll make it 10:32 so we get a full 15  
14 minutes, and we'll recess.

15 MR. WENDLAND: Just for everybody's  
16 information, doughnuts and -- and -- it's fresh on  
17 the back table, and that was procured by Mr.  
18 Daughtry today, Ben, so thank you, Ben.

19 (Whereupon, a break was taken from 10:32 a.m.  
20 EDT until 10:36 a.m. EDT.)

21 CHAIR DZUGAN: Okay. If everybody's back, we  
22 can -- oop, couple empty seats.

23 MR. BOEHMER: We're missing Angel.

24 MS. HEWLETT: We don't need him right now, do  
25 we?

1 MR. BOEHMER: Don't tell him that.

2 CHAIR DZUGAN: We have a quorum, so we can  
3 start.

4 Sort of pick up on our discussion yesterday  
5 about the special recognition award. And to thank  
6 Dave Turner, again, in public for bringing up the  
7 essential question, what was your original idea for  
8 this. And to simplify it, I think it got -- it  
9 grew, as these things will grow when you throw them  
10 in front of a group. The initial intent was to  
11 honor one person who gave -- has given significant  
12 contributions to marine safety over his whole life  
13 span, which is an influence to marine safety  
14 positively all over the country, not just in  
15 fishing vessel safety, but in other areas as well,  
16 and memorialize him in some way.

17 And what I really want to do is pull that task  
18 statement out and close it. And that's what I'm  
19 going to present to you right now, is we can close  
20 that, and when we do close that, I'd like to have  
21 discussion and give you an update of where we're at  
22 with that. Or I can do that first. Why don't I do  
23 that first?

24 CHAIR DZUGAN: Jerry, can you --

25 CHAIR DZUGAN: -- open.

1 MR. WENDLAND: I'm sorry, I didn't mean to  
2 interrupt. The court report can't hear you.

3 CHAIR DZUGAN: I'll try to speak down -- yeah,  
4 okay, that sounds better.

5 So, the original intent was to honor one  
6 particular person, Richard Hiscock. I've talked to  
7 his wife. I talked to his -- I've been trying to  
8 get a hold of the harbor master, the harbor master  
9 in Chatham, in -- on the Cape -- they're lifelong  
10 friends, and he's been a long-time harbor master  
11 there -- to do something in the harbor, like put up  
12 a bronze plate there in a rock or something, find a  
13 spot. I've had folks at Fisherman's Partnership  
14 who I have better contacts with the harbor master,  
15 and they get more feedback from him than I do when  
16 I try to call him to see, you know, where is a good  
17 place to put this in the harbor. And so, that's  
18 where we're at on that.

19 If we want to make it from the committee once  
20 we come up and we -- we would invite your input on  
21 what exactly we do, but so far the concept is just  
22 a plaque on a rock in the harbor so when people go  
23 by, they can see it. You can memorialize him that  
24 way. And being on a bronze plaque on a rock in the  
25 harbor, we don't have to worry about perpetual --

1 perpetual -- I can't say the word --

2 MS. HEWLETT: (Indiscernible.)

3 CHAIR DZUGAN: We don't have to worry about it  
4 not lasting into the future. So, and it doesn't  
5 take man or woman power to keep it going. That's  
6 the concept. I will take charge of keeping in  
7 touch with the committee about that and other  
8 resources as well who might want to contribute to  
9 that. If we can get some support from the  
10 committee by passing the hat, you know, we can make  
11 it from the committee and anybody else who  
12 contributes to it.

13 And, like I said, I'll be responsible for,  
14 kind of, vetting that one out. Having said all of  
15 that, I will now put up the motion of closing that  
16 task, but I'll hear from first, Jim.

17 MR. KELLY: Sure. That's what, I think, was  
18 my question as to what your intention was. So, if  
19 that's your intention, what if we amend -- just  
20 amend what was written and make it specific to  
21 that -- to what you just described and then make a  
22 one-time requisition lifelong achievement, or  
23 however you want to describe it on the plaque. And  
24 I think the idea of it coming from the committee, I  
25 think is an excellent idea. I'm very comfortable

1 contributing when everything gets necessarily  
2 (indiscernible).

3 CHAIR DZUGAN: Great. Mike? That's your neck  
4 of the woods.

5 MR. THEILER: Yeah, no, I think what you have  
6 is -- it's a great proposal, Jerry. One of the  
7 things that -- that we, as a committee, struggle  
8 with is participation from the fishing community.  
9 And one way to -- to have awareness among the  
10 fishing community is that we actually exist with  
11 the -- some sort of news blurb or, you know, story  
12 pickup up. Obviously, this is a one-time thing,  
13 but I think it's important that we -- that we try  
14 to capture that as well through whatever media  
15 outlets, you know, whether they're local or  
16 national.

17 CHAIR DZUGAN: Yeah, thanks. Thanks for  
18 saying that. That would be part of that as well.  
19 We're not going to go there in the middle of the  
20 night and put something on a rock. So, we'll make  
21 use of the opportunity to make sure it gets  
22 publicized. And that's where Fishermen's  
23 Partnership -- we've got feet on the ground can --  
24 can help with that. I'm sorry, what was that, Jim?  
25



1 MR. KELLY: It was a bad joke.

2 CHAIR DZUGAN: Okay. So, any other questions  
3 about that? Can I make a motion that we close that  
4 task statement? Matt?

5 VICE CHAIR ALWARD: So, while you can make  
6 motions as the Chair, it's not the best practice,  
7 so.

8 CHAIR DZUGAN: Please --

9 VICE CHAIR ALWARD: I'm not going to tell you  
10 but be -- before -- as Jim just said, I think as  
11 part of this motion should be that we actually  
12 honor -- as the committee, officially honor Jim  
13 Hiscock. That is his name, right?

14 UNIDENTIFIED SPEAKER: Richard I mean, sorry.

15 CHAIR DZUGAN: That's all right.

16 VICE CHAIR ALWARD: So, is that -- is that the  
17 intent, that we have official action committee. We  
18 got -- we made a task so we can take it up, because  
19 it's publicly noticed. So, is that your intent  
20 that we honor him?

21 CHAIR DZUGAN: Yes.

22 VICE CHAIR ALWARD: So, I move that the  
23 committee honor Richard Hiscock and then close this  
24 task. If we need more details, someone else can  
25 (indiscernible).

1 MR. DAUGHTRY: Second.

2 CHAIR DZUGAN: Ben. Okay, we had a second  
3 from Ben. Iny further discussion? Any  
4 disagreement? Hearing we no disagreement, we can  
5 call it by consent. This now has been officially  
6 closed. Well, first of all, we made the motion to  
7 honor him in some sense, which we'll work on off  
8 site, and this task is closed. Thank you.

9 MR. BOEHMER: See how easy that is, Tom?

10 MR. DAMERON: No words.

11 MS. HEWLETT: We could (indiscernible).

12 CHAIR DZUGAN: Next issue. Can we bring up  
13 the -- what rolled over from last meeting, the  
14 watchkeeping?

15 (Whereupon, Chair Dzugan and Vice Chair Alward  
16 speak off the record.)

17 VICE CHAIR ALWARD: No, can you go to 20 --  
18 2023 -- 20 --

19 MR. WENDLAND: Angel, just go to the 2023  
20 meeting, and then go to the task 12-23. Okay.  
21 Just to -- just to give everybody some color on  
22 this, after the last meeting, the Chairman reached  
23 out to me via email and had a concern about one of  
24 the tasks, this task was actually drafted. So, we  
25 agreed that, you know, we weren't going to make any

1 amendments, obviously, outside of this meeting,  
2 because if anything's changed we want it to be, you  
3 know, in accordance with FACA and -- and the rules,  
4 so we agreed to bring it up at this meeting.

5 So, what I'm going to do and -- I think, and  
6 the Chairman agrees, is just kind of read his email  
7 that he sent to me and that will bring everybody up  
8 to speed. And then the Chairman can take it from  
9 there how he wants to proceed.

10 So, his email states (reading): It appears in  
11 task number 12-23 regarding requiring watch alarms  
12 that the US Coast Guard wrote: for fishing vessels  
13 over 36 feet and beyond the boundary line. This is  
14 not correct. I made a friendly motion that was  
15 accepted by the mover of the motion to substitute  
16 the words beyond the three mile line instead of the  
17 boundary line. My friendly amendment, which was  
18 accepted by Matt as the mover, was to change  
19 applicability from the boundary line to three miles  
20 from the shore to align with the 2010 Authorization  
21 Act. You can see pages 265 and 266 from the  
22 transcript. There was some confusion there.

23 Mr. Chairman, if you want to take it from  
24 there.

25 CHAIR DZUGAN: Matt?

1           VICE CHAIR ALWARD:  Matt Alward.  So, what --  
2    what was said in the minutes or the transcript was  
3    initiate a -- quote, initiate a rulemaking that  
4    would require watch alarms on vessels 36 feet and  
5    over that operate outside the boundary line, as  
6    defined in 46 CFR, Part 7.  So, I move that we  
7    change the word "outside the boundary line" to  
8    "beyond three mile line."

9           CHAIR DZUGAN:  Correct.

10          VICE CHAIR ALWARD:  Or to make it perfectly  
11   clear, for 12-23.

12          CHAIR DZUGAN:  Towards the end of that day in  
13   that meeting as we were wrapping up, we had a  
14   disc -- we were going back and forth with  
15   terminology on that, and I think that's where the  
16   confusion happened.  What the intent was and what  
17   the advisory committee heard was matching with the  
18   Authorization Act of 2010, which is a three mile  
19   line from mean low or low water.  We got hung up in  
20   terminology there.  And that's the way it should  
21   read, I believe.  No, I know.

22          VICE CHAIR ALWARD:  And I concur as the one  
23   who made that motion.  We don't have a second yet.

24          MR. TURNER:  Second.

25          CHAIR DZUGAN:  David, I saw you out of the

1 corner of my eye first.

2 MR. TURNER: Second.

3 CHAIR DZUGAN: That was a second from David.

4 Thank you. Any discussion? Hearing no

5 discussion, -- yeah, go ahead, Eric.

6 MR. ROSVOLD: Eric Rosvold. I had a question.

7 It occurred to me later when we watch alarms would

8 not necessarily have to be Coast Guard approved,

9 correct?

10 CHAIR DZUGAN: They didn't say --

11 VICE CHAIR ALWARD: The motion didn't say

12 watch alarm, it did not say Coast Guard approved

13 watch alarm.

14 MR. ROSVOLD: Just like we suggest you have

15 onboard life jackets for people, they don't have to

16 be Coast Guard approved?

17 VICE CHAIR ALWARD: Committee recommendation.

18 The Coast Guard did tell us at -- at our first

19 meeting that they can make regs that require

20 non-Coast Guard approved apparatus, although I

21 doubt that they would, but they could.

22 CHAIR DZUGAN: The exception would be below,

23 is it, 38 degrees in warm waters. They have to be

24 approved, but that's another point.

25 Any other discussion? David, you've got --

1 okay. Hearing no other discussion -- is there any  
2 objection to that change in the transcript?  
3 Hearing no nays, it's passed, unanimous --  
4 unanimous consent. And we can move on from there.  
5 And this task, I think, can be closed. Does that  
6 need a second?

7 VICE CHAIR ALWARD: We already closed that  
8 task. I'm just correcting the record.

9 CHAIR DZUGAN: Okay. All right. I think  
10 those were the hanging chats from the meeting, so  
11 to speak.

12 Take a look at -- (indiscernible) on the  
13 schedule. Lots of breaks. Okay. We're on the  
14 wrong dates. Scroll up. Taking a break. I don't  
15 see any reason to reconvene task subcommittees.

16 MR. DAUGHTRY: No, we're now at, like, 2:30 or  
17 3:00. Keep going, keep going.

18 CHAIR DZUGAN: Keep cranking.

19 MR. DAUGHTRY: There we are. 3:30.

20 (Whereupon, multiple members speak  
21 simultaneously.)

22 CHAIR DZUGAN: One think that came up was our  
23 regional fishing coordinators' updates and --

24 (Whereupon, Chair Dzugan speaks to an  
25 unidentified party off the record.)

1 INTERIM WORK, UNFINISHED OR FUTURE ACTION ITEMS,  
2 NEXT MEETING PLANS

3 CHAIR DZUGAN: On the agenda we have committee  
4 action items for plans for interim work, unfinished  
5 or future action items. Anybody have anything on  
6 that? Coast Guard or committee members? Captain?  
7 Matt?

8 VICE CHAIR ALWARD: Yeah. So, as we've been  
9 talking about this bylaw change, rec -- the  
10 committee recommended the Coast Guard to amend  
11 their bylaws to create a task statement vetting  
12 committee. As the captain said yesterday, they're  
13 running that through (indiscernible) legal right  
14 now and haven't had a response back yet, but this  
15 is just a recommendation from the committee. So, I  
16 think we're totally fine to make a motion, which I  
17 will do in a second, to recommend a bylaw change to  
18 the Coast Guard as a recommendation from us, and  
19 it's their prerogative to do what they will.

20 So, to that -- I don't know if you still have  
21 that language that I sent you yesterday or two days  
22 ago? But I can read it. (Reading): So, I move  
23 that we recommend to the Coast Guard to create a  
24 task statement vetting committee so that it would  
25 read task -- task statement vetting committee, the

1 designated federal officer, may establish a task  
2 statement vetting committee for the specific  
3 purpose of coordinating the development of all task  
4 statements for the National Commercial Fishing  
5 Vessel Safety Advisory Committee's consideration.  
6 One, the vetting committee members will be  
7 appointed by a majority vote of the committee. The  
8 vetting committee will be composed of at least five  
9 members of the National Commercial Fishing Vessel  
10 Safety Advisory Committee in good standing. Only  
11 committee advisor -- committee members in good  
12 standing may be part of the vetting committee and  
13 may vote to refer a draft past statement to the  
14 National Commercial Fishing Vessel Safety Advisory  
15 Committee; two, two -- two members of the committee  
16 must be part of the -- two members of the  
17 commercial fishing vessel industry must be part of  
18 the vetting committee -- that's three; four, a  
19 majority vote of the vetting committee members is  
20 required for a task statement proposed by either  
21 the National Commercial Fishing Vessel Safety  
22 Advisory Committee or the Coast Guard to be  
23 forwarded to the designated federal officer for  
24 approval; five, the designated federal officer has  
25 final approval regarding any task statements



1 referred from the vetting committee to the National  
2 Commercial Fishing Vessel Safety Advisory Committee  
3 in accordance with Article Five of these bylaws.

4 CHAIR DZUGAN: Do we have a -- I'll take as a  
5 second, Mike.

6 MR. THEILER: Well, no.

7 CHAIR DZUGAN: We're looking for a second,  
8 second first.

9 MR. THEILER: Oh, sure, go ahead.

10 CHAIR DZUGAN: Can we get a second?

11 UNIDENTIFIED MEMBER: Second.

12 UNIDENTIFIED MEMBER: Captain Neeland was  
13 looking for a moment.

14 CHAIR DZUGAN: Captain?

15 CAPT NEELAND: The one comment, so the -- I  
16 sent -- I sent a version of this. It's a slight  
17 modification. I sent it to you, Angel. I don't  
18 know if you can put it up on email, but the  
19 language I currently have been reviewed by legal  
20 staff, which was the actual proposed amendment, and  
21 I'll put it in -- so, if you'd like, I'd like to  
22 share that with the committee based off of the  
23 language, just a...

24 VICE CHAIR ALWARD: That'd be great. As I  
25 pointed out, this is a recommendation from us.

1 They own the bylaws and have sole authority to  
2 amend them, so they'll do as they please. But yes,  
3 if we could get -- if you could get that language,  
4 that'd be great.

5 CHAIR DZUGAN: While we're waiting for that to  
6 come up -- oh, go ahead. Sorry, I didn't see you  
7 Jim.

8 MR. THEILER: You already did the second. Do  
9 you want to go?

10 MR. KELLY: You -- Jim Kelly.

11 MR. THEILER: I was just -- there was comments  
12 on one of those -- one of the bullet points that we  
13 changed yesterday. Did we change it in the -- this  
14 draft?

15 CAPT NEELAND: So, just for clarity the what's  
16 in black is the existing language, red would be the  
17 new language that would, essentially, be inserted  
18 into those bylaws, which matches fairly closely  
19 with one change, just referring to Section 4(a) and  
20 5, but it -- it -- I didn't do a word-for-word  
21 comparison with what Matt just read, but it's --  
22 it's pretty close.

23 MR. KELLY: Jim, yeah. I think it'd be  
24 helpful, especially for us who are newer to this  
25 process, what is the current process for these

1 coming to the committee, and is the view,  
2 Jerry/Matt, that that process is broken and  
3 therefore, this is necessarily, appreciating that  
4 you said this exists elsewhere with other  
5 committees? But just curious.

6 VICE CHAIR ALWARD: So, I would not say it's  
7 broken, but the current process is the -- us, the  
8 committee, we -- we get together when Jerry asks us  
9 to and come up with a list of tasking statements we  
10 would like to see and submit that to the Coast  
11 Guard. And up until now, the Coast Guard does  
12 their thing, and then we get federal register and  
13 we all see what our agenda is. There's no  
14 communication in between. So, this -- the tow --  
15 the Tow Safety Advisory Committee, that's where  
16 this came from with slight modifications. And  
17 talking to people over there, it works really well  
18 to foster collaborative --

19 MR. KELLY: -- committee, Captain, you could  
20 respond to why whenever is discussed amongst the  
21 committee that participates, why that doesn't have  
22 an explanation prior to being filed in...

23 CAPT NEELAND: Sorry, can you -- I'm not sure  
24 I fully understand the question.

25 MR. KELLY: We say that we submitted the

1 requests of topics to cover, no response from the  
2 Coast Guard until it actually gets filed; there's  
3 no dialogue back and forth.

4 MR. WENDLAND: I can add a little color to  
5 this. Things might have changed a little bit since  
6 this committee; however, in the past, and including  
7 this time when we received that email from Jerry, I  
8 believe, that went to the Chief of Fishing Vessel  
9 Safety and myself copied, and then we look at that  
10 and have a discussion with the DFO. And that takes  
11 some time to -- to work out, to go through. And it  
12 sounds like what was lacking in the last meeting  
13 and this meeting, perhaps, was a follow up back to  
14 the Chair.

15 Previously, I know that there was  
16 back-and-forth dialogue between our offices, you  
17 know, saying this is what, you know, is going to be  
18 in the final agenda. So, there was -- there was  
19 those comms, so that just might be something that  
20 needs to be tweaked a little bit; however, I think  
21 this process would change that a little bit and  
22 maybe fix it to some degree.

23 CAPT NEELAND: So, going back. From -- from  
24 my viewpoint as the DFO, ultimately, as DFO I do  
25 set the agenda. I have reached out over the last

1 several meetings to try to get input, also we have  
2 input within the Coast Guard, and I try to blend  
3 the two together, and I and my staff has been  
4 engaging with the Chairman. If there's some  
5 communication that needs to be improved, I am all  
6 about trying to be -- improve and be transparent by  
7 incorporating this into the bylaws. And just give  
8 the opportunity -- we will just make sure the  
9 tasking, before it gets published, that the meeting  
10 has a chance to -- that the subcommittee has a  
11 chance to see and provide some additional comment  
12 before we finalize the agenda.

13 MR. KELLY: Thanks. Can you offer whether you  
14 personally or the group assembled here is in favor  
15 of what Matt's proposed?

16 CAPT NEELAND: So, conceptually, I'm -- I have  
17 no concern with it. As I mentioned, I try to be  
18 fairly transparent. I -- before we amend --  
19 formally amending the bylaws, though, I just want  
20 to make sure -- there's some requirements as  
21 amending it to make sure that it doesn't conflict  
22 with our charter and also conflict with the  
23 statute, so I just need to ask legal review just to  
24 make sure there's nothing in there that's  
25 conflicting, that I'm not aware of. That would be

1 my only -- only hesitation.

2 CHAIR DZUGAN: Oh, Eric.

3 MR. ROSVOLD: Eric Rosvold. Yeah, I think  
4 what I would like to have seen previous to that  
5 being raised to the public was that discussion that  
6 we would have had and perhaps we could added some  
7 language that had to do with the 2010 Act so that  
8 the people that were reading the federal registry  
9 didn't think this was all new stuff coming out.  
10 There was a lot of people that spent a lot of time  
11 writing letters that probably wouldn't have been  
12 necessary. Thank you.

13 CHAIR DZUGAN: It's really easy to start a  
14 firestorm with a little match when it comes to  
15 regulations (indiscernible). Yeah. Anybody -- not  
16 that we have a say in this, but anybody have any  
17 questions about this (indiscernible)? I think  
18 the committee appreciates your work on that.

19 CAPT NEELAND: Yeah, no, thanks. Thank you to  
20 Mr. Alward for bringing this up to the attention.  
21 Thank you for committee. And, you know, the Coast  
22 Guard's always open for positive feedback -- or  
23 feedback, positive or negative, right, to make  
24 process improvements. Obviously, there are certain  
25 laws and procedures we need to follow, but where we

1 can be transparent, my role is to be -- to do so  
2 and share with that committee -- the committee.  
3 So, thank you.

4 CHAIR DZUGAN: Yeah. We look forward to the  
5 end results of that. All right. I don't have a  
6 second.

7 UNIDENTIFIED SPEAKER: Mike -- Mike seconded.

8 VICE CHAIR ALWARD: Mike did.

9 CHAIR DZUGAN: Oh, he did, okay. Any other  
10 comments? Matt?

11 VICE CHAIR ALWARD: One other comment is that  
12 I did have a conversation with the Captain. Even  
13 though it will take some time to (indiscernible)  
14 legal review before they could -- and then the  
15 process to actually amend the bylaws and when they  
16 get -- get the approval for it, but, also,  
17 according to our current bylaws, we can create  
18 subcommittees. So, if we did pass this motion, I  
19 would suggest that we can create that subcommittee  
20 now, and then it's in place. And then if this does  
21 go through, we can enact it for this upcoming  
22 meeting. (Indiscernible) Captain can speak to,  
23 too, if he wants.

24 CAPT NEELAND: As mentioned, I'm supportive of  
25 that. I don't believe there's anything in the

1 current charter that prohibits the committee from  
2 establishing a subcommittee that does that. This  
3 will just kind of formalize the process, assumingly  
4 we amend the bylaws as indicated here, but, yes.  
5 If you wanted to establish the committee now, then  
6 we would exercise it for this next meeting, this  
7 coming fall.

8 CHAIR DZUGAN: You want to do that?

9 VICE CHAIR ALWARD: I don't have a motion on  
10 the floor.

11 CHAIR DZUGAN: I know that. I know that. You  
12 want to make this part of the discussion --

13 VICE CHAIR ALWARD: No. Let's deal with this  
14 motion first.

15 CHAIR DZUGAN: Okay. Any other discussion on  
16 the motion that's on the table? Tom?

17 MR. DAMERON: Thank you, Mr. Chair. If -- if  
18 we're going -- if the thought is that we may create  
19 a subcommittee, the language states the vetting  
20 committee, should -- should that be should that be  
21 changed to subcommittee?

22 UNIDENTIFIED SPEAKER: The vetting  
23 subcommittee.

24 VICE CHAIR ALWARD: Yeah. That part of the  
25 language is in current bylaws for the tow



1 committee, so I figured that passed legal muster  
2 over there, it then probably would over here, so  
3 just kind of getting into some semantics, but. I  
4 think we could just say subcommittee, but we don't  
5 have to call it a subcommittee. We can call it the  
6 task statement vetting committee. But we're --  
7 that's not -- yeah.

8 MR. DAMERON: Mr. Chairman, if I could? So --  
9 Tom Dameron. I believe, that -- that in  
10 organizations when you have a standing committee,  
11 that they don't come and go. So, a vetting  
12 committee would be a standing committee for -- for  
13 this National Commercial Fishing Safety Advisory  
14 Committee, where if we added a subcommittee, that  
15 is something that can come and go during different  
16 meetings. Thank you.

17 CHAIR DZUGAN: That seems to be where it would  
18 belong, in that category.

19 MR. DAMERON: Yep.

20 CHAIR DZUGAN: Every six months,  
21 (indiscernible) task statements.

22 I have one question. I've asked this before,  
23 and, I guess, I -- it wasn't quite clear to me.  
24 But the -- on number three, two members of the  
25 commercial fishing industry -- commercial fishing

1 vessel industry must be part. When I think of the  
2 commercial fishing vessel industry, I think of all  
3 aspects of it. I think of architects and --

4 VICE CHAIR ALWARD: So that -- that language  
5 is straight out of our charter, and we have  
6 committee members assigned to different -- and we  
7 have committee members that are commercial fishing  
8 vessel industry members, so they're identified  
9 as --

10 CHAIR DZUGAN: As fishermen.

11 VICE CHAIR ALWARD: -- as such in our  
12 membership. So, that's -- that's where that came  
13 from.

14 CHAIR DZUGAN: Okay. Okay. Fair enough --

15 VICE CHAIR ALWARD: So, I think there's nine  
16 of them of --

17 MR. WENDLAND: Ten.

18 VICE CHAIR ALWARD: -- ten of them of the 18,  
19 so.

20 CHAIR DZUGAN: Gotcha. Barb?

21 MS. HEWLETT: Barb Hewlett here. So, out of  
22 the nine or 10 that are in the commercial fishing  
23 vessel industry must be part of the committee, what  
24 if none of them want to? I mean, it --

25 VICE CHAIR ALWARD: (Indiscernible.)

1 UNIDENTIFIED SPEAKER: Defeats the purpose.

2 MS. HEWLETT: And is this just so that we have  
3 a say in our agenda, or is this, like, a conflict  
4 of interest being a member of two -- you're are you  
5 saying you want to be involved in voting for tasks  
6 that the Coast Guard picks and be able to vote on  
7 that also, or just what our agenda, wanting it to  
8 be? And it seems that there is a pretty good  
9 communication for our agenda beyond the board. The  
10 last meeting, I don't think really, anything that  
11 we wanted to do happened, but this meeting seemed  
12 to touch everything that we had asked for. So, I  
13 don't really understand why, I guess. I'm just  
14 really confused as to why we're asking for this.

15 VICE CHAIR ALWARD: So -- Matt Alward. So,  
16 the -- this committee would vet all tasks, so not  
17 just our tasks. So, if we -- if this was in place,  
18 as Eric has pointed out, we would have had a  
19 conversation with the Coast Guard. It's still  
20 their agenda, but we would have pointed out, this  
21 task statement as written might get a bunch of  
22 public outrage; why don't we rewrite that. So,  
23 that's the whole point of this is to improve  
24 communication between the committee and the Coast  
25 Guard, recognizing it's their agenda, but just

1 improving communication and collaboration and  
2 partnership between us and making us hopefully more  
3 effective.

4 CAPT NEELAND: So, in practical execution,  
5 yes, I would continue to look forward to the  
6 committee to make recommendations for items to be  
7 considered on the agenda. Coast Guard, we would  
8 look to continue to develop task statements, as  
9 well, anything we were working on that we were  
10 planning on putting on the agenda or considering  
11 putting on the agenda would get shared with an  
12 opportunity to potentially shape it if there's some  
13 perspectives that would help improve the task. So,  
14 I think that's really where that opportunity would  
15 lie.

16 MS. HEWLETT: Thank you.

17 VICE CHAIR ALWARD: So, your first statement  
18 if no two people from the commercial fishing vessel  
19 industry want to be part of this task vetting  
20 committee, I question why you want to be on the  
21 full committee in the first place. We're all here  
22 to try to actually do positive work toward making  
23 recommendations.

24 But as I said yesterday, I'm not opposed to  
25 just striking that whole sentence if we don't want

1 to have any limitations on who the five are. But  
2 since that group of members is over half, and then  
3 there's many other designated seats, I just figured  
4 it was -- and that kind of -- the tow committee  
5 had, kind of, that same thing in there, and so I  
6 didn't just make that up. But, like I said, if the  
7 committee wants to strike that, I've said no  
8 problem.

9 CHAIR DZUGAN: Mike Terminel.

10 MR. TERMINEL: Question on the two -- Mike  
11 Terminel. Questions on the two members of the  
12 commercial fishing vessel industry must be part of  
13 the vetting committee. If that is the case, we  
14 could vote on five members now, from here but don't  
15 we need to put a public notice out to get people  
16 interested to do it, and then we would have to vote  
17 on those people to put on it since they --

18 MR. BOEHMER: That's (indiscernible).

19 VICE CHAIR ALWARD: No you have to -- you have  
20 to be a National Commercial Fishing Vessel Safety  
21 Advisory Committee member in good standing to be  
22 eligible to serve on this committee.

23 UNIDENTIFIED SPEAKER: Right.

24 UNIDENTIFIED SPEAKER: Which is only two of  
25 us.

1 MR. TERMINEL: Oh, okay, okay.

2 CHAIR DZUGAN: Any -- any other discussion or  
3 questions? Seeing none, anybody care to call the  
4 question?

5 MR. DAUGHTRY: This is Ben, I'll call the  
6 question.

7 CHAIR DZUGAN: Okay. Ben called the question.  
8 All in favor, signify by raising your hand.

9 UNIDENTIFIED SPEAKER: Don't mess with me.

10 CHAIR DZUGAN: Is this an ergonomic exercise  
11 or are we counting -- okay. I see 14 hands. It  
12 passes unanimously.

13 VICE CHAIR ALWARD: Matt Alward. So, I think  
14 it'd be good to actually, stand up this committee  
15 so it's in place. The Captain has actually said  
16 even if the bylaws aren't in place, in good faith  
17 he'd be happy to work with us on this upcoming  
18 meeting. But to that, I don't -- we haven't really  
19 had a discussion of who might want to. I don't  
20 know if we want to try to do it right now, or maybe  
21 after a short break. We could have some  
22 conversations, but it's up to you guys, but.

23 CHAIR DZUGAN: Let's do it now.

24 VICE CHAIR ALWARD: You want to try to do now?  
25 I move that we create or that we stand up the task

1 statement vetting committee, noting that this would  
2 be a standing committee.

3 CHAIR DZUGAN: Do I hear a second?

4 MR. DAMERON: (Gestures.)

5 CHAIR DZUGAN: Tom, second. Discussion? Ben?

6 MR. DAUGHTRY: It might be premature, but I  
7 can throw five people on this committee and see if  
8 they're interested, or do we want to take a raise  
9 of hands to see who's interested in it versus...?

10 VICE CHAIR ALWARD: I'm curious to see who's  
11 on the Daughtry list.

12 MR. DAMERON: One (indicating), two  
13 (indicating), three (indicating), four  
14 (indicating), Eric is five. So, I think the Chair  
15 and Vice Chair need, likely, to be on there. I  
16 think it makes sense. And then so, Tom has proven  
17 his ability to be -- to be a significant part of  
18 helping with -- yeah, task statements and  
19 recommendations. I think Eric would be a great  
20 member, and Barb would be a good member.

21 CHAIR DZUGAN: I agree with that.

22 VICE CHAIR ALWARD: I'll accept that as a  
23 friendly amendment to add that slate to the motion.  
24 I still don't have a second for it.

25 UNIDENTIFIED SPEAKER: Second.

1 CHAIR DZUGAN: Okay. It's been agreed to, Jim  
2 or -- question?

3 MR. KELLY: (Indiscernible.)

4 CHAIR DZUGAN: A --

5 VICE CHAIR ALWARD: Second -- that was a  
6 second.

7 CHAIR DZUGAN: That was a second. Any  
8 discussion, Tom?

9 MR. DAMERON: I'd like to ask the Captain if  
10 those (indiscernible) would -- do we -- do we have  
11 two members from the commercial fishing industry  
12 out of those five?

13 MR. DAUGHTRY: Eric and Matt.

14 VICE CHAIR ALWARD: Yeah, so I'm an SEG, so I  
15 don't know how clearly -- commercial fishing  
16 industry, but as an SE -- I don't know where an SEG  
17 falls into this mess, but.

18 (Whereupon, multiple members speak  
19 simultaneously.)

20 CHAIR DZUGAN: I'm fishing industry, too.

21 (Whereupon, multiple members speak  
22 simultaneously.)

23 MR. DAUGHTRY: Sorry, so I'm just trying to  
24 take a look. So, technically -- so Jerry's a  
25 commercial fishing industry rep, Barbara is listed



1 as an owner of a fishing vessel, which is  
2 specifically required by it. Matt is a special  
3 government employee. Tom is also a special  
4 government employee. And Eric -- yeah, is  
5 commercial fishing, so that does work. Sorry.

6 (Whereupon, multiple members speak  
7 simultaneously.)

8 CHAIR DZUGAN: Jonathan?

9 CHAIR DZUGAN: Mr. Chairman, I would just  
10 recommend that the Chairman of the committee is  
11 part of that, because you wouldn't want a  
12 subcommittee talking directly to the Coast Guard  
13 without the approval of the Chair.

14 UNIDENTIFIED SPEAKER: That's what he said.

15 CHAIR DZUGAN: I think the chair is on it.  
16 Yeah.

17 UNIDENTIFIED SPEAKER: Both.

18 CHAIR DZUGAN: Yeah. We have both the Chair  
19 and the -- and the Vice Chair.

20 CHAIR DZUGAN: Michael?

21 MR. THEILER: Jerry, I -- I would like to  
22 point out that -- that there are three members of  
23 that committee from -- from Alaska or from the  
24 northwest. You know, obviously, we cover a pretty  
25 wide geographic group, and there are some instances

1 where, I think, that there would be -- it would be  
2 good to have a different voice from a different  
3 industry. Industry -- industry -- industry isn't  
4 probably the best word, but -- but -- but you know  
5 what I'm saying, representative --

6 (Whereupon, multiple members speak  
7 simultaneously.)

8 VICE CHAIR ALWARD: I point out, it says, at  
9 least five, which means there could be more.

10 CHAIR DZUGAN: Kris?

11 MR. BOEHMER: Kris Boehmer. I would think  
12 that, you know, the whole idea of this committee is  
13 just to make sure we have tasks that kind of fit  
14 into what we want. We're still going to bring it  
15 up -- that committee still has to bring it to the  
16 full committee, so I don't think -- I wouldn't  
17 think that's a problem, right?

18 MR. THEILER: Just -- Mike Theiler. My  
19 thought was -- a little obvious I did think it was  
20 a little bit different, because there -- there are  
21 tasks that -- that, I think, are specific to  
22 regions that will have a, you know -- and some of  
23 them will have a national implication.

24 CHAIR DZUGAN: I -- I -- yeah. I think I --  
25 just for that -- a comment for that before I

1 recognize Mike Terminel. I think there has -- I  
2 think members have been pretty good about  
3 considering people from other regions and  
4 approaching them to find out what the problems are.  
5 I remember for years we had one representative on  
6 the fishing advisory committee for deck -- for  
7 years from Alaska. You know, I know when I was  
8 that one person, I would always be careful to try  
9 to make sure I've check in with others, and I think  
10 we would continue to do that. Yeah.

11 Ben? And you had your hand up, Mike Terminel?  
12 Yeah, --

13 MR. DAUGHTRY: Ben -- did you waive to Mike  
14 first, go ahead.

15 CHAIR DZUGAN: I saw -- I'm sorry, I saw Mike  
16 first and then Ben.

17 MR. TERMINEL: Mike Terminel. Not only with  
18 regions, but you also have vessel types and sizes  
19 that, I think, you know, two small company vessel  
20 operators who are not considering the larger  
21 vessels too in that, but just to make sure we have  
22 consideration that bring this to the full committee  
23 for some of these things if there's -- there's  
24 issues that arise that may not fully encompass the  
25 small vessels that doesn't apply, but it applies to

1 the larger vessels to make sure that those vessels  
2 are heard.

3 CHAIR DZUGAN: Understood.

4 Ben?

5 MR. DAUGHTRY: Yeah, I was going to suggest  
6 that -- what Matt said was it's at least five  
7 members, so we -- I suggested five members, but we  
8 can certainly add Mike to it if it was something  
9 that he wanted to do or Frank, anybody else that's  
10 interested in being a part of it. I'm certainly  
11 not opposed to it.

12 One thing that Jonathan did say was that the  
13 Chair likely needed to be on it, and in this case,  
14 the Chair is. I just question whether or not we  
15 need to say something about the -- the Chair being  
16 a part of that committee in bylaws. I don't know,  
17 we might not want to change those because it's  
18 going through legal, but it -- it is this time, we  
19 just need to make sure that going forward, that's  
20 the case as well.

21 VICE CHAIR ALWARD: Can I do that --

22 CHAIR DZUGAN: Yeah, that's fine.

23 VICE CHAIR ALWARD: Matt Alward. I'd say it  
24 is their bylaws, so I think -- I'm not sure why  
25 that, actually, wasn't in the tow committee one to

1 be -- I imagine that's their practice. I'm not  
2 sure, but. Just a comment from the committee to  
3 the Coast Guard. It's just the recommendation  
4 (indiscernible) to your bylaws and at your  
5 direction, we support that just to put that in  
6 there.

7 CHAIR DZUGAN: Mike and then Eric.

8 MR. THEILER: Mike Theiler. That -- I think  
9 that the -- that Jerry kind of addressed that and,  
10 you know, I think that he (indiscernible) great  
11 choice, and I support that.

12 CHAIR DZUGAN: Eric.

13 MR. ROSVOLD: Eric Rosvold. I think we got  
14 ahead of ourselves someplace here. This is a  
15 vetting committee. It has nothing to do with  
16 putting proposals in. So, I think what some of the  
17 other discussion was people feeling like they might  
18 be left out of proposals. This is just a committee  
19 to vet proposals that we all put in.

20 CHAIR DZUGAN: Yeah, so to be clear, the  
21 process would be as -- as we've done, Jerry reaches  
22 out to the full committee, and we have a  
23 full-committee discussion, through email or Zoom or  
24 however we do it. We come up with our prioritized  
25 list of what we would like to see in the next

1 agenda. That gets submitted to the Coast Guard,  
2 and the Coast Guard does their thing and what they  
3 want to see on, and the mix and balance. And then  
4 they would bring that to the vetting committee. We  
5 would just review that. It's still their agenda.  
6 So, that would be the process that -- so, as far as  
7 putting in proposals from the committee, that  
8 would -- that was still going to happen from the  
9 full committee. The vetting committee's not doing  
10 that. We're just -- we would then vet the  
11 proposals that we already agreed to put in, but  
12 it's more to vet the tasks from the Coast Guard  
13 than our own.

14 CHAIR DZUGAN: Any other discussion,  
15 questions?

16 CHAIR DZUGAN: Anyone else want on?

17 CHAIR DZUGAN: Nobody's stepping forward from  
18 what I can see from their seats, and we can add  
19 that on later if the Spirit strikes someone.

20 VICE CHAIR ALWARD: Can I -- I have to read  
21 the bylaws, but, I believe, you, as the Chair, have  
22 the authority to appoint people to standing  
23 committees or subcommittees. So, if you want to  
24 reach out to Jerry and ask to be put on, he has the  
25 sole authority. It's great that we're doing this

1 in a motion for slate, but really Jerry has that  
2 authority.

3 CHAIR DZUGAN: So, you know how to get a hold  
4 of me. Any other comments, questions? Ready for a  
5 question to be called.

6 MR. DAMERON: Call for the question. Tom  
7 Dameron.

8 CHAIR DZUGAN: Question's been called. All in  
9 favor of this motion signify by standing -- raising  
10 your hand. I see 14 yeses -- ayes, no -- no nays,  
11 so it's past. Okay.

12 (Whereupon, Vice Chairman Alward and Mr.  
13 Boehmer speak off the record.)

14 CHAIR DZUGAN: We move to interim  
15 (indiscernible) between meetings unfinished future  
16 action items and then we'll deal with that first,  
17 and then we'll talk about next meeting plans and  
18 where that's at.

19 So, interim work? Ask the Coast Guard first  
20 what expectations you have of us during the  
21 interim.

22 CAPT NEELAND: So, if I recall -- sorry, Jon,  
23 did you want to --

24 MR. WENDLAND: Go ahead, sir.

25 CAPT NEELAND: Recall correctly, the

1 communications subcommittee is still open looking  
2 at working on the task for website, the Coast  
3 Guard, we will take action to get public -- or  
4 available under construction, and we look forward  
5 to receiving feedback on that prior to the next  
6 meeting. That will be certainly something we'll  
7 continue to try to work on.

8 As always before the next meeting, always look  
9 for topics of concerns, those items that you would  
10 like to have on the agenda or, at least, to be  
11 considered to be put on the agenda. Look forward  
12 to that. And also related to that, always looking  
13 forward if there is a presentation or a topic which  
14 we can -- be useful to help you with the tasking or  
15 any other topics that you'd like to have added to  
16 the agenda, please let us know so that we can  
17 incorporate that and try to -- try to include that  
18 in the next agenda.

19 CHAIR DZUGAN: And what's the deadline for  
20 those topics to be sent to you or presentations?  
21 So, what's that time period? How much time do you  
22 need to --

23 MR. WENDLAND: Yeah, that's what I was going  
24 to address, if I may. So, as it stands right now,  
25 we have 30 days after this meeting to comment on



1 the recommendations to the Coast Guard. And it  
2 typically takes, you know, the transcription of  
3 this meeting to get to us, 20 days, whatever, then  
4 we have to look at it a little bit and so forth.  
5 So, it roughly ends up about 30 days or so to get  
6 the transcript of this meeting. And so, we're  
7 looking at probably a time frame of about four  
8 months to the next meeting, right. So, we need to  
9 have the discussion, or you need to -- you folks  
10 need to have the discussion amongst yourself and  
11 probably get those items back to us within 45 days  
12 of this meeting so we --

13 CHAIR DZUGAN: Within 45 days of this --

14 MR. WENDLAND: Within 45 days of this meeting.

15 CHAIR DZUGAN: Of this meeting?

16 MR. WENDLAND: Right. And so, then just to be  
17 clear, then that -- you know, that conversation  
18 goes back and forth on some of the task items that  
19 we're thinking about for the next meeting too. But  
20 as you saw in this meeting, there's a lot of  
21 overlap and discussion that happens with other  
22 offices.

23 So, for example we would want to put something  
24 on there, you know, for this meeting for  
25 lifesaving. So, you know, we're reaching out to

1 another office and saying well, who's a lifesaving  
2 person. Ms. Groleau, right. Well, if Ms. Groleau  
3 is in London during this time frame, that's not  
4 going to work for that task item on the agenda.  
5 So, that's where the DFO still has to have that  
6 flexibility because, you know, Ms. Groleau's very  
7 specialized. There wouldn't be a person to come  
8 and present to you. So, we'd have to have a little  
9 bit of flexibility of, maybe, this is what we want  
10 and we agree, but there's -- sometimes there's  
11 things that come up where that task item wouldn't  
12 be appropriate for that meeting.

13 CHAIR DZUGAN: I say this in all kindness to  
14 the Coast Guard. But 45 days after this meeting is  
15 about almost five months before the next meeting we  
16 have to get the agenda items. But the Coast Guard  
17 kind of dropped that agenda item on us two weeks  
18 before the meeting. So, it's kind of an imbalanced  
19 there from the industry. And I'm saying that in  
20 the kindest way, and I'm sure it's because of your  
21 own restrictions. So, to be nice, to be informed  
22 of your tasks -- go ahead.

23 CAPT NEELAND: Mr. Chair, I don't mean to  
24 interrupt you, just --

25 CHAIR DZUGAN: That's okay.

1           CAPT NEELAND:  So, keep in mind, so once we  
2   select the next date for the next meeting, then we  
3   can work backwards from that.  We have to put out  
4   federal register notice.  Correct me if I'm wrong,  
5   that 30 days.

6           MR. WENDLAND:  Technically 15 days for the  
7   federal registry.

8           CAPT NEELAND:  Fifteen days, but there's a  
9   process for us to go route it through or whatnot,  
10   but so really, you know, we pretty much need to  
11   have everything set at a minimum 30 days before the  
12   next meeting to get it published in the federal  
13   register and all that.  Give us time to be able to  
14   coordinate presenters and everything else, we need  
15   a time period for that.  And if we're going to  
16   share all the tasking that we're planning on  
17   putting the agenda, it needs to be sent at least 30  
18   days in advance, working with the vetting  
19   committee, we need time for that.  Thirty days is  
20   not necessarily unreasonable given everyone's  
21   schedules and everything.  So, we're looking at  
22   really at an absolute minimum, we need to have  
23   everything solidified two months in advance.

24           So, if you'd like us to have items for  
25   consideration and -- and items added on to that,

1 the more time we have, the more likely we're going  
2 to be successful on that.

3 CHAIR DZUGAN: Gotcha.

4 CAPT NEELAND: So, I'm not going to be hard  
5 and fast with the 45 days that Jon mentioned, but I  
6 just want to -- just for all practical purposes for  
7 us to be able to meet our obligations and to go  
8 through the processes we want, it all takes time.

9 MR. WENDLAND: And just to add on to that, if  
10 I may, with the Captain. So, you know, we get  
11 these, we route them up through our office. That  
12 takes a little bit of time and approval. But then  
13 it leaves our office, and other offices have their  
14 45-day windows on top of ours. So, this -- that's  
15 what I'm saying, so there's -- we have to meet  
16 their requirements, too. So, we need that -- we're  
17 trying to move this as far forward as we can but  
18 also accomplish -- and, you know, we can't do it  
19 before we get all the transcript and everything  
20 that comes out. So, that's why I'm suggesting that  
21 45-day window after this meeting.

22 CHAIR DZUGAN: Yeah, I appreciate that  
23 procedure being elucidated. Thanks.

24 Eric.

25 MR. ROSVOLD: Eric Rosvold. I have another

1 question that I think it's sort of related what is  
2 going on. We're up here in this little part of  
3 Florida. We're kind of in a bubble. I'm pretty  
4 sure tar and feathers are waiting for me at the  
5 airport in Petersburg, based on some of the initial  
6 public commentary. How much of this are we allowed  
7 to share before it's published, I guess my  
8 questions is?

9 MR. WENDLAND: So, this is a public meeting.  
10 You're participating here. You can share anything  
11 that happened at this meeting the moment you land  
12 or -- like right now, right. However, the official  
13 transcript, where folks want to read through the  
14 agenda and all that stuff, that was physically set,  
15 but that won't be published for a bit, but there's  
16 nothing that prohibits us from talking about  
17 anything that's heard in this whole meeting.

18 MR. WENDLAND: And I -- I've been contacted by  
19 industry on that same subject, and I've advised  
20 them, you know, via email that, you know, they  
21 weren't -- they weren't able to be here, but I want  
22 to comment. And so, I explained to them that we  
23 will post these -- the transcript and, also, our  
24 comments on your recommendations on our web page  
25 and that they can view them there and then provide

1 further comment back to docket.

2 VICE CHAIR ALWARD: I think according -- I  
3 mean, like -- we've had meetings, at the end of  
4 meetings, we've kind of, like, came up with the  
5 list, but then we still have to go through the  
6 formal process of coming to consensus on where our  
7 priorities are and sending it to the Coast Guard.  
8 It's what we've been doing already, and it's been  
9 working fine. So, Jerry's -- Jonathan's really  
10 good at reminding Jerry and me that we need to get  
11 it done, and Jerry's pretty good getting emails out  
12 to all y'all and getting ideas and bringing them  
13 together to get an official list turned in.

14 MR. WENDLAND: Right. With that official list  
15 is -- when it's clear and concise, the task, you  
16 know, not just the concept, but the task that  
17 you're trying to get to, it's very helpful so we're  
18 not trying to interpret what you're -- you know,  
19 the subject matter, right.

20 CHAIR DZUGAN: Any other questions, comments?  
21 Appreciate the explanations from --

22 (Whereupon, multiple members speak  
23 simultaneously.)

24 CHAIR DZUGAN: Barb?

25 MS. HEWLETT: Barbara Hewlett. I have a

1 question for the Captain, and it goes back to the  
2 same question that we've been asking for 14 years,  
3 from 2010. I know the regulation writing  
4 regulations to enforce laws got pushed again to  
5 2025 now. Out of the items, is there anything that  
6 maybe that, you know, of or you see may have a  
7 regulation be enforced or regulation sooner than  
8 that? Like, is there something in the pike?  
9 Because there were a lot of things that were not as  
10 big. There's some smaller things. And I know one  
11 of the -- you know, the mandatory dockside, I  
12 believe, still isn't officially written in the  
13 regulation, even though we encouraged and enforced  
14 it. That seems a simple task. It seems simple  
15 versus a lot of (indiscernible), which is,  
16 obviously, going to affect thousands of fishermen.  
17 Is -- is there anything coming up that might get  
18 written, sir?

19 CAPT NEELAND: Yeah, no, thank you for the  
20 question. So, unfortunately, with an ongoing  
21 rulemaking project, I really can't talk about an  
22 ongoing rulemaking project. And, you know, I like  
23 to try to be transparent, so I'm not trying to be  
24 difficult. The unified agenda lists what's on  
25 there, and that's really all I say cite on.

1 Outside of rulemaking projects, you know, policies  
2 and those types -- I mean, you've hopefully you've  
3 seen some of the stuff we've done outside of a  
4 formal rulemaking, but when it comes to the actual  
5 rulemaking process, unfortunately, I cannot speak  
6 on a -- outside of what's published in the federal  
7 register and public meetings specific to that  
8 rulemaking project.

9 MS. HEWLETT: I tried.

10 VICE CHAIR ALWARD: Yeah, to the --

11 CHAIR DZUGAN: Matt?

12 VICE CHAIR ALWARD: To the -- to the mandatory  
13 dockside exam, that -- that's in practice, and it  
14 didn't have to go through rulemaking to do it,  
15 right?

16 MR. WENDLAND: Yeah, so statutes -- there are  
17 certain -- when a law is passed, the statute's  
18 passed, legal takes a review on it. There are  
19 certain parts of it they determine maybe  
20 self-executing, which then doesn't require a  
21 regulatory project, and certain that require  
22 regulatory rulemaking projects to be able to put  
23 into place. Specific to the mandatory dockside  
24 exam, unfortunately, Joe Myers couldn't be here to  
25 be able to speak to that. I'm looking to -- I just



1 don't (indiscernible) off the top of my head.

2 MR. CALDERON: Had to go (indiscernible).

3 MR. WENDLAND: Thank you.

4 VICE CHAIR ALWARD: But it's in practice.

5 MR. CALDERON: (Indiscernible) mandatory exam  
6 was called to (indiscernible) to be enforced, so it  
7 was the (indiscernible).

8 VICE CHAIR ALWARD: Coast Guard's enforcing  
9 it. You put yourself at risk by enforcing it if  
10 it's not in CFR?

11 MS. HEWLETT: You just opened a can of worms.

12 CHAIR DZUGAN: One at a time.

13 MR. WENDLAND: I want to be careful because I  
14 don't want to misspeak here. So, when it comes to  
15 dockside exams, there's a couple of different  
16 requirements. For example, I know Scott Wilwert  
17 from D-17 can kind of talk a little bit, the State  
18 of Alaska, I know puts requirements on, I  
19 believe -- correct me if I'm wrong, Scott -- for  
20 dockside exams to be able to participate in certain  
21 fisheries. That's a state requirement not a  
22 federal requirement. Although we, by policy -- and  
23 I'd have to go back -- because I don't remember  
24 either off the top -- top of my head. We do have  
25 some policies out there where we're trying to get

1 more and more people to conduct dockside exams.  
2 But right now it is not a -- if you're out fishing  
3 without a dockside exam, it's not -- just because  
4 you don't have a dockside exam, we cannot terminate  
5 that voyage because you don't have an exam;  
6 however, if you don't have -- if you're fishing and  
7 you don't have some primary lifesaving or  
8 equipment, we can terminate that voyage as an  
9 unsafe -- I believe the term is manifestly unsafe  
10 voyage, in which case we can terminate that. And  
11 Captain aboard could potentially put a Captain  
12 Aboard order requiring priority going fishing to  
13 demonstrate that you're safe with -- asks for the  
14 dockside decal that way.

15 CHAIR DZUGAN: Matt?

16 VICE CHAIR ALWARD: Matt Alward. I guess  
17 Scott'll probably correct this. But I thought  
18 people with the five-year mandatory even though the  
19 sticker's only good for two, the five-year  
20 mandatory's been in place -- I thought guys who  
21 don't have -- or outside that five years from when  
22 they got their sticker issued are not -- are being  
23 terminated, or is that not correct?

24 MR. WILWERT: Scott Wilwert, District 17. No,  
25 we're not terminating anyone or just not having the

1 exam. And I think there's been some recent  
2 guidance or decisions even on the -- on the -- on  
3 the end of the violation case coordination people,  
4 as far as what they do and don't do with those  
5 scenarios when they're forwarded to them. So,  
6 yeah, we don't terminate anybody.

7 MR. KELLY: In the Gulf golf if you don't have  
8 a current sticker, then NOAA will not put an  
9 observer on the boat --

10 (Whereupon, Ms. Hewlett and Mr. Kelly speak  
11 simultaneously.)

12 CHAIR DZUGAN: Any other -- go ahead, Captain.

13 CAPT NEELAND: No, that's the example. Other  
14 organizations may require dockside. That's not the  
15 Coast Guard --

16 MR. KELLY: Yeah, they're requiring it.

17 CAPT NEELAND: Yes.

18 CHAIR DZUGAN: Any other comments, questions?  
19 Okay. Do we have a motion on the table?

20 MS. HEWLETT: (Indiscernible.)

21 CHAIR DZUGAN: No, not anymore.

22 VICE CHAIR ALWARD: One question --

23 CHAIR DZUGAN: Go ahead, Matt.

24 VICE CHAIR ALWARD: -- to staff. So, as you  
25 said, also, you want to know presentations. I

1 assume that that would be submitted at the same  
2 time as things -- agenda items we'd like to see as  
3 tasks, as well as presentation we'd like, so that  
4 45 days, that's when you want all of that together,  
5 I'm assuming?

6 CAPT NEELAND: Yep.

7 MR. WENDLAND: I'm not exactly clear on what  
8 you're saying. Are you saying presentations from  
9 this body?

10 VICE CHAIR ALWARD: No presentations, this  
11 body would like to see from the Coast Guard,  
12 which -- which the Captain just spoke a little bit  
13 ago.

14 CAPT NEELAND: Yeah, so if there's a  
15 presentation or somebody you'd like us to bring in  
16 to provide information to help with the tasks, we'd  
17 like to know that sooner rather than later to make  
18 sure we can have time to coordinate, also have  
19 money to bring them in to be able to present.  
20 Ideally, I tried to task -- as I did with -- or I  
21 tried to bring in presenters that are relevant to  
22 the tasks so that you have experts available to  
23 help you understand Coast Guard processes and ask  
24 questions as many weights their tasks.

25 VICE CHAIR ALWARD: But can we all --

1 question. Can we also request presentations that  
2 weren't pursuant to a task on that agenda but might  
3 help inform us for coming up with tasks for future  
4 agendas? Like, for example, we -- last time I  
5 think we asked to have a presentation on efforts to  
6 improve search and rescue operations around  
7 windmills -- offshore windmills. So, something  
8 like that wouldn't be related to a task, but it  
9 might be something that the committee would like to  
10 have a presentation on.

11 CAPT NEELAND: No, absolutely, --

12 VICE CHAIR ALWARD: That would be the first  
13 (indiscernible) agenda.

14 MR. WENDLAND: That's what I was asking trying  
15 to get clarity on your question, right. So, you're  
16 asking from this body pre -- you know, to recommend  
17 we'd like a presentation to come in. That's what I  
18 was trying to get clarity so I understand. That --  
19 so, yeah, we have no problem with that. You can  
20 just put your task items to us, and if you want a  
21 presentation on a certain subject, a subject  
22 presentation and send that forward. No issues.

23 CHAIR DZUGAN: Since you have -- this is  
24 Jerry. Since you have earlier notification of  
25 yourselves of what internally you want to have on

1 the agenda before we know, we are -- I guess, we  
2 have an expectation that you would know what would  
3 be useful presentation to have to support that  
4 topic. So, we're trusting on you to do that.

5 CAPT NEELAND: Yeah, no. Thank you,  
6 Mr. Chairman. I appreciate the trust. Try not to  
7 let -- betray your trust. For example, normally we  
8 do the district presentations. I chose to forego  
9 the district presentations to allow the  
10 presentations that were meaningful to the tasks.  
11 I'm happy to take feedback on that. Again, I'm  
12 trying to be pretty transparent. I'm trying to  
13 balance and be effective with everyone's time. And  
14 yeah. We'll take your feedback from that but go  
15 from there.

16 CHAIR DZUGAN: Appreciate that.

17 VICE CHAIR ALWARD: I can give you a little --  
18 my -- my feedback. They're great presentations,  
19 but they're probably -- probably appropriate to  
20 have them once a year, not at both meetings.  
21 They're kind of -- the data is updated once a year  
22 anyway.

23 MR. WENDLAND: Understood. And there will be,  
24 I think, some financial constraints probably in the  
25 future too, when we go to these higher cost areas

1 prospectively. So, we're going to have to be  
2 creative on how to get the numbers to where they  
3 need to be. So that, you know, maybe it's the  
4 coordinators, you know, won't be attending that one  
5 meeting or maybe it's a two-day meeting. We -- you  
6 know, there's things we might have to do to keep  
7 the numbers where they need to be.

8 CHAIR DZUGAN: I do want to say, from mine and  
9 maybe some members' perspectives also, we  
10 appreciate the coordinators being here, not just  
11 for the presentation but for the ability to talk to  
12 them and, you know, just getting updates from them  
13 on what's going on.

14 VICE CHAIR ALWARD: On the tasks.

15 CHAIR DZUGAN: Yeah, and of the tasks. Yeah,  
16 it's invaluable.

17 MR. WENDLAND: Yeah, absolutely understood.  
18 And if there's any way to do it with the funding,  
19 and, you know, --

20 CHAIR DZUGAN: Right.

21 MR. WENDLAND: -- that's why they're here,  
22 right. And, also, additionally in this time, you  
23 know, we -- as the Captain stated, we wanted to  
24 have all those present -- presentations up front  
25 for with a -- with a special presenter at this

1 meeting, and as I said on day one, that we do have  
2 the -- we do have their presentations on our web  
3 page, and we do have the coordinators here. And I  
4 know they're probably going to throw darts at me if  
5 we go down that road, but it's still -- they're  
6 here, and that's your prerogative if you'd like to  
7 hear the presentations in the remainder of the  
8 time. And I don't think the Captain would object  
9 to that.

10 CAPT NEELAND: (Shakes head.)

11 CHAIR DZUGAN: Any other comments? Yeah,  
12 Kris?

13 MR. BOEHMER: Kris Boehmer. It's a question.  
14 If the committee decided, is it possible to have  
15 some of these presentations be virtual? There's a  
16 lot of -- Zoom -- Zoom presentation  
17 (indiscernible), but not that I don't want to see  
18 Scott, just -- just sayin'.

19 MR. WENDLAND: Yeah, we can look at all  
20 things, you know, sometimes that's challenging  
21 because, you know, they're being brought in here in  
22 our environment, and our environment is a team's  
23 environment. It's a DoD thing. You guys don't  
24 really have that. So, there's -- there might be  
25 ways to do that, and we'll certainly entertain



1 that. But we'd have to look at it with, you know,  
2 the feasibility of everything. The WiFi. There's  
3 a lot of tech stuff, you know, just to make sure  
4 that stuff works.

5 CHAIR DZUGAN: Other comments? Captain?

6 CAPT NEELAND: Just one comment. My  
7 preference is try to bring as many folks in person,  
8 because not only the dialogue that occurs during  
9 these sessions but, also the afterhours and side  
10 dialogue that occurs and gives you an opportunity  
11 to link and talk about other topics. So, although  
12 we could potentially do things virtual, my  
13 preferences as much as possible try to bring folks  
14 in person to really maximize communications.

15 CHAIR DZUGAN: I think because of the last  
16 three years or how much virtual we've had to do, I  
17 think the inclination of a lot of people is to have  
18 a face-to-face talk again, but virtual when it's  
19 needed and it's the right thing to do is,  
20 obviously, an option.

21 MR. CALDERON: Angel Calderon here. Just to  
22 remember to the Chair, to the Captain. These  
23 meetings are open to the public, so if we go  
24 online, it's open to the public.

25 VICE CHAIR ALWARD: Challenge.

1           MR. CALDERON: That's a big challenge. Just  
2 saying.

3           MR. WENDLAND: Well, --

4           VICE CHAIR ALWARD: I mean, just -- not to  
5 belabor this, but if it was just a presentation,  
6 the court reporter could be recording it just like  
7 they would if the person was standing right there.  
8 It'd still being recorded the same way. Obviously,  
9 trying to go to a virtual actual (sic) meeting  
10 where the public can interact with us is a totally  
11 different thing than what Kris just brought up.

12          MR. WENDLAND: Right. We understand that --  
13 the thought behind this and, you know, obviously,  
14 we understand, you know, in person's better for all  
15 the reasons the Captain mentioned. And if there's  
16 a situation that comes up, you know, we can take a  
17 look at that. We're flexible on that. But like  
18 the Captain said, it's often helpful to have, you  
19 know, any one of those presenters here because  
20 after they're done presenting, right, then you're  
21 talking to them getting, you know, your specifics  
22 and follow-up questions that come up, you know,  
23 probably wouldn't happen in a virtual, right. So,  
24 I think we all understand what we're trying to do  
25 here.

1 CHAIR DZUGAN: Any other questions, comments?  
2 Hearing none, we've covered next meeting plans,  
3 plans for interim --

4 VICE CHAIR ALWARD: No, we have not covered  
5 next meeting plans.

6  
7 CHAIR DZUGAN: Oh, next meeting plans, we  
8 haven't talked about that. Moving too fast here.  
9 There was some offsite discussions, but nothing in  
10 the group, so.

11 MR. WENDLAND: And Mr. Chairman, just to maybe  
12 kick that off a little bit. So, as I mentioned in  
13 day one, because of the horizons out there, and the  
14 timing of things, the Coast Guard was looking at  
15 the second and third week of September that would  
16 probably fit best with all the timing and all the  
17 considerations involved. So, we're -- we're  
18 throwing those, you know, two weeks out there. And  
19 if I'm not mistaken, that's the 9th -- the week of  
20 the 9th and the week of the 16th. And Captain,  
21 that -- that was fitting into your schedule, the  
22 9th and the 16th, right?

23 CAPT NEELAND: Yeah, again, just a reminder,  
24 we're trying to stick it -- live with it in this  
25 fiscal year, which means we'd have to hold it by

1 October 1st. After October 1st, there's no  
2 guarantee what our budget situation's going to look  
3 like once we get the new fiscal year, so that's why  
4 we're trying to hold it to October 1st. To give us  
5 the most time, we're looking at September. The  
6 first week in September, I believe, is Labor Day.  
7 And I would not recommend holding it during that  
8 week, which really puts us the second or third  
9 week.

10 There's a number of challenges trying to do it  
11 that last week because of the fiscal year close  
12 out. , So if we do it the second or third week, it  
13 just allows time to process everything as we hit  
14 the end of fiscal year. So, that's the primary  
15 reason behind that recommendation.

16 CHAIR DZUGAN: Matt.

17 VICE CHAIR ALWARD: Matt Alward. So, this  
18 year we did third week, I believe, right, in  
19 September?

20 MR. BOEHMER: Yeah.

21 VICE CHAIR ALWARD: And I'll just put it on  
22 the record, that's probably the only week that will  
23 work for me, but you guys might not want me here.

24 MR. BOEHMER: Now that you mention it.

25 CHAIR DZUGAN: Well, this is -- I'm assuming

1 we'll probably -- you'll be looking at bouncing  
2 back to the West Coast?

3 MR. WENDLAND: That's the plan. We've been  
4 trying to split between coasts, one meeting on the  
5 East Coast and one being on the West Coast.

6 UNIDENTIFIED SPEAKER: What about the Gulf?

7 MS. HEWLETT: Texas.

8 UNIDENTIFIED SPEAKER: I wouldn't -- I  
9 wouldn't plan for a week --

10 UNIDENTIFIED SPEAKER: September.

11 UNIDENTIFIED SPEAKER: -- in the Gulf in  
12 September. Just saying.

13 MR. BOEHMER: Bring your hurricane suit

14 UNIDENTIFIED SPEAKER: Just saying.

15 CHAIR DZUGAN: Just for -- another reason for  
16 that third week in September is salmon season in  
17 Alaska. That's usually -- it's about them in terms  
18 of trying to get public participation and maybe  
19 some of the members who participate in salmon  
20 (indiscernible) for them.

21 VICE CHAIR ALWARD: It's better, but it's not  
22 over yet in Kodiak.

23 CHAIR DZUGAN: It's not, yeah (indiscernible).

24 CAPT NEELAND: That's not -- I mean, that's --  
25 that's really a challenge for us, because there's

1 so many different fisheries that have different  
2 openers throughout the year. There's never going  
3 to be a perfect time.

4 CHAIR DZUGAN: Absolutely.

5 MR. WENDLAND: And I do want to -- I do want  
6 to mention, Mr. Dooley contacted me. And as  
7 many -- many -- many of the members may know him,  
8 he sits on the Pacific States Fishery Management  
9 Council, I guess, and he advised me his term is up  
10 because that has always conflicted with this  
11 meeting. So, his term is up, so he plans on, you  
12 know, fully engaging in this committee, and he --  
13 you know, that's why he wasn't in the first three  
14 meetings, but he's been in contact with us all the  
15 time. He's advised us, and that's the latest  
16 information on him. So, there'll be one --

17 CHAIR DZUGAN: That was --

18 MR. WENDLAND: -- more member.

19 CHAIR DZUGAN: -- Jim Dooley.

20 VICE CHAIR ALWARD: Bob.

21 MR. WENDLAND: Bob Dooley.

22 CHAIR DZUGAN: Bob Dooley, I mean. Which  
23 brings up -- I'm sorry, go ahead.

24 MR. DAUGHTRY: I just wanted to say, Matt said  
25 that the third week of September will work for him.

1 Is there anybody that that doesn't work for, I  
2 mean, if we can get kind of some consensus that  
3 that's where we want to hit it would be good.

4 CHAIR DZUGAN: Barb?

5 MS. HEWLETT: We can do third, second would be  
6 better for us, just with the fishing season because  
7 towards the end of September, we're getting ready  
8 for crab season. So, the beginning of September's  
9 better for us, but anyway to make it work.

10 MR. LONDRIE: Go ahead, Greg.

11 MR. LONDRIE: I would be mostly likely out the  
12 third week of September as well.

13 CHAIR DZUGAN: It's good for the Coast Guard  
14 know these things, so they can -- they'll have to  
15 just make the best choice they can make.

16 MR. WENDLAND: Yeah.

17 CHAIR DZUGAN: Frank?

18 MR. VARGAS: I have another board meeting that  
19 week?

20 CHAIR DZUGAN: Which week?

21 MR. VARGAS: Third week.

22 MR. HOWLAND: Mr. Chair, --

23 CHAIR DZUGAN: Nick?

24 MR. HOWLAND: -- Nick Howland. Either week  
25 works for me, but I would only be able to attend

1 the meetings Wednesday and Thursday that week, so  
2 that's my special (indiscernible).

3 CHAIR DZUGAN: Okay.

4 MR. THEILER: Jerry, just one point of  
5 clarification, so -- so when -- when you, Greg, and  
6 Matt and Barbara are talking about the third week,  
7 are you talking about the week of the 23rd?

8 MR. WENDLAND: 16th.

9 MS. HEWLETT: 16th.

10 CHAIR DZUGAN: 15th.

11 MS. HEWLETT: 16th.

12 CHAIR DZUGAN: 15th, 1-5.

13 MR. WENDLAND: 16th.

14 MS. HEWLETT: 16th.

15 MR. THEILER: 16th, okay.

16 CHAIR DZUGAN: Oh, 16th.

17 MS. HEWLETT: The week of the 9th would be  
18 better.

19 CHAIR DZUGAN: And they usually -- because of  
20 travel, it's Tuesday, Wednesday, Thursday. I  
21 notice it's a pattern, so. Anything else on this  
22 topic?

23 Kind of a related topic I wanted to bring out,  
24 because I was asked -- unless you've got something.

25 MR. WENDLAND: I just want to be clear, is --



1 was there a decision on that from what works best  
2 from -- from the members, because we're going to --  
3 we need to move forward when we leave here trying  
4 to -- the best information.

5 VICE CHAIR ALWARD: It sounds like there's  
6 more people that want the -- for the second week  
7 than the third week.

8 MR. WENDLAND: Understood. I just wanted to  
9 have clarification.

10 CHAIR DZUGAN: Yeah.

11 VICE CHAIR ALWARD: Jerry will just be on his  
12 own.

13 CHAIR DZUGAN: I want you to be here.

14 MR. WENDLAND: Okay. Thank you.

15 CHAIR DZUGAN: On a related topic, sort of.  
16 We got -- we got a lot of questions about term --  
17 when terms are up --

18 VICE CHAIR ALWARD: We still have location.

19 CHAIR DZUGAN: Location, we're working on it.  
20 Are we done with locate -- location? Yeah. We got  
21 days but not location. We can bring that up now.

22 MR. WENDLAND: Yeah. So, of course, it's up  
23 to the committee. We're talking East Coast/West  
24 Coast, what we like to do. And I'll just be fully  
25 transparent. We're looking at Alaska right now.

1 We got a number of cities out there we're looking  
2 at. I'm not sure if that's going to work out, but  
3 that's, you know -- that's -- that's we've already  
4 engaged our -- you know, our coordinator,  
5 Mr. Wilwert was helping us with that little bit,  
6 trying to run some numbers or bring back some  
7 numbers with us, but anything's on the table at  
8 this point, as far as location.

9 CHAIR DZUGAN: That would be first in many  
10 years. That'd be great. Matt?

11 VICE CHAIR ALWARD: Of course, I'd fully  
12 support that, but if that for some reason  
13 doesn't -- can't work out for you guys, maybe San  
14 Diego could be a backup option to look at. It's a  
15 pretty large fishing fleet down there, too.

16 MR. WENDLAND: Yeah, San Diego, we've looked  
17 at that in the past, and we've never really been  
18 able to make that work. We even -- even trying to  
19 get, you know, inside the Coast Guard hangar. I  
20 mean, we've looked at that a number of times, and  
21 it's just there's a lot of logistics and cost  
22 issues in San Diego, but ideally -- I'm just  
23 letting you know, it just hasn't gone through the  
24 matrix.

25 CHAIR DZUGAN: Mike?

1           MR. TERMINEL:  If you do decide on Alaska.  I  
2    can help with facilities.  AVTEC, one of those  
3    schools down there, maritime schools, that we  
4    could -- we could use.  They have facilities to  
5    eat.  We can get hotels with government rates down  
6    there, but it would have to be the 3rd week,  
7    because I'm not available the third week.

8           MR. WENDLAND:  All right.  That's something  
9    (indiscernible).  But that's what we're asking as  
10   well.  So, just so this meeting, you know, we have  
11   our own -- the Coast Guard has their own sources to  
12   go out and look at these places.  But you folks may  
13   have industry people or whatever that say hey, we  
14   have this hall or whatever, and we're totally open  
15   to anything that might be available.  I mean, we  
16   could do that.

17          CHAIR DZUGAN:  I've got information on Sitka  
18   that I'm still gathering, but for some places.  So,  
19   I'll -- I'll just forward that to you.

20          MR. WENDLAND:  Sure.

21          CHAIR DZUGAN:  You can see what -- how it fits  
22   in.

23          MR. WENDLAND:  So, don't think we have to nail  
24   down the destination.  We're just trying to get  
25   your input for the destination right here.

1 MR. ROSVOLD: Jerry, one more thing. Have you  
2 guys looked into the lake -- Great Lakes fisheries  
3 up there? We were just looking in Chicago at --

4 CHAIR DZUGAN: Oh, Great Lakes?

5 CAPT NEELAND: There's not much.

6 MR. VARGAS: Not much?

7 CHAIR DZUGAN: Yeah, there's -- we've done a  
8 whole trip training trip to the Great Lakes and --  
9 a couple times, and it's mostly based from Green  
10 Bay, if you go around the clock, down to Traverse  
11 City, and that's about it. And it's mostly  
12 indigenous fisheries now due to a 1838 treaty that  
13 they're enforcing more and more now, so.

14 VICE CHAIR ALWARD: I'll actually be in  
15 Traverse City at a NOAA advisory committee meeting  
16 in the second week of September, so --

17 CHAIR DZUGAN: No kidding.

18 VICE CHAIR ALWARD: -- if you do it -- if you  
19 do it in Traverse City, I could just say there.

20 CHAIR DZUGAN: It's a good idea. Traverse  
21 City's a pretty nice place.

22 MR. ROSVOLD: That's what I'm hearing.

23 CHAIR DZUGAN: Yeah. Are we done with that  
24 topic? Yeah, Mike?

25 MR. TERMINEL: If you did do it in Alaska, you

1 would have a large public turnout. I -- I --

2 CHAIR DZUGAN: I think so.

3 MR. TERMINEL: Yeah, I think you would have a  
4 very large public turnout.

5 (Whereupon, Mr. Boehmer speaks with Mr.  
6 Terminel off the record.)

7 MR. WENDLAND: Which would be great, as long  
8 as the facility was able to handle that, right.  
9 So, that's also a consideration. That's -- that's  
10 a good point. You know, that's -- some places are  
11 smaller than others, right. If we get a couple  
12 hundred people here, it'd be a little bit more  
13 challenging, but we typically don't get that. You  
14 know, we -- that's what we want. That's what this  
15 meeting is about. It's -- it's a public meeting,  
16 so if people are showing up to meetings then, you  
17 know, everyone should be happy about that.

18 CHAIR DZUGAN: You might even have the  
19 chairman of United Fishermen of Alaska there.

20 VICE CHAIR ALWARD: No, I'm going to be in  
21 Traverse City that week.

22 CHAIR DZUGAN: That is that week. If it's not  
23 that week, I should say. Yeah. Yeah, I think you  
24 would -- you would -- pretty much anywhere in  
25 Alaska's pretty active political group, pays

1 attention to what's going on.

2 Anything else about location, location,  
3 location? Matt?

4 VICE CHAIR ALWARD: I got one other question.  
5 Would it -- would it be helpful to the Coast Guard  
6 if the committee tried to stay two -- two meetings  
7 ahead with our recommendations?

8 MR. WENDLAND: It would, actually. And that's  
9 what we're trying to move towards. Because then if  
10 we have the taskings and all the agenda and stuff,  
11 we can move that through our pipeline faster,  
12 and -- and, of course, we might even be able to  
13 reach out to the hotels and other, locations, and  
14 have those contracts in place. But, you know, some  
15 of that -- even this meeting, when funding gets  
16 turned on and turned off, you know, those -- those  
17 can be challenges, too. So, there's a lot of --  
18 lot of parts of the matrix that -- that -- that are  
19 involved here.

20 But to answer your question directly, the  
21 sooner we get it and if we know what we're going to  
22 touch on in general the next meeting, and then  
23 finalize that at some point in meantime, that's  
24 very helpful. I -- I -- you know, from a from an  
25 administrative staff point of view, that's better.

1           VICE CHAIR ALWARD:  So, (indiscernible) Greg.  
2           question I'd raise, would the next spring meeting  
3           be appropriate to hold on the Gulf Coast?

4           MR. LONDRIE:  Now, you're getting on --  
5           specific to my area, or just the Gulf -- Coast?

6           CHAIR DZUGAN:  Both.

7           MR. LONDRIE:  Gulf Coast, fine.  Specific to  
8           my area, it would then be tied to dates and when  
9           Easter would be.  I mean, being South Padre Island,  
10          spring break, that would probably not be --

11          (Whereupon, multiple members speak  
12          simultaneously.)

13          MR. WENDLAND:  So, we ran into that here as  
14          well, right.  So, it's spring break time in  
15          Florida.  And as I mentioned that two hotels  
16          canceled on us that we were planning on going  
17          there.  Miami as well.  So, fortunately, we did  
18          one -- we had a backup-backup-backup plan for this,  
19          and the hotel was outstanding here.  It worked with  
20          us the entire way.  So, those things happen in  
21          spring break and big money time for hotels, and  
22          this -- this spring times, as we all know, for  
23          Florida and Texas and whatnot, because everybody in  
24          whole country is, you know, going down to vacation.

25          CHAIR DZUGAN:  New Orleans -- New Orleans has

1 been a strike before, too. I imagine there's  
2 possibilities there. And we're always invited to  
3 cut off Louisiana. So, just --

4 MR. WENDLAND: I think -- I think from our  
5 perspective, the -- the -- the dates and the  
6 tasking is more important than the location, right.  
7 So, once -- from a -- from a staff level and  
8 administrative point of view to line things up,  
9 that's -- that's -- that's very helpful. I think  
10 the location we can -- we can work with, right. I  
11 mean, if there's funding and all that stuff, I  
12 mean, but that's.

13 CHAIR DZUGAN: Understand. Okay. Any other  
14 questions, contributions, comments? Mike?

15 MR. THEILER: Just I know I said to a couple  
16 people, but, you know, for those of us who have  
17 flights today, this areas is under a severe weather  
18 warning, tornado watch, I think, and thunderstorms.  
19 So, if you have a flight today, you may want to  
20 check on the...

21 CHAIR DZUGAN: What's the -- when is the worst  
22 of it coming in?

23 MR. THEILER: It says -- yeah, between now and  
24 three o'clock.

25 MR. WENDLAND: We're on a tornado watch right



1 now, yeah.

2 MR. THEILER: Strictly public service.

3 CHAIR DZUGAN: Thanks, thanks for that.

4 VICE CHAIR ALWARD: Where's our shelter?

5 (Whereupon, multiple members speak  
6 simultaneously.)

7 CHAIR DZUGAN: Are we ready to move on?

8 MS. HEWLETT: Yes.

9 MEETING WRAP UP COMMENTS

10 CHAIR DZUGAN: We have a point here where we  
11 can break for lunch, or we can do meeting wrap ups  
12 now and have a little bit later lunch and then  
13 just...

14 (Whereupon, multiple members respond  
15 affirmatively simultaneously.)

16 CHAIR DZUGAN: -- have a little bit more time  
17 on our -- do the latter?

18 UNIDENTIFIED SPEAKER: Yes.

19 CHAIR DZUGAN: Okay. So, that's what I'm  
20 hearing, so let's -- general meeting wrap up,  
21 general comments. We've usually gone around the  
22 table for this and just make comments on how the  
23 meeting went, what we can do better next time, what  
24 worked, what didn't -- what didn't work, what work,  
25 like holding the microphone close to your mouth at

1 all times. And let me just -- you want to start  
2 with the Coast Guard? Let's start there, and then  
3 we'll go around the table with your comments on how  
4 everything worked out or any concluding comments,  
5 or you can do it at the end once we're done.

6 MR. WENDLAND: Yeah, why don't you -- why  
7 don't you just start with the members and then  
8 we'll just conclude with the wrap up and the Coast  
9 Guard. That'll probably work best.

10 CHAIR DZUGAN: Let's start with Mike at the  
11 other end of the table. Any closing comments you  
12 have?

13 MR. THEILER: I do want to thank the  
14 participation from everyone that took the time to  
15 comment, and the presenters, who I think were very  
16 helpful, especially as to the community. I also  
17 wish everyone here on the committee a safe and  
18 prosperous fishing season. I think it was a little  
19 bit eye opening to receive the tasks and -- and I  
20 don't want to say unexpected, but I think there  
21 were a little bit of a -- there was a little bit of  
22 a shock factor to some of us, and I hope that  
23 through the new process that we have those tasks a  
24 little bit earlier to spend more time to dive into  
25 them. Thank you, Jerry.

1 CHAIR DZUGAN: Thank you.

2 MR. TERMINEL: Mike Terminel. I also believe  
3 that that's a very good process to look forward to,  
4 the vetting committee to look at some of these  
5 tasks to be able to better inform the Coast Guard  
6 of what might be needed. A good example is sleep  
7 deprivation; it would have been great to have the  
8 Coast Guard medical doctor here to give their input  
9 of what, you know -- what -- why they think that's  
10 a good idea. I think that would have been a real  
11 good idea, you know, because a lot of -- you know,  
12 some of us have CPR, first aid. There might be an  
13 EMT in the room, but to have that more thorough  
14 medical background may have helped in that  
15 situation. But yeah, it was a good meeting. Thank  
16 you.

17 CHAIR DZUGAN: Kris, any comments to wrap it  
18 up?

19 MR. BOEHMER: Just a great forward direction  
20 that we're moving. I think this three-day format  
21 has been really helpful. And it's nice to --  
22 funny, come in with -- I had an expectation of how  
23 the tasks would go reading them, and I was  
24 pleasantly surprised that we ended up changing some  
25 of my thoughts on some of these things. So, very

1 grateful for this chance to serve, and hopefully we  
2 continue to have another safe year in the industry.

3 CHAIR DZUGAN: Good. Thank you. Tom?

4 MR. DAMERON: Yeah, Tom Dameron. I appreciate  
5 all the -- everything that the Coast Guard did to  
6 make this -- to make this happen. Appreciate the  
7 committee members for everybody's participation,  
8 the members of the Coast Guard that -- that made it  
9 here and helped us with the task statements and  
10 especially our member of the public who -- who made  
11 the trip to join in -- join us is very much  
12 appreciated.

13 CHAIR DZUGAN: Barb?

14 MS. HEWLETT: Barb Hewlett. Yeah, I just  
15 really appreciate all the work and -- that  
16 everybody did. Thank you to the Coast Guard for  
17 finding this great little town. This is a really,  
18 really nice spot. And thank you to everybody that  
19 showed up to help. And the presenters definitely  
20 educated me on a lot of things, you know, with the  
21 communications and the life raft stuff. Very  
22 helpful. And so, you know, just thank you very  
23 much. I look forward to the next meeting.

24 VICE CHAIR ALWARD: I'll echo that.

25 Presentations were great. I'll say to staff, I

1 know it can be a pain, but I really appreciate all  
2 the work that you guys put into it, and I feel like  
3 this is becoming a very collaborative process with  
4 us to really kind of get the benefit to the Coast  
5 Guard and the (indiscernible) time you put in here.  
6 Thanks to everyone.

7 CHAIR DZUGAN: Skip myself for now and go to  
8 Eric.

9 MR. ROSVOLD: Eric Rosvold. Thank you.

10 MR. TURNER: David Turner. Second that.

11 CHAIR DZUGAN: Jim?

12 MS. HEWLETT: Third?

13 MR. KELLY: The only thing I'd add to what  
14 everybody's said is I thought that two committees  
15 versus -- I think the first time I saw this was  
16 three, it seemed to drag on. I thought this was  
17 much more efficient, and I think in the end, you  
18 know, I think that's something that we strive to be  
19 is efficient in this process. But no, it's all  
20 great, except for the train at 5:50 in the morning.  
21 I could do without that, Jonathan.

22 MS. HEWLETT: 5:45, 6:30.

23 MR. WENDLAND: We didn't hear enough of them  
24 yesterday, so we added an extra one this morning.

25 (Whereupon, multiple members speak

1 simultaneously.)

2 CHAIR DZUGAN: Frank?

3 MR. VARGAS: Yeah, I want to thank everybody  
4 here. And it was great. And, like I said, like  
5 our subcommittee, I was glad I could give some of  
6 my input and experience and I also learned from  
7 them, so that's great for me.

8 MR. HOWLAND: I want to say I was grateful for  
9 finishing in four-and-a-half hours when it appears  
10 to be four-and-a-half hours ahead of schedule.  
11 That's pretty remarkable, and that speaks to  
12 efficiency. Also, great to put faces to names.  
13 I've been on calls or seen you all or emailed back  
14 and forth for several years now, so great to  
15 finally meet everyone in person. And Jonathan and  
16 Angel, thanks for putting all this together.

17 CHAIR DZUGAN: Ben?

18 MR. DAUGHTRY: Ben Daughtry. Good morning.  
19 Thank you. Good seeing everybody.

20 MR. LONDRIE: Greg Londrie. I want to thank  
21 everybody for being here. For the public members,  
22 this was another great, smooth-running meeting, and  
23 for being a backup-backup to the backup location,  
24 yeah, I agree, great little village town here.  
25 Great -- great spot we carved out, and we got five

1 trains in, one fire alarm. So, if we do have a  
2 meeting in Brownsville, one way you can save money  
3 is just make the flights one way, because I'm going  
4 to give everybody -- every member a boat to go back  
5 home.

6 MS. HEWLETT: Shrimp boats for sale.

7 MEETING WRAP UP COMMENTS

8 CHAIR DZUGAN: Thank you. As the Chair, I  
9 just want to give a special thanks to Coast Guard  
10 staff who spends months getting this together, as  
11 well as all the other bureaucratic work you have to  
12 do. I know how hard it is to facilitate things  
13 like this. Also your support staff that's been  
14 diligent. Thank you, Angel and others. To the  
15 coordinators who came from other regions of the US  
16 and that -- we all find that really valuable. I  
17 think that you get a lot of -- those were good  
18 presentations. We get a lot out of them. That  
19 helped with the subcommittee work. Thanks to the  
20 subcommittee chairs -- chair and scribes,  
21 especially. They have a hard job. I think one of  
22 the hardest ones among subcommittee members trying  
23 to put this into plain English.

24 And more than anything, I really appreciate  
25 the three years of continuity being able to form

1 relationships and collaboration between all the  
2 different groups and getting to know more about  
3 each other's fisheries, as well. That's been  
4 really helpful. There were times when the  
5 committee was constantly rotating, and it'd be a  
6 third to a half of them had never been to one  
7 before, and it was a lot of catch-up work. It's  
8 been really valuable to have that kind of a -- a  
9 little bit of length of time. It saves time. I  
10 think they get -- to me, they get more efficient  
11 the more we -- get to know the -- the system and  
12 what's expected and know each other better, too.  
13 So yeah, thanks to you all.

14 MR. WENDLAND: I just have a one point for the  
15 Captain, here. So, just to make sure those  
16 recommendations have been -- I haven't looked at my  
17 email, but I'm assuming you've copied them into the  
18 one docket, and you will send those to us through  
19 the one file, and all those recommendations will be  
20 sent to us in that one file, correct?

21 CHAIR DZUGAN: I've got -- yeah.

22 CHAIR DZUGAN: Well, I sent Angel them  
23 separately, so I don't know if Angel you could put  
24 them in a file or if you want me to -- to mark --

25 MR. CALDERON: Angel Calderon.



1 VICE CHAIR ALWARD: (Indiscernible.)  
2 MR. CALDERON: I -- I -- I can move.  
3 MR. WENDLAND: Okay.  
4 CHAIR DZUGAN: Are they going to me as well to  
5 send to you, or...?  
6 MR. WENDLAND: Well, it's -- it should go to  
7 the Chair to, you know --  
8 VICE CHAIR ALWARD: We'll send it to him. So,  
9 send me -- I'll send them -- you should have yours,  
10 and I'll send you ours.  
11 MR. WENDLAND: So, we just need to -- it's a  
12 simple copy/paste, I think, into the one -- if you  
13 want to send a fourth in that template that I gave  
14 you?  
15 CHAIR DZUGAN: Yeah. Well, there's two  
16 templates. The second template I got, this  
17 (indiscernible) was more of a blank sheet. I'll  
18 show you. I'll -- yeah. The second template --  
19 I'll show you when we're over with. We don't need  
20 to discuss it now.  
21 MR. WENDLAND: Right.  
22 CHAIR DZUGAN: Yeah. Thanks for bringing that  
23 up.  
24 MR. WENDLAND: And the only other, you know,  
25 just as a final comment from -- from my point of

1 view. You know, I get a lot out of this, and we  
2 get a lot out of it as the Coast Guard and having  
3 the sidebar conversations. I'm just sitting down  
4 and talking to, you know, Greg, you know, his  
5 circumstances that's going on in the Gulf, you  
6 know, what's happening there, you know, that's --  
7 that's -- that's all part of this. And so, we get  
8 all sorts of input and understanding through your  
9 fisheries, what you're doing, and it -- it helps  
10 us, I think. I mean, it certainly helps -- help --  
11 helps me to have a better understanding what's  
12 happening nationally. So, very thankful for that,  
13 and very thankful for all the effort that the  
14 coordinators supplied the subcommittee meetings,  
15 and, obviously, the public that joined us. Thank  
16 you so much.

17 CHAIR DZUGAN: We'll let the Captain have the  
18 last word, but I do want to get in the  
19 (indiscernible) of staff -- of members, just to be  
20 clear, and so the -- we all have three year terms,  
21 correct? So, next year there'll be more  
22 solicitations from members.

23 MR. WENDLAND: Correct. So, everybody's on a  
24 three-year term, and the terms really expire  
25 December 31st of 2025. So, it goes all the way to

1 the end of the calendar year. And so, we'll be  
2 looking at that from the Coast Guard how we're  
3 going to, you know, go out with -- you know,  
4 solicit for new members and how many, all of the  
5 positions and whatnot. We still got to take a look  
6 at how that's going to work best.

7 CHAIR DZUGAN: Thanks. Captain?

8 CAPT NEELAND: Before I give final remarks,  
9 Angel, anything about travel that you need to  
10 communicate? Thank you, sir.

11 MR. CALDERON: Room receipt, once you check  
12 out, please take a picture, send it to me. That's  
13 the way that works. Send that to me. I will put  
14 in (indiscernible). Luggage receipt, the same;  
15 take a picture, send it to me. Uber, any Uber more  
16 than 70 bucks, please save the receipt. The rule  
17 is 75 or more, but anything in the 70 area, save  
18 it. I need to know so you can get your money, but  
19 save that receipt, okay? Anybody who's driving  
20 from home to the airport, you're going to get that  
21 money based on your mileage. We already have that  
22 information. I don't need it. If you took an Uber  
23 from home to the airport or airport back to home,  
24 please let me know how much it is so I can  
25 (indiscernible) you -- you and how much you're

1 driving. That covers you and covers you. Any  
2 question for me?

3 MR. DAMERON: Thank you, Angel. And when  
4 would you like all this documentation?

5 MR. CALDERON: As fast as possible. So, we  
6 all know that for Mon -- for Tuesday -- for  
7 Tuesday, I'm going to expect everybody to have the  
8 information, because we have three days to submit.  
9 So, if you do it today or tomorrow, that's awesome.  
10 I will get it. Even though Monday is my day off, I  
11 will make it happen for you. Okay. Any other  
12 questions?

13 MR. WENDLAND: Thank you. If I could just  
14 tack onto that, for the coordinators, same thing.  
15 So, I need your final vouchers, right. So send  
16 your final vouchers to me and we got to send that  
17 forth to Coast Guard 81.

18 CHAIR DZUGAN: Captain?

19 CAPT NEELAND: All right. Thank you. Well,  
20 again, really -- as you noted, this really happens  
21 due to the work with the CVC3 staff, Jon, Angel,  
22 and, you know, unfortunately, Joe Myers was not  
23 able to be here today or this week, but I know he  
24 put a lot of work into it and really would have  
25 liked to have been here. Again, thank you to our

1 presenters and the other offices that continue to  
2 support us here. And thanks to our coordinators  
3 for coming here. But most of all, the success of  
4 committee really hinges on the good input and  
5 perspectives from all of you that bring your --  
6 come from all different areas of the country and  
7 different industries -- different aspects of the  
8 industry and bring the perspectives. So I can't  
9 thank you enough for your time and the -- your  
10 perspectives as you work on developing these  
11 recommendations and help to make sure that we are  
12 moving in the best path forward, whether it's  
13 closing a recommendation from an investigation or  
14 whether it's looking at other aspects that we can  
15 improve the safety of all our mariners that are --  
16 and all our folks that are involved in the  
17 commercial fishing industry. So once again, I just  
18 can't thank you enough. I look forward to our next  
19 meeting and, you know, continuing the dialogue  
20 between now and then and make sure we get the  
21 agenda set up, and I'll look forward to working  
22 with the vetting committee. And just yeah, our  
23 next meeting this fall. Thank you.

24 CHAIR DZUGAN: Thank you, Captain. Now, we  
25 can entertain a motion to adjourn. I see a motion.

1 Jim, first is --

2 MR. TURNER: Second.

3 CHAIR DZUGAN: David, second. Anybody in  
4 opposition to adjourning?

5 MS. HEWLETT: I dare you.

6 CHAIR DZUGAN: Hearing no opposition, this  
7 meeting is adjourned at 12:14. Thank you.

8 (Whereupon, the meeting was adjourned at 12:15  
9 p.m. EDT.)

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C E R T I F I C A T E

STATE OF GEORGIA     )  
COUNTY OF COBB     )

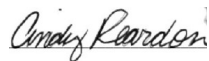
I, Cindy Reardon, Certified Court Reporter within  
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do hereby certify:

That the foregoing transcript is a true and  
accurate account of the meeting held on April 11, 2024,  
by the National Commercial Fishing Vessel Safety  
Advisory Committee by me to the best of my ability.

I further certify that the foregoing pages  
represent a true and correct record of the presentations  
and conversations;

And I further certify that I am not a relative by  
blood or marriage, or an employee of attorney or counsel  
of any of the members or attendees at the meeting, nor  
am I financially or in no way interested in the outcome  
of the committee and/or meeting.

This the 25th day of April 2024.



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Cindy Reardon (GA B-2191)  
Certified Court Reporter

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